

rescued from the perils resulting from the negligent acts of another . . . are properly chargeable as damages against the offending vessel."

"The principles on which the Court of Admiralty proceeds lead to a liberal remuneration in salvage cases, for they look not merely to the exact quantum of service performed in the case itself, but to the general interest of the navigation and commerce of the country, which are greatly protected by exertions of this nature:" per Lord Stowell in *The "William Beckford,"* 3 C. Rob. 355. See also *The "Narragansett,"* Olcott 388.

5. Value of the ship "Monguagon." This reason of appeal alleges that "the value of the 'Monguagon' at the time of the collision could not have exceeded \$2,500, as that is the amount at which she was valued by Mr. William Morris, a witness on behalf of the plaintiffs, at the beginning of that season, and her value at the end of the season would not exceed that amount, but would be less than that amount by the wear and tear of the season's operations, and the measure of damages in case of partial loss would not exceed the measure of damages as for a total loss."

The witness referred to was called by the plaintiffs to prove the survey made by himself and another, and the value of the "Monguagon" in her damaged condition—which they placed at \$2,000. They estimated the probable cost of the repairs at \$1,903, but the actual cost was \$1,610.79—which "was just as reasonable a job as he (Morris) had ever seen done." On cross-examination he placed the value of the "Monguagon" before the collision at \$2,500, adding: "It was pretty low, because you have to take her value off her when there is a chance, but he considered it was a fair valuation." On re-examination he stated: "Q. What was the object of keeping it low for the owners, what is the object of that? A.—One object is paying taxes in certain places, and another object is in case of general average, and if the schooner is a very high class, why she would have to pay more general average." The other estimates of value were: Captain May, from \$3,000 to \$3,500; Leonard, \$4,500; and Kunna, somewhere near \$4,000 and \$4,500—each basing his estimate of value on her earning power.

In arriving on this evidence at a fair estimate of the value of the "Monguagon," at the time of the collision, I think the