

fiscal year, the sum of \$10,692 13 was actually paid into the treasury. The explanation of this apparent discrepancy is that officers of Customs who collect the steamboat inspection fees sometimes have balances on hand at the close of one fiscal year, which they pay over into the treasury after the commencement of the next fiscal year.

The amount actually expended by this Department on account of this service during last fiscal year, including salaries, travelling allowances and contingencies, was \$8,321, and the amount voted by Parliament for the same period was also \$8,321 ; but there were several liabilities remaining unpaid at the close of the last fiscal year, which had to be defrayed out of the vote for the current year.

Deducting the amount of expenditure on account of this service for last fiscal year from the amount of receipts for the same period would leave a surplus of receipts over expenditure of \$2,048 96 on the year's operations.

The receipts and expenditures on account of this service, including the receipts from fees for engineers' certificates for the three last fiscal years were as follows :—

	Receipts.	Expenditure.
For the fiscal year ended 30th June, 1869 . . . . .	\$11,914 63	\$7,999 00
“ “ “ 1870 . . . . .	12,521 29	7,399 18
“ “ “ 1871 . . . . .	10,369 96	8,321 00
	\$34,805 91	\$23,719 18
Deduct expenditures from receipts . . . . .	23,719 18	
Leaving a clear surplus of . . . . .	\$11,086 73	

in three years of receipts over expenditure, which reverted to the Consolidated Revenue of Canada.

During the calendar year ended 31st December, 1871, the Board issued 625 engineers' certificates, of which 165 were for examinations and 460 were for renewals without examination.

The report and returns which are required to be made to the Minister of Marine and Fisheries are made up for the calendar year ended 31st December, 1871, and will be found in the appendix, while the financial statements relating to this service are made up for the fiscal year ended 30th June last, so as to appear in the public accounts along with the other financial statements of the Dominion.

There were no penalties incurred or collected on account of violations of the Steamboat Inspection Act during last fiscal year.

In the report of the chairman, which will be found in the appendix, there is a list of the accidents which happened to the steamers in the Dominion during last calendar year.

On the 15th April last, the screw of the propeller *Magnet*, when entering Coté St. Paul lock, Lachine Canal, got foul, the engine became unmanageable, and the vessel struck the pier and sunk in the lock. The hull was subsequently condemned.

On the 17th October last the passenger steamer *John Greenway* was burnt at the