
cargoes on deck. A vessel without any deck load is at once unsafe, as in rough weather her decks are loaded down with water and become awash, and the poor sailors, Mr. Plimsoll's dear friends, have a hard time of it. I contend there is too much legislation regarding ships, and if they were let alone for awhile the industry might survive; but the constant dread of adverse legislation, with the new load line legislation, &c., &c., is killing the industry, and by-and-bye there will be no ships to carry the under deck cargoes. If ships are restricted to carrying only under deck cargoes the wooden vessel cannot be made to pay, unless the rate of freight is materially advanced; and, in the present state of the wood trade in European markets, that would mean an entire cessation of shipments. Again, even now, with the restrictive deck load legislation for cargoes for the West Indies, we are handicapped, as Maine has similar lumber to export, and their vessels can carry full deck loads, and of course with cost of lumber the same and less freight we can hardly be expected to compete, and gradually it has taken our trade away. Again, if this deck load restriction means to apply to our coastwise trade, this means its entire extinction, as vessels could not be made to pay unless they had the privilege of carrying full deck loads, as now.

Thus, briefly and hurriedly I enter my protest against the scheme of deck load restriction.

Sincerely yours,

J. H. SCAMMELL.

IRA CORNWALL, Esq.,
Secretary Board of Trade.