

plundered and scuttled, but recovered by her crew, who had made a timely escape in the boats, returning after the marauders had left; and taken back to Shanghai it appears. At all events she was "laid up" there, under the stigma of "unlucky," doing warehouse duty for some two or three years. In '67, however, she was sold to a Spanish firm, who changed her name and registry, and put her once more in active service—in which, for aught that appears to the contrary, she continues still.

On this occasion it was the fortune of the writer to be associated with the Lloyds' surveyor of the port, and a toughly prejudiced old "tar-bucket" of the species "lime-juicer," in a survey upon her much-enduring bottom. Never were opened-up timbers more unrelentingly scrutinised. For a three days' battle had raged among the surveyors respecting the lasting qualities of "North American timber;" hot partizanship, mainly on the negative side, had loosed its clamorous tongue, and "What do you consider your opinion *worth*, sir?" had been bandied about until it "really grew quite intolerable, you know,"—and a goodly number of handsome "books" had been "made" on the issue. The result was "overwhelming discomfiture" to the overweening givers of "five to two." No sign of decay was anywhere discovered, and the survey report prescribed only caulking as the condition of a first-class risk."

It seems almost superfluous, after this evidence to enlarge upon the broad inference that follows. No one who will compare what Canadian tonnage really is with the "characters" it can obtain from the European societies, will fail to declare that it must henceforth seek that now-a-days indispensable pre-requisite at other hands,—or that the establishments referred to must supplement the scanty and grudgingly given concessions heretofore yielded with so much farther allowance as it is justly entitled to. Where those "other hands" are to be found, is equally obvious. The maritime interests

of the country, if only due steps were taken to secure unity of action, are large enough, and powerful enough, to establish forthwith a "Dominion Lloyds," whose decision—if based upon close, scientific, and exhaustive study of the qualities of our own material, will secure to our vessels the great advantage of just classification; add to the capital of the country the profits, now dissipated elsewhere, of "doing our own insurance;" and be respected at least—if not at the very outset held quite the equal of those of the existing organizations—in every part of the world. Better still would it be if the contemplated unification of interests could be so broadened as to amalgamate with the society of the mother-land; and notwithstanding the many points of difference arising from physical causes that must exist, a species of reciprocity could be devised which, intelligently grasping—and assimilating so to speak—those points, would be mutually productive of great benefit. At all events, that already important and rapidly increasing class of British shipowners who buy "North American built" tonnage, would find in such a consolidation an unmixed good. To these men is due already what slight concessions have been made; and their aid can be counted on in the movement for such reform. The recent establishment of the system of compulsory examination for masters and mates—though in itself not free from certain serious objections; coupled with the long denied recognition of Colonial certificates of competency at home—is no inconsiderable step in this direction, and much more can be made of it.

For the time, our forests can supply any demands, including the enormous accessions which the change in the registry laws of the United States, contemplated by their revenue reformers, would infallibly add thereto—and the probability of which daily increases; if, by either of the above modes, the just proportion of time of classification can be secured. So far as our possible American