

degree of pride, the fast sailing ship "Marco Polo," and others of later date and nearly equal renown. Indeed, ships built of this material, and noted for their beauty, buoyancy, and fast sailing qualities, are to be found in all the principal lines of Australian and other oceanic clippers. Many, if not all, of these ships have been built according to the established rules laid down by the Committee of Lloyds' Register of British and Foreign Shipping, and have deservedly attained a high character.

Tamarac, when devoid of sap and seasoned, has been said to last in ships for a longer period than the seven years at present assigned to it by Lloyd's. It is extremely strong and elastic, and being devoid of acid, tends to preserve the iron or metal fastening from oxydation, which is more than can be said of even English, African, or other Oaks.

The Tamarac tree grows on a variety of soils, but more particularly in low swamps, as well as on the most rocky and sterile ground, and as luxuriantly as other trees of the forest in more favored localities.

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## B I R C H .

### *Batula.*

The next descriptions of wood in general use, especially for ship building purposes, are the Birches, which embrace four kinds, the black, yellow, grey, and white.

**BLACK BIRCH.** — This tree is produced in unlimited numbers, and grows to a height of fifty and sixty feet, and upwards of four feet in diameter. The wood is prepared into large baulks, and shipped to the markets of Great Britain and elsewhere. In ships of the seven years and lower classes, it is very generally used for planking, midship floors, and foothooks. When confined under water, it is considered to be unsurpassed by any other material of a like nature, for ship building purposes. In planking ships of the seven years class, its height is properly restricted to the light line; in vessels of the six years class, it is allowed for first foothooks amidships, not exceeding one half the length of the keel; and in vessels of the four years class its use is unrestricted, except for the main pieces of rudder and windlass; when used for these purposes, it is confined to vessels under 300 tons register. This wood is likewise generally used by boat-builders, cabinet-makers, carriage