

tion conscientiously believing the same to be true, and by virtue of the "Act respecting Extra Judicial Oaths," 37 V., c. 37, Schedule.

E. ROSTRUP,

Master Norwegian Bark "Christina Scriva."

Declared before me.

(Signed) ISAAC H. MATHERS, J. P.,
in and for the County of Halifax.

HALIFAX, N.S., 14th February, 1891.

I, James A. Crowe, do solemnly declare that I believe the present deck load law to be in the best interests of shipmasters and sailors, and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the "Act respecting Extra Judicial Oaths," 37 V., c. 37, Schedule.

JAMES A. CROWE,

Master British Ship "Selkirk."

Declared before me.

(Signed) JOHN P. LONGABD, J. P.,
in and for the County of Halifax.

HALIFAX, N.S., 14th February, 1891.

I, Ove Lange, do solemnly declare that I believe the present deck load law to be in the best interests of shipmasters and sailors, and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the "Act respecting Extra Judicial Oaths" 37 V., c. 37, Schedule.

OVE LANGE,

Shipmaster.

Declared before me,

(Signed) ISAAC H. MATHERS, J.P.,
in and for the County of Halifax.

St. JOHN, N.B., 23rd January, 1891.

DEAR SIR,—You ask for an expression of views on the "deck load question." In the House of Commons Mr. Mitchell, referring to the "deck load question," said: "He simply provided in his Bill, that between the 1st October and 16th March vessels should be prevented, not from carrying any deck loads, but from carrying 3 feet of deck loads in the transatlantic voyage, because he held that a limited deck load, in the shape of deals and shooks, really helped a ship, and did not injure her. Vessels in the Cuba trade, he said, would be allowed to carry 4½ feet deck loads."

Mr. Burpee said, if Parliament passed such a Bill it would restrict the trade of the country, and allow foreigners to come in and take the trade from our own doors. He contended that New Brunswick ships were more safe with a deck load than others without one. Referring to the old ships engaged in the Quebec timber trade, and in respect to loss of life, he said he was in a position to say—that in the last five years, in which period 1,000 vessels had sailed from St. John, not more than 10 lives were lost owing to deck loads. The same argument can be used to-day; vessels are just as safe now as then to carry deck loads, and the experience of captains in our employ and those we have come in contact with is, that ships are safer with than without deck loads, and for schooners more especially so, as they are built with that end in view, viz., the carrying of deck loads, and do carry one-third to one-half of their