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No wrecks occurred on Sable or St. Paul's Islands during last year.

The barge "Oriental," of Kingston, 328 tons register, left the port of Charlotte, U.S., on the 23rd of October last, with a cargo of coal 650 tons in weight, in tow of the steam tug "Scotia." The vessel was 21 years old and was probably worth \$1,000. Her crew consisted of a captain, who held a certificate of service as master, a mate who was an uncertificated man, and two deck hands. There was also a woman cook on board. The vessel encountered very heavy weather, and when about three miles off Port Dalhousie, the tow line parted. The "Oriental" went down with all on board, and the "Scotia" made for the port of Niagara, which she reached in safety. An investigation was held by Mr. Samuel Risley, Chairman of the board of Steamboat Inspection, into the cause of the loss of the vessel, from which it appears that the vessel was overladen, and that the condition of her hull and equipment was not such as would warrant her undertaking the voyage, with 650 tons of cargo, at that season of the year. She was also insufficiently manned.

The propeller "California," of Montreal, left Chicago for a port in Canada on the 1st October last, with 3 passengers and 22 of a crew. She had on board 20,000 bushels of corn and 696 barrels of pork on deck. On the morning of the 23rd she encountered very heavy weather and commenced to leak; the cargo also shifted and increased the difficulty of steering the vessel, to such an extent that she would not answer her port helm. The violence of the waves drove in the anchor shutter, and the vessel shipped a great deal of water through the opening. The leak continued to gain and put out the fires, leaving the vessel at the mercy of the wind and waves, and she finally foundered on the night of the 3rd October off St. Helen's Island, towards which the vessel was drifting. The vessel was built in 1873, and was cut in two and had 35 feet added to her length in 1883. She was 900 tons gross and 580 tons register tonnage. By this casualty 7 of the crew and 2 of the passengers were lost, although the vessel had four boats, which left her when she foundered, with a few persons in each. No effort appears to have been made by the master or mate to get the passengers and crew into the boats, which were ready for about thirty minutes before the vessel went down. The vessel was valued at \$27,000, and was insured for \$21,000. An enquiry was held at Toronto by Capt. Ths. Harbottle, Inspector of Hulls, and Mr. W. J. Meneilley, Steamboat Inspector, into the causes which led to this disaster. The evidence which was taken was transmitted to the Minister of Marine and Fisheries, who, after carefully considering the same, suspended the certificates of the master and mate; the former until the 1st October and the latter until the 1st August, 1888.