

and might be the means of making owners of small unclassified vessels more careful to equip their vessels properly before going to sea. At present no supervision exists over them, except such as underwriters may exercise when insurance is applied for.

A reference to the wreck returns in the Appendix, Nos. 32 and 33, will show that the number of sea-going casualties during last calendar year, so far as the department has obtained information, amounted to 209, of which sixty-one were ships and barques, forty-four were brigs and brigantines, 101 were schooners, and four were steamers, and the probable loss may be estimated about the sum of \$1,800,000. The number of casualties to lake and inland vessels during last season, so far as is known to this Department was sixty-five, of which fifteen were steamers, forty-two schooners, seven brigantines and barquentines, and one barge, and the estimated loss about \$300,000.

For the fiscal year ended 30th June, 1871, no vote was made by Parliament for the purpose of procuring rewards for saving life, but for the year ended 30th June, 1872, the sum of \$3,600 was voted by Parliament for the purpose of procuring rewards for saving life, and for the purchase of life-boats and life-buoys. The amount of \$292 was expended between the 1st July and the 31st December, 1871, for rewards for saving life, and \$315 for a new metallic life-boat which has been placed at Salmon Point, Prince Edward County, Ontario, near which place a vessel was wrecked sometime ago and all hands drowned. Another life-boat has also been placed at Nottawasaga Island, near Collingwood, in the Georgian Bay, under the charge of Captain Collins, the lighthouse keeper there, who has hitherto shewn much skill and courage in saving life from wrecks in his neighbourhood. It is also my intention to place a life-boat in Lake Huron, and it is probable that the Harbour of Kincardine will be as suitable a place as can be found if the necessary arrangements can be made for taking care of it. The expenditures made during the current year on account of this vote of \$3,600 will appear in the financial statement of the Department for the fiscal year ending 30th June, 1872.

In my last annual report, I mentioned the case of the second officer of the British steamer, *Wisconsin*, who, with a crew of volunteers, manned the life-boat, and went to the assistance of the crew of the ship *J. S. De Wolfe*, of St. John, New Brunswick, which vessel foundered at sea on the 5th October, 1870, while on a voyage from Liverpool to Philadelphia, and that the sum of \$80 was remitted to the Board of Trade in England, with the view of purchasing a testimonial for Mr. McDermott; as also the sum of \$80, to be divided among the boat's crew, as an acknowledgment from the Canadian Government, of their noble conduct.

I have since been informed by the Board of Trade that they purchased a sextant with the amount remitted, on which the following inscription was engraved:—

“Presented by the Canadian Government to Mr. Charles McDermott, 2nd officer of the steamer *Wisconsin*, of Liverpool, for his gallant conduct at the rescue of the crew of the ship *J. S. De Wolfe*, on the 5th of October, 1870.”

The Board of Trade also divided the sum of \$80 amongst the crew.

With reference to the case of the brigantine *Export*, of Annapolis, Nova Scotia, which foundered at sea on the 6th of November, 1870, the crew of which vessel were res-