

On the 20th May last, the American fishing schooner *Boys*, went ashore during a dense fog, and became a total wreck, but all hands got safely ashore. The materials which were saved have since been brought to Halifax, and sold for the benefit of all concerned.

At Saint Paul's Island, two wrecks have occurred since the date of my last report, and both before the establishment of a steam fog whistle there. One of the wrecks, I regret to state, was attended with serious loss of life—not a soul surviving to tell the melancholy tale. It appears, that on the night of the 28th November, 1871, there was a heavy snow storm raging at St. Paul's Island, and in that neighbourhood, the wind blowing a furious gale at the time from the north. After the storm had subsided, the superintendent of the Humane Establishment there, discovered among the rocks on the north side of the Island, floating timber, broken spars, and other wrecked material, as also a life buoy belonging to the barque *Emperor*, of London, leaving no doubt that the vessel alluded to, had stranded on the rocks at that place, had been dashed to pieces during the storm, and that all the crew had perished at the same time. During subsequent investigations, the superintendent discovered under water at the place where the vessel was supposed to have gone ashore, the body of a man, along with iron ship knees, chains and anchors, all proving conclusively the fate of the vessel and her crew. The barque *Emperor* left Quebec on the 18th November, 1871, bound for Bristol, with a cargo of timber or deals. Her crew consisted of Captain Barrett and fifteen men.

The other wreck alluded to, was the steamship *Adalia* of London, bound on a voyage from Plymouth to Quebec, with a valuable general cargo, and a number of passengers. She went ashore early in the morning of the 25th July last, during a fog. This was some time previous to the steam fog whistle having been erected. When the fog set in on the night in question, the superintendent commenced firing a signal gun from the Island, but the captain of the steamer states that he did not hear it until his vessel had stranded on the rocks. The passengers and crew were all safely landed on the Island, and taken care of at the Humane Establishment, and a considerable portion of the cargo was also saved, although the vessel subsequently became a complete wreck. On receipt of the intelligence by the officers of this Department, a Government steamer, and two Government schooners were immediately despatched to render assistance to the passengers and crew, and to protect the revenue and cargo saved. The passengers were taken off the Island by a steamer which was sent for them by the agent of the wrecked vessel.

During last year seven wrecks took place on Anticosti Island, the *Royal Charter*, at Fox Bay; the *Agda*, three miles below Pavilion River; the *Tadmar* and *Natolia*, at West Bay, on the East Point; the *Russia* and *Lake Huron*, on the South West Point; and the *Lebanon*, 20 miles west of South Point. No loss of life was sustained in any of these cases.

When the information reached this Department of these wrecks, and that there were valuable dutiable goods on board some of these vessels, two of the cruisers connected with the Marine Police, under the control of this Department, were immediately despatched to the wrecks, for the purpose of preserving order there, and protecting both the goods and the revenue; and in this respect the Marine Police Cruisers have been