

In consequence of the charges made by the captain, the Department directed the Trinity House of Quebec, as the pilotage authority for that district, to hold an investigation into the conduct of the pilot in charge of the vessel; and the Trinity House having heard and examined the evidence in this case, considered that the master of the vessel had failed to establish his charges against the pilot, and dismissed the case with costs.

The Board of Trade, London, on the arrival of the master in England, directed an official enquiry to be held into the cause of this wreck, which resulted in the Court finding that the vessel was stranded off Bic in consequence of the careless navigation of the master, and the Board suspended his certificate as master for the period of six months.

SUBSIDIES TO STEAMERS.

The only subsidy paid by this Department is that allowed to the Quebec and Gulf Ports Steamship Company for keeping up a line of steamers to the lower ports for the accommodation of passengers and for freight traffic. This subsidy was paid at the rate of \$15,000 per annum from 1868 until the season of 1874, when it was reduced to the sum of \$10,000, but the Post Office Department allow an additional amount for carrying the mails. The sum of \$10,000 being the amount appropriated by Parliament, was paid to the Company for the services of last season. Under the contract made with the Company by the Post Office Department, the sum of \$600 was allowed for a round trip of a steamer from Quebec to Picton and return, calling each way at Father Point, Gaspé, Percé, Paspebiac, Dalhousie, Chatham, Newcastle and Shediac. In Supplement No. 2 will be found a statement showing the trips made by the boats belonging to the Company with the date of departure from and return to Quebec given in detail, from which it will be seen that the first boat started from Quebec on the 11th May, and the last boat arrived at Quebec on the 21st November.

As the Intercolonial Railway will probably be completed early next season there does not appear to be the same necessity for subsidizing this Company as formerly, as communication can be effected by means of the railway with some of the ports in the Lower Provinces much more expeditiously than by means of steamers.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

Reference was made in the Report of last year to the comprehensive Act relating to the shipping of seamen which came into operation on the 27th March, 1874, and to the shipping offices which had been established in accordance with its provisions. In Supplement No. 2 of this Report will be found a statement showing the returns received from Shipping Masters for the half-years ended 30th June and 31st December last, of fees received under this Act.