
 APPENDIX.

While Captain Calhoun, the first witness, was giving evidence, Mr. André Cushing, a prominent mill-owner, and a gentleman interested to a considerable extent in lumbering and shipping, rose, and was allowed to express his views upon the deck load subject.

He stated that his suggestion would be to have a law framed upon the judgment of competent persons at each port, so that the deck load of a vessel could be decided upon, as to the amount she should carry, by some properly-appointed officer, who could decide the matter according to the shape or build of the vessel. He believes that every vessel should have a certain amount of deck load, and thought that it might be properly fixed by a person who had had experience in such matters, and who understood the carrying capacity of vessels.

 THE BOARD OF TRADE, HALIFAX.

HALIFAX, N.S., 12th February, 1891.

SIR,—I have the honour to inform you that at a meeting of the Council of this Board held on 27th January the following resolution was passed regarding deck loads, and forwarded to the St. John Board of Trade while you were there investigating the subject.

Resolved,—“That this Board are quite in accord with the advocates of the existing law respecting deck loads, believing such law is just to the shipowner, and secures the safety of the sailor.”

Your obedient servant,

CHARLES M. CREED,

Secretary Board of Trade of Halifax, N.S.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

 HALIFAX, 13th February, 1891.

I hereby declare that as a ship-owner of some thirty years' experience, I am most decidedly in favour of the existing law allowing deck loads of 3 feet above the deck, and believe it is in the best interests of shipmasters and sailors, and would be most heartily sorry to see it rescinded.

WILEY SMITH,

For A. & W. Smith & Co.

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

I, E. Rostrup, 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 declara-