

passing for certificates of competency as masters was 66, and the amount paid for these certificates, at the rate of \$8 each, was \$528, while 5 failed. Twenty mates obtained certificates of competency, and the amount paid for the same, at the rate of \$4 each, was \$80, while 3 failed. The amount received for renewed certificates of competency and service was \$17, making a total of \$1,097 received for masters and mates of inland and coasting certificates.

The amount voted by Parliament for certificates of competency and service to masters and mates of foreign sea-going, inland and coasting ships was \$6,000, and the amount expended to 30th June, 1887, was \$4,855.98, leaving an unexpended balance of \$1,144.02, which reverted to the Treasury.

An enquiry was held at Toronto as to the cause of the collision between the steamers "Queen City," "Sadie," and "Gertrude," in Toronto Harbour, which resulted in the suspension of the certificates as master, of Alexander Martin, Samuel McCaig and James McSherry, till the 1st of August, 1888.

WRECKS AND CASUALTIES.

The total number of casualties to British, Canadian and foreign and sea-going vessels reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada, during the year ended 31st December, 1887, was 224, representing a tonnage of 112,846 tons register, and the amount of loss, both partial and total, to vessels and cargoes, so far as ascertained, was \$1,102,628.

The number of lives lost in connection with these casualties was 25, viz., 6 in Canadian waters, and 19 in other waters than those of Canada.

The disasters reported to this Department as having occurred to vessels on the inland waters of Canada, and to Canadian vessels on American inland waters, during the year 1887, were 39, and the tonnage involved was 13,137 tons register. The number of lives lost was 21, and the amount of loss, both partial and total, to vessels and cargoes, so far as estimated, was \$90,915.

When the Wreck Register was closed in 1886, a large number of casualties had been reported, of which the Department had not sufficient particulars to enable it to publish them in the list for that year. Returns have subsequently been received for many of these casualties, and a detailed list of them will be found in the Supplement to this report. These casualties have been added to those previously reported, with the result of largely increasing the totals for 1886.