

On the 22nd of September Collector Atwood offered to release the vessel on condition that her owner abandon all claim against the Canadian Government or its officials for the seizure and detention. This Captain Allen, acting for the owner, refused to do.

The vessel was not released till the 15th of October, and then unconditionally.

No Canadian register was ever applied for or issued, and she sailed from Shelburne under her American papers.

The owner has since presented a claim for damages by reason of the wrongful seizure and detention of the ship, amounting to something over twenty thousand dollars, to the government at Ottawa, but has failed to secure its recognition; and Captain Allen has been informed by the minister of customs that his principal has no redress in the courts against any of the officers of the Crown.

Should the facts as herein stated be ascertained to be correct (and there appears to be little room for doubt), it is hoped that the justice of the claim now presented will be recognized and proper compensation awarded.

I have not thought it necessary to enter into any elaborate argument in regard to the law of the case, as it appears to be admitted that there was no warrant for the seizure and detention of the *Bridgewater* under the customs laws of Canada, and since no government has more readily accorded or more consistently contended for the rights of vessels in distress to seek shelter and repairs than that of Her Majesty.

I have the honor to be, etc.

T. F. BAYARD

The Honorable HENRY G. EDWARDES, etc.