

the fishing grounds. The first part of reason there was some difficulty in procuring crews to man the early fleet for the Western Bank. Since the last March a large number of men have arrived here to engage in fishing from this principally from Dublin and Argyle. The owners here who so strenuously cry for protection by excluding Canadian fish from the markets of the United States, have their arms wide open and hail with joy the advent of those men, whom they want to man their vessels and whom they could not get along without. When their arrival here they go on board, the vessel is used for a boarding-party, they in most every case buying their own food. They take out ballast or iron, as the case may require; put in put the vessel on the railway and clean the land, in fact, every conceivable thing to make her ready for the voyage. This is what our men are claiming is justice on the part of the owners; for men who brave the storms of winter often turned on shore to make room for the imported foreigners. This work was all done by the fishermen and shoremen who live here and who have to support, receiving a considerable during the season.

Extracts from the Boston Post of March 24, 1888.]

The Treaty and the Trust.

Enough has been shown in the accounts of the methods of the halibut pool, as set in our news columns, to demonstrate that little sympathy exists between the interests of New England fishermen and the purposes of the combination seeking to control the trade in fish. The statements published yesterday as the result of observations among the fishing fleet now fitting out in Gloucester illustrate another phase of the same matter showing that not even the aid of the United States avail to deter a fish monopoly from importing foreign fish to take the places of American fish.

Yet it is from this source that come the loudest protestations of regard for the interests of the fishermen as affected by the relations between the United States and Canada, the bitterest opposition to the proposed treaty, and frantic protests when the subject of free fish is mentioned. How much of sincerity there is in this assumed championship of American fishermen may be judged by the acts of those who profess it. So far as the combination in Gloucester is concerned, the opposition to settlement with Canada is in a very real measure the result of a rivalry between that place and Boston, or rather the favor of the former to secure the job-trade which the latter holds.

The combination of vessel owners and traders at Gloucester were able to control the Nova Scotia trade, it is not beyond bounds of credibility that the denunciation of the treaty and even the opposition to free fish would disappear; while it is in harmony with the selfishness displayed in other relations that, since this cannot be thus controlled, there would be a wish to stop it altogether.

no exact figures bearing upon this subject exist. In estimating, the results are based upon crews of these vessels during the last three years. The statement is believed to be rather an under than an over estimate:

Daniel Allen & Son, 9 vessels, 60 foreigners.
James S. Ager, 10 vessels, 20.
D. C. & H. Babson, 10 vessels, 60.
George Clark & Co., 8 vessels, 40.
Cunningham & Thompson, 11 vessels, 50.
George Dennis, 7 vessels, 40.
Joseph Friend, 5 vessels, 30.
Thomas Hodge, 6 vessels, 35.
Samuel Lane & Bro., vessels, 30.
Andrew Leighton, 18 vessels, 80.
T. A. Langsford & Son, 7 vessels, 45.
Benjamin Low, 11 vessels, 60.
Maddocks & Co., 6 vessels, 25.
James Mansfield & Sons, 5 vessels, 25.
John H. McDonough, 3 vessels, 20.
McKenzie, Hardy & Co., 5 vessels, 25.
B. Montgomery & Son, 6 vessels, 15.
George Norwood & Sons, 6 vessels, 35.
Oakes & Foster, 7 vessels, 30.
William Parsons, 2d, & Co., 8 vessels, 40.
William H. Perkins, 1 vessel, 10.
Pettingill & Cunningham, 6 vessels, 25.
John Pew & Sons, 18 vessels, 100.
Pool, Gardner & Co., 7 vessels, 50.
Joseph O. Proctor, Jr., 9 vessels, 40.
Reed & Gamage, 7 vessels, 20.
Rowe & Jordan, 14 vessels, 70.
Sayward Brothers, 6 vessels, 20.
David B. Smith, 5 vessels, 20.
Sylvanus Smith & Co., 12 vessels, 60.
George Steele, 9 vessels, 65.
James G. Tarr & Brothers, 14 vessels, 80.
Benjamin H. Spinney, 3 vessels, 25.
Michael Walen & Son, 5 vessels, 35.
John F. Wonsan & Co., 15 vessels, 60.
William C. Wonsan & Son, 5 vessels, 15.
Total, 292 vessels, 1500 foreigners.

[From the Republic of April 4, 1888.]

A Good Move.

The action of the custom house authorities in this city in preventing the landing at this port of some Nova Scotian fishermen who came here under contracts, stipulating, of course, that they should work for lower wages than American fishermen demand for services, similar to those they were to perform, is highly commendable and in full keeping with the law which forbids the importation of alien contract labor into this country. The evil of allowing alien fishermen to come here under contract has been tolerated altogether too long, and it is certainly high time that a stop was made of it, in the interests of American fishers. The law which forbids the importation of such labor has been in force for nearly three years now, and yet, singular as it may seem, the detentions of last week are said to have the first instance of its enforcement at this port, where, however, it is admitted that alien fishermen have annually been in the habit of landing.

The return of these Nova Scotian fishermen also illustrates how little sincerity there is in the regard which capitalists profess to have for American labor. These alien laborers were under contract to work here for lower wages than American fishermen would accept, and the men who endeavored to secure their services are the very ones who are continually crying out for more protec-

tion. Fishing vessels of Canada and Newfoundland shall have on the Atlantic coast of the United States all the privileges reserved and secured by this treaty to United States vessels in the aforesaid waters of Canada and Newfoundland.

"The rule, whatever it is," Mr. Hoar says must apply alike to both parties." Well, it does. That is what "we propose to say to Great Britain," Mr. Hoar says. We have said it in the treaty, and Great Britain has acquiesced. That being the case, it would appear that Mr. Hoar can have no further objection to the execution of a plan which he himself has formulated without knowing that he had been anticipated by the plenipotentiaries.

Statement of Mutual Concessions of the Fishing Grounds Under the Treaty.

The following statistics are taken from the minority report made in the Senate in May, 1888, and are undoubtedly correct:

The waters always admitted by the United States to Canada are 16,424 marine square miles. In addition the Canadian claim from headland to headland would add 6164 marine square miles, making a total of 22,588 marine square miles claimed by Canada, and in dispute 6164 marine square miles.

Under the proposed treaty of 1888, of the 6164 marine square miles from headland to headland, as claimed by the Canadians, the Americans concede to them as follows:

First. At bays of 10 miles or less in width—
In Newfoundland, 8 bays of 200
In New Brunswick, 8 bays of 67
In Prince Edward Island, 3 bays of 18
In Cape Breton, 2 bays of 13
In Nova Scotia, 11 bays of 85

In all, 32 bays of 383.

Second. At the bays named between lines 63 and 80, Article IV, proposed treaty, 1888.

At Baie Chaleur, New Brunswick 500
At Bay of Miramichi, New Brunswick 23
At Egmont's Bay, Prince Edward's Island 20
At St. Anne's Bay, Nova Scotia, 5
At Fortune's Bay, Newfoundland, 160
At St. Charles Hamilton's Sound, Newfoundland 2

In all, at 6 bays, 710.

Third. At bays named between lines 81 and 93 in Article IV, of proposed treaty of 1888.

At Barrington Bay, Nova Scotia, 2
At Chedabucto and St. Peter's Bays, Nova Scotia 18
At Mira Bay, Nova Scotia, 7
At Placentia Bay, Newfoundland 7

In all, 4 bays 34.

This gives of a total concessions by Americans under the proposed treaty of 1888 of 1,127

In lieu of a total concession by the Canadians from their headland to headland claim of 5,037