

vessel then lying about five miles from Lubec. The crew of the vessel did not catch or attempt to catch any herring or other fish while lying there, but only went in to buy bait, as American vessels had been in the habit of doing. There is no Custom House in the place at which the vessel could enter.

The master of the vessel went on ashore to put some letters in the post office, and when he returned found a British officer on board of his schooner, who represented himself as the second officer of the Canadian cutter *Water Lily*. The captain of the *Water Lily* and eight armed men afterwards came on board and asked the master what he was doing there. He replied that he had bought some bait, which the captain of the cutter said was contrary to law. When asked to show the law he declined doing so. He said he should have to take the vessel for buying bait. He then took the vessel, the master protesting, and taking charge of her dropped her down alongside the cutter. Ten of the crew were placed in an open boat and sent to Eastport, being allowed to take only some clothes with them, and the *Fawn* was towed into St. John, N. B. As soon as the news arrived in Gloucester of the seizure, George Friend, Jr., the chief partner of the firm, left at once for St. John. Immediately upon his arrival he called upon Mr. Goodwin, the American Consul, and Mr. Goodwin directed him to consult with Mr. Tuck, the Queen's Consul. "I asked him," Mr. Friend says, "on what charge the schooner was taken, and he replied for buying bait. He claimed that a vessel buying bait within three miles of the shore, was, by that act preparing to fish, and it was on this charge the vessel was tried. A prize crew was then in possession of the vessel, and she is now in their hands. Mr. Tuck further told me that he was waiting for instructions. The vessel had been detained twenty days when I left St. John without prosecution. Mr. Tuck refused to bond her, and said he would do nothing without instructions from Ottawa. I have learned since arriving home that he has been directed to prosecute her. This vessel was bound for the Western Banks, and had no intention or idea of fishing in shore."

"What do you think will be the result of the prosecution?"

"Really, I can't tell. I have, however, thorough General Butler, our Representative to Congress, asked the President to demand this vessel from the Dominion Government, as by interpretation of the law and the treaty on this basis no American vessel is safe when they see fit to capture her. Mr. Tuck told me positively that no American vessel can buy provisions

or supplies, other than wood and water, and that the purchasing of anything else is a violation of law and the fishing treaty."

AN OUTRAGE AT PIRATE COVE.

I have also learned the unpublished particulars of an outrage upon an American fleet at Pirate Cove, N. S., which took place as long ago as July. Having put into the Cove Harbour from necessity, the fleet was visited by the officer of a Dominion cruiser, who ordered every vessel off forthwith. Two of the vessels, *Wildfire* and *Sargent S. Day*, both of this town, were aground and could not move. The official was very much exasperated at this, and, with a force of twenty-five men boarded the *Wildfire* and informed her master that he should fine him \$800. Upon reflection, however, he concluded that he had no authority to assess and collect a fine, and gave the vessel permission to remain in port until two o'clock in the afternoon. He afterwards boarded the other vessel and proceeded in a summary manner to unbend her sails, but was led to desist by representations from leading citizens of the place, and finally took his men off, muttering curses loud and deep upon American fishermen, and declaring that he would "make some of them sweat." Neither of these vessels was accused of violating any law or regulation of the Dominion.

A COUPLE OF VESSELS DRIVEN FROM HALIFAX DURING A GALE.

The feeling, it would seem, is so bitter against these unoffending fishermen that the Dominion officials would wilfully hurry them all to watery graves. Only a few weeks since the schooner *Ruth Groves* and *Mary E. Daniels*, of this town, while coming home from the Bay of St. Lawrence, encountered heavy weather and were obliged to make a port of safety. They succeeded in getting into Halifax Harbor; but at daylight the following morning both vessels were boarded by an officer of the port, who inquired what their business was there. When informed that they had put in on account of stress of weather he replied that they had no business there, and ordered them to proceed to sea, with which order they were obliged to comply to avoid seizure, to the great jeopardy of life and property. Desiring to find shelter from the rough weather, the master of the *Ruth Groves* being unacquainted with the coast, one of the crew of the other vessel was sent on board of her, and finally both craft succeeded in getting into a small harbor, difficult of ingress and egress, called Catch Harbor, distant about twelve miles from Halifax, and where, with considerable exertion, they rode out the gale in safety.