

not now be under the necessity of giving up charge of their ships on their arrival in England, as was formerly the case unless they could succeed in passing their examination there, which in the majority of cases required time and money.

Although this subject has caused much anxiety and labor to myself and my Department to secure this great advantage to our maritime population, and organize the necessary machinery to carry it into successful operation, still I feel that it has been worth all the trouble and the trifling expense which it has cost, as in the Dominion of Canada with its extensive sea coasts, numerous harbors and immense inland navigation, both on the Atlantic and Pacific, and the great facilities it enjoys for ship building and ship owning, seafaring pursuits must always hold a prominent part in the occupations of its people, and we already know by the example of that great country to which we have the honor to belong, and other maritime nations, that there is nothing which tends to establish a country's greatness and build up her material prosperity more than the possession of a hardy and intelligent population on her sea coasts, who in time of peace go down to the sea in ships and do battle with the mighty deep in the interests of trade and commerce, and in time of danger when her shores are threatened by the invading forces of a foreign foe, are not only willing but able to serve on board their ships of war and defend their coasts from the attack of the enemy, for it must be remembered that sailors cannot be made in a day, neither can navigating officers of ships be procured when the emergency arises and when they are most needed, unless prudent measures are adopted beforehand, such as Canada is now inaugurating, to educate and prepare a certain proportion of her population to the mercantile naval profession, which to a sober industrious man is not only remunerative in the meantime, but presents a fine field for advancement in life by enabling respectable men who rise to be shipmasters to become eventually wealthy shipowners. The number of candidates who passed successful examinations between the 7th August, 1871, when this new system fairly commenced, and the 31st December of the same year, was twenty-eight masters and nine mates, all of whom passed at St. John, N.B. Up to that time none had passed either at Halifax or Quebec, although a number were under instruction at both places, and no doubt would succeed in obtaining their certificates within a short time.

The total expenditure on account of this service for the fiscal year ended 30th June last was \$1,396 03, incurred principally for the salary and travelling expenses of the Chairman, furnishing offices, books, stationery and forms.

The amount voted by Parliament for this service for the year alluded to was \$6,000, leaving an unexpended balance of \$4,603 97, which reverted to the Public Treasury.

The amount expended during the half year ended 31st December, 1871, on account of this service was \$1,861 98, and the amount of fees received by the Government from successful candidates, for their certificates during the same period was \$385. The fee charged is \$10 for a master's certificate of competency, and \$5 for a mate's certificate of competency.

The 6th and 7th sections of the Act alluded to, provide that after the 1st July, 1872, no ship over 150 tons register is to be cleared for any place out of Canada, not