

petency, without some instruction previous to their examination. At nearly all the principal seaports of the United Kingdom, where Boards of Examiners are established, there are nautical instructors located, who make it a business to instruct candidates for certificates of competency in the science of navigation, previous to examination, and the consequence is, that in that country no great difficulty has been experienced by sober able seafaring men, who have had the requisite amount of sea service, and who are willing to devote a short time to obtain such instruction, and to pay a reasonable fee to the instructors for their services in procuring their certificates of competency, first as mates, and afterwards as masters. In Great Britain, where the law has been compulsory, and has required for several years all masters and mates to have certificates of competency, there are always numbers of new candidates coming forward requiring instruction, and consequently there has generally been at the principal seaports there, sufficient encouragement to induce instructors to devote their time to the business without the necessity of any government aid, but I am of opinion that in this country where the candidates as yet are not very numerous at some of the ports, that some slight subsidy or aid from the government to start nautical schools of instruction may be advisable. At St. John, New Brunswick, where the principal number of candidates have offered, it does not appear necessary to assist with government aid the nautical instructors who have established themselves there, but at Quebec and Halifax, where the number of candidates as yet is very limited, I think it very desirable that some bonus or subsidy be given by the government to the instructors in addition to the fees they charge the candidate for every master or mate instructed by them who may succeed in passing a successful examination, and obtaining a certificate of competency. A bonus of \$10 to the instructor for each candidate instructed at either of these places who passes a successful examination, would probably be sufficient to induce competent instructors to keep nautical schools open for the purpose of imparting instruction to candidates, until the number of candidates offering, increases sufficiently to make such schools self sustaining. Two gentlemen who, I believe, were nautical instructors in the United Kingdom, have recently established themselves at St. John, N. B., and I am informed they have been very successful in preparing candidates. One of these gentlemen, on my suggestion, has also commenced giving instructions at Quebec, where, I have no doubt, he will be equally successful, and I will endeavour to obtain a similar advantage for the Port of Halifax as soon as the necessary arrangements can be made, so that the seafaring population of that part of the Dominion may be able to avail themselves of the great advantages now procured for them under this admirable system, by which our masters and mates can prepare themselves and procure certificates at their own homes, and feel when they go to the United Kingdom or other countries with such certificates in their possession that they are under no disability as formerly, which would prevent them from obtaining such employment there as their abilities would entitle them to, and which they could not formerly obtain without such certificates. Canadian certificated masters and mates will now feel themselves in the United Kingdom or any British Possession abroad placed in as good a position as officers of similar grades who hold certificates granted by the Board of Trade in England, and will