

*ad interim* arrangement between the two Governments on the subject of the North American Fisheries question.

I am, &c.  
(Signed) IDDESLEIGH.

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No. 9.

*Sir J. Pauncefote to Sir R. Herbert.*

Sir,

*Foreign Office, December 11, 1886.*

I AM directed by the Earl of Idlesleigh to transmit to you a copy of a note from the United States' Minister at this Court, asking that the solicitors retained for the defence in the case of the "David J. Adams" may be supplied with a full Report of the charges made against that vessel;\* and I am to request that you will suggest to Mr. Secretary Stanhope that inquiry should be made, by telegraph, whether the Canadian Government feel themselves able to comply with this request, and, if not, that they should be requested to state the grounds on which it is refused.

I am, &c.  
(Signed) JULIAN PAUNCEFOTE.

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No. 10.

*Sir L. West to the Earl of Idlesleigh.—(Received December 13.)*

My Lord,

*Washington, December 2, 1886.*

I HAVE the honour to inclose to your Lordship, herewith, a further note which I have received from the Secretary of State, complaining in strong terms of the conduct of the Canadian authorities in the case of the American fishing-schooner "Molly Adams," the captain of which vessel states, in a letter to the Secretary of State, copy of which is inclosed, that he had seventeen men on board whom he had rescued from the British schooner "Neskilita," of Lockport (Nova Scotia).

I have, &c.  
(Signed) L. S. SACKVILLE WEST.

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Inclosure 1 in No. 10.

*Mr. Bayard to Sir L. West.*

Sir,

*Department of State, Washington, December 1, 1886.*

AS possessing an additional and very disagreeable bearing upon the general subject of the harsh treatment of American fishing-vessels during the late season by the local authorities of the maritime provinces of Her Majesty's Dominion of Canada, I have the honour to send you herewith a copy of a letter addressed to me under date of the 12th ultimo, by Captain Solomon Jacobs, master of the American fishing-schooner "Molly Adams," of Gloucester, Massachusetts. You will share, I doubt not, the regret I feel at such churlish and inhospitable treatment of a vessel which had freely and with great loss and inconvenience, rendered such essential service to the suffering and imperilled crew of a Nova Scotian vessel. But for his generous act, Captain Jacobs would have had no occasion to put into Malpeque, or, subsequently, when short of provisions, into Port Medway. As his narrative shows, the local authorities at Malpeque treated him with coldness and rudeness, making no provision to receive the Nova Scotian crew he had saved from such imminent danger, even causing him to incur a pecuniary burden in completion of his humane rescue, and even treating the landing of the property so saved from the wreck of the Nova Scotian vessel on her own shores, as not lawful for an American fishing-vessel "within the 3-mile limit."

The treatment of Captain Jacobs at Port Medway is a fitting sequel to that received by him at Malpeque. Having undergone fourteen days' detention in the latter port, and having shared his purse and slender stock of provision with the men he had rescued, he put to sea, when, his supplies falling short by reason of his charitable action, he asked