# Rights of United States Fishermen in Hudson's Bay

## Canadian Government Sends a Revenue Cruiser to Collect Duties on Outfits of Whalers from This Country—Claim That the Bay is a Closed Sea.

Special Correspondence THE NEW YORK TIMES.

ST. JOHN'S, N. F., July 20.—An issue that may become an international entanglement is that regarding the right of United States fishermen to ply their calling in Hudson's Bay. Early last Winter the Canadian Government entered into negotiations for the chartering of a Newfoundland sealship, to be used as a revenue cruiser and dispatched this Summer to Hudson Bay, to compel the United States whalers frequenting those waters to pay duties on their outfits and otherwise to recognize Canadian authority. But when the Alaskan boundary treaty came before the United States Senate for ratification the Canadians canceled the negotiations for a ship, feeling that it would be unwise to provoke more friction with the United States this Summer while the arbitration on this Pacific problem was pending.

Canada claims that by the treaty of Utrecht, in 1713, Great Britain was ceded the sovereignty of Hudson Bay and the adjacent territories. But she has never taken any practical steps to affirm this possession, and subsequent treaties have very materially lessened the effect of this original proviso. By the treaty of 1818 the United States fishermen were conceded the same rights as British subjects along the West Newfoundland seabord, the coast of Labrador, and then northward indefinitely. This would mean, on the surface, at least, that United States citizens would have access to the bay on the same footing as Canadians; but Canada chooses to maintain that this is a closed sea, as absolutely her exclusive property as if it belonged to one of her narrow estuaries. A very nice question of diplomacy is here involved, for Hudson Strait, the entrance to the bay, is over fifty miles wide, and territorial jurisdiction extends only three miles from the shore, unless expressly provided otherwise, so that if Canada cannot maintain her claim to the specific cession of Hudson Bay there would seem to be no valid or effective reason for accusing the fishermen from the States of territorial aggression.

The issue has never yet been formally raised between the British and United States Governments, but American whalers constantly visit the basin, while British and Canadian shipping is conspicuous by its absence.

VALUE OF THE FISHERIES.

The United States Fish Commission's reports show that during eleven years the whale fisheries of Hudson's Bay realized a total value of $1,371,000 for fifty voyages, or $27,430 per voyage. A single adult bowhead or Greenland whale is worth $20,000, so it is easy to realize what are the possibilities comprehended in this venture, and what their exclusion from Hudson's Bay would mean to the United States whalemen. For it must be remembered that not alone would they be deprived of access to its waters, but they would also be barred from the channels which strike northward through the terra incognita beyond Baffin Land that forms its furthest boundary. These waterways have been the favorite haunts of the American whalers, who have made Marble Island, on the northwest portion of the bay, their regular Winter haven, so as to be able to get at their prey as soon as the ice breaks up in the Spring. Spencer's Harbor, on the north side of the strait, is also a favorite retreat for the New Bedford men with the same object in view, and last Summer one whale ship came out with a cargo valued at $70,000 after having been in the bay twenty-seven months.

But the black whale is not the only denizen of these waters which affords a profitable pursuit for the enterprising American voyager. The region abounds in other commercially valuable forms of marine life. White whales are also a profitable adjunct to the northern fisheries, and so abundant are they that a Canadian explorer who visited the bay asserts that he "has observed the water, as far as the eye could reach from the deck of a vessel, appear to be an undulating sheet of white, caused by the great schools of white whales." This creature, in its adult state, is about fourteen feet long, and is valuable for both its hide and oil. They are an alternative pursuit for the New Englanders, as when the black whales are scarce a ship can always fill up with their palled congeners. These are also captured in great numbers by the Eskimos and traded to the Hudson's Bay Company, which ships the products to England every year.

Walruses are also numerous about the coasts of the bay. They are hunted for their hide and ivory tusks. The hide weighs about 300 pounds, and is worth $30, and the ivory will bring another $10. Thus it will be seen that a whaler's lading may be very advantageously topped off with walrus products, or the similar ones of the narwhal, which is not, however, so abundant. Porpoises, though, occur in great plenty, and their hides and oil have a firm demand in the manufacturing world. The bay is the mating place of the hair seals, which are caught in thousands off Newfoundland every Spring, and the Eskimos and Indians of the north waters procure large quantities of them during their presence in the bay.

Of edible fishes in these waters no less than thirty species are known to exist. They include the cod, the common salmon, Hearne's salmon, sea trout, speckled and gray trout, halibut, major whitefish, herring, whitefish, capelin, eel, whiting, jackfish, pickerel, pike, perch, sturgeon, and others. Back's grayling, the most beautiful of fishes, is common in some of the streams on the western side of the bay. The Newfoundlanders now go to Ungava Inlet, its eastern arm, after cod each Summer, while the same fish are also taken regularly at Fort George, on James Bay, the southern projection of the great basin.

It is clear, therefore, that these northern waters teem with fish life of the first commercial value, and as the Atlantic areas now regularly fished are becoming depleted, fishermen are turning their attention more and more to Hudson's Bay as a reserve. It is only within the past four years that the Newfoundlanders have visited it, but they have been fully repaid for their enterprise. The American whalers have been frequenting it for years, and the only other ship which ruffles its placid surface is the Hudson Bay Company's storeship Pelican, formerly a British man-of-war, which goes there every Summer with supplies for the company's trading posts, and brings back the stocks of peltries accumulated by barter with the natives during the previous twelve months.

CANADA'S LACK OF INTEREST.

It is a noteworthy circumstance in connection with Canada's claim to the sovereignty of these waters that not only has she not a single merchant ship engaged in ordinary pursuits there, but she actually lacks a vessel fit to fly her flag there for police work, and has to seek in Newfoundland a sealer capable of combating the ice floes found in the north. This extremely anomalous position can only be ascribed to one of two causes—lack of enterprise on the part of the Canadian people, or a disbelief in the resources of the region. Canada has no whalers, no sealers, and no northern voyagers; her fishermen trawl within easy reach of their own shores or along the Grand Banks, while the Newfoundlanders and Americans penetrate the icy fastnesses of the arctics and do battle with floe and berg in the effort to secure a livelihood. Yet the advocates of Canada's contention claim that their country is being robbed of millions of dollars of wealth of the seas by the alien whale and fish poachers. It is argued that, though Canada is unable or unwilling to glean this ocean harvest, she should be allowed to prevent American subjects from doing so on the ground of a shadowy concession by a treaty nearly 200 years old, and nullified in substance, if not in form, by a later convention with the United States.

The situation respecting Hudson's Bay is therefore somewhat analogous to that which has given rise to the Alaskan boundary dispute. Undoubtedly no foreign fishing vessels would have the right to enter Canadian waters within three miles of the coast line, as such encroaching would be plainly violating international law as respects these confines. This fact would, accordingly, give Canada a righ to prohibit American whalers from approaching within three miles of the seaboard of Hudson's Bay, if it were held to be an open and not a closed sea. But, as already explained, United States fishermen are guaranteed, along Labrador and thence northward indefinitely the same rights as British subjects, so that under this clause the Americans would have the right not only to fish in the off-shore waters of Hudson's Bay, but to participate in the inshore fisheries as well.

The Canadian contention, though, is that Hudson's Bay is a closed sea, and that the Americans have no right of access to it whatever. The Canadians maintain that the treaty rights granted the citizens of the United States under the Washington convention of 1818 cease at Cape Chudleigh, the northern extremity of Labrador and the entrance to Hudson's Strait, inasmuch as by the Utrecht Treaty of 1713 England's possession of the strait and bay was recognized. Great Britain has always maintained the headland theory, by which all waters within a line drawn from headland to headland are regarded as territorial, a sort of extension of the principle of the "three-mile limit." This headland basis has not been officially accepted by the United States, though she has adopted it herself impliedly by her exercise of sovereign rights over certain marine areas contiguous to her shores, and in the draft treaty executed at Washington in 1888, but subsequently rejected by the Senate, the United States Commissioners assented to the recognition of British sovereignty over several bays in the Gulf of St. Lawrence which are fifteen to twenty miles wide.

Accepting these precedents, it would appear that Canada has some ground for her contention respecting Hudson's Bay being a mare clausum, but, on the other hand, there is the cardinal fact that this is the third largest body of water, next to oceans, on the globe. The Mediterranean Sea has an area of 977,000 square miles; the Caribbean Sea comes next, with 680,000, and Hudson's Bay follows, with 570,000, its extent being such that a vessel can sail 1,300 miles on it along one line of longitude without changing her course. It appears somewhat preposterous, therefore, to talk of such a mighty body of water being closed against the world's commerce in these enlightened times, and we can best understand what such a proposal means by reflecting on the acceptance which any scheme by a European power to close the Mediterranean would meet at the hands of the world at large, in view of the interests, actual and potential, involved in maintaining the policy of the "open door."

It is true that trade with Hudson's Bay is but small now, but that is a matter of degree rather than of principle. The Canadian Northwest is filling up, and there is talk of a railway to Hudson's Bay and the utilization of the water passage thence as a short Summer route to Europe. By this route the grain crop of the border States as well as the Canadian west is proposed to be moved to market, and yet it is contended that a body of water ten times the size of New York State is to be regarded as an exclusive Canadian possession. Moreover, the region is rich in minerals and woodlands, and the development of these is bound to be largely accelerated by American capital. It is clear, then, that ere long this question of Hudson's Bay must be projected into the forefront of international politics and call for action along the same lines as the Alaska boundary dispute is now being disposed of.

# POPCORN SEASON NOT WHAT IT SEEMS

### Summer Sales at Seaside Places a Side Issue of the Business.

"THE popcorn season is well under way," says the man whose business is suffering from midsummer inertness, as he makes a trip to Coney Island and sees every other one of the myriads of children with a popcorn cake, pink or brown or white, in hand, eating with an air of intense enjoyment.

"Nothing doing," says the man in the wholesale business who can sell one a ton or two of popcorn or a little penny bag of the sugared variety with a beautiful prize piece of jewelry in it, the whole thing for one cent.

"This Summer popcorn business is only a side issue in the popcorn market," continues the wholesale man. "Go where you will, see a quantity of children on an excursion or at an excursion place, and it would not be a big estimate to say that there would be 500 children each having a five-cent package of popcorn. But supposing there was that number, that would mean $25 retail price, and when you get down to the wholesale man with it there is not money enough left for him to take many trips to Europe.

"December is the real time for popcorn. That is the time we can't keep up with our orders, and the people who do not order for early delivery will get left as they do once in a while. We have an order now for a lot of popcorn to go up in the New England States, to be delivered in October for the Christmas trade."

All signs fail in the popcorn trade as far as the average person can observe them. Being a luxury, it is a comparatively small business. That is to say that while certain firms engaged in it may do a big business there are not many of them. Theirs is one of the ramifications of the confectioners' trade, though as a rule it is a separate popcorn firm which will deal not only in the raw material and the finished product.

Not being a food product the Government has not taken up the statistics of the popcorn industry. It is probable that the greatest amounts are grown in Illinois, Mississippi, Kansas, and Nebraska. There are several varieties. What is known as the eight-row popcorn is that with large even kernel, so many encircling the ear. This pops into big fluffy flakes, and is the kind largely used for stringing as decorations on Christmas trees, or wherever large bulk is desired in popcorn. It does not rank as a better variety than the pearl and rice corn, which have the kernels in more irregular rows and are used for the ordinary purposes of the popcorn trade.

A large proportion of the popcorn sold goes into New England. The climate may have something to do with the New England child's consumption of the dainty. The corn will keep well in the climate. From September to June there will be no trouble in keeping it, and through the Summer months there will be comparatively little difficulty if the weather is fairly good.

The June weather was bad for popcorn, and the small dealers who laid in a stock to carry them through the early part of the season are wishing they had not, for they have probably suffered considerable loss. As the Summer industry is a side branch with many of them, however, and their eggs are not all in one basket, they may be able to make good their losses in other ways.

Popcorn is an uncertain and risky merchandise in the South, a reason, probably, why there is less of it sold there than in other parts of the country. Pennsylvania, for some reason or other, is a great popcorn State. The youngsters of the State are devoted to it, to say nothing to the predilection of their elders, and it is said that probably twice as much popcorn is sold in Pennsylvania as in the State of New York, not including New York City, where the market for all sorts of sweets is large.

There is nothing in which the child can get more bulk for its money or more satisfaction, and without injurious effects to its small interior than in popcorn. The popcorn man is always thinking up new ways by means of which he can tempt the little ones.

Novelty boxes for filling with popcorn are in demand. One that has been popular is a little "Uncle Tom's Cabin." This is a pointed-roof box showing the logs at the sides, with doors and windows. The entrance to the cabin has two tiny doors which really open, and there is one window, which also opens. These boxes come in flat cardboard pieces, which are bent into shape in the factory, filled with corn, (the pink and white sugared variety,) a little prize of some kind is put in, and after it has gone through several dealer's hands the child buys it for one cent.

The order for popcorn to go "down East" and to be delivered in October was for popcorn balls. These are largely used for Christmas trees, and with the large-kerneled corn for stringing, form the big bulk of the December trade. It is the pink and white sugared corn and will keep fresh and in good condition indefinitely. Great quantities of these popcorn balls are made up in the Fall of the year. But little of the popcorn is prepared by the retail dealers for their market. Unless they have a sufficient trade to keep a man who is expert at the business at work all the time it would not pay them. The small-stand men who do business at the Summer resorts or have carts which they drive around the city selling freshly prepared popcorn are in the neighborhood of supplies and can do this, but the Summer trade, as the manufacturer says, is but a small issue of the business. The men with teams are not, as a rule, to be found in the larger cities, though men with attractive-looking wagons, wearing long white aprons, walking along the sidewalks crying their wares, are features of many of the residence streets of Brooklyn.

Buttered popcorn, so much in vogue a few years ago, has gone out of fashion in the Greater New York, but it is still a much-loved dainty in other parts of the country.

# SELECTING NAMES FOR NEW BUILDINGS

### Difficulty Experienced in Finding Striking and Appropriate Ones.

A PROMINENT feature of the decorative scheme of the proposed Beaver Building, at the junction of Beaver, Pearl, and Wall Streets, will be reproductions, in terra cotta and stone, of the little animal the name of which the structure bears. The idea is said to have originated with William F. Havemeyer, who owns a considerable interest in the property, and from the panels surmounting the entrances and at various other points about the building there will be beavers peering out—perhaps as a suggestion of industry to all who enter therein.

"The naming of office buildings," said William H. Chesebrough, President of the Century Realty Company, the other day, "has reached a stage where it causes no end of brain-racking on the part of owners. It would be perhaps too much to say that a name ever contributed much to the success or failure of a building, but it is certainly a matter worthy of careful attention, and to get a suitable name—one that is short yet having some significance or possessing some historic association—is not always an easy task. The banks and insurance companies which put up their own buildings are, of course, spared this difficulty, but the same knotty question arises with almost every structure which cannot take its name from its most prominent occupant.

"Sometimes the names of the streets upon which a building fronts afford a solution of the problem—as in the case of the Broad-Exchange Building—but this method of naming has been carried to extremes and has resulted in some mighty cumbersome combinations.

"Names drawn from local geography and history, such as Knickerbocker and Manhattan, are all right, but the supply has been pretty thoroughly exhausted. The Century Company is going to put a new office building on West Thirty-fourth Street, just off Fifth Avenue, and I don't know but I'll open a public competition and award a prize to the man, woman, or child who shall suggest the best name for it."

## Failings of Correspondents.

"NOT one person in ten folds a letter and puts it in the envelope right side up," said the correspondence clerk of a large New York publishing house. "This firm receives upward of 1,000 letters a day, and it is my duty to sort them and send them to the various heads of departments. Each letter must be sent opened flat, with the envelope attached by a clip. In almost every instance the letter is folded and put in the envelope so that I have to turn it around before I can read it. I have talked with friends in similar positions to mine, and they tell me they have the same experience. It seems a trifling matter to a person who opens only five or six letters a day, but to me this loss of time caused by either the ignorance or carelessness of letter writers is considerable.

"Fully two-thirds of the letters received by a business house are filed. Cabinets for this purpose are arranged so that one must refer to the beginning of the letter, on the right-hand side, to find the date. One-half the persons who write on matters of business, particularly women, put the date at the end of the latter and on the left-hand side, so that we have to lift the whole bunch to get at it. These failings of correspondents are worse than illegible writing and incorrect spelling."

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