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telegrams were sent to the Director at Toronto 3 times a day from Saugeen, Port Stanley, Port Dover and Kingston, in Ontario, and Montreal and Quebec, which, after examination, were sent with a report from Toronto to Washington.

Later in the year, Halifax and Fort Garry were added as telegraph reporters' stations. The regular morning weather telegrams 5 U. S. stations were received by the Director at Toronto, and the information thus collected from, tabulated, and communicated to Canadian ports. Each day a description of the weather at 7:25 a.m. at certain stations was sent to local bodies with whom arrangements had been made at Montreal and Halifax, and since the beginning of last autumn, 54 warnings have been sent to ports over the lakes, St. Lawrence and Lower Provinces. The system to be of much practical benefit to the marine interests requires a good deal of extension, and an expenditure of \$50 or \$40,000 annually.

IMPROVEMENT OF HARBOURS.

Under the Act 32 and 33, Vic., cap. 40, a duty of 10 cents per ton was imposed on vessels entering certain harbours to be applied to the improvement of the Harbours. There are 5 harbours, 2 in N. B., 1 in Gaspé, and 2 in Magdalen Islands, under the operation of this Act, and the amount of toll collected during the last fiscal year was \$2,256.70, more than \$1000 less than in either of the two years preceding.

The amount expended for improvements was \$5,219.83.

HARBOUR AND RIVER POLICE.

A tax of 8 cents a ton is collected at the Ports of Montreal and Quebec for the support of a Water Police Force. On vessels of 100 tons or under, the duty is levied once a year, on those over 100 tons, twice a year.

The amount collected at these ports during the last fiscal year was \$27,215.80, an increase of more than 25 per cent over the preceding year. The expenditure was \$20,848.

SICK AND DISTRESSED MARINERS.

A duty of two cents per ton, once a year, on vessels of 100 tons and under, and twice, on larger vessels, is collected at the different ports of the Dominion for the maintenance of sick and distressed mariners. At Montreal, the mariners are taken care of at the General Hospital; at Quebec, at the Marine and Immigrant Hospital; at Halifax, at the Provincial and City Hospital; at St. John, at the Marine Hospital. There are also small Marine Hospitals at St. Andrew's, Richibucto, Miramichi and Bathurst, N.B., and Hospitals for the use of mariners are to be established at Yarmouth and Pictou, N.S., and Sydney, C.B. A suitable Marine Hospital is also to be built at Victoria, B.C.

The total amount collected on account of this branch last year was \$34,911.61. The expenditure was \$38,947.60, an excess of \$4,000, but taking the last 4 years together, the excess of receipts over expenditure has been \$5,417.09. A grant of \$500 is made by the Parliament in Ontario, to the St. Catharines Hospital in aid of sick mariners.

CERTIFICATES TO MASTERS AND MATES.

Candidates for these certificates are examined at Halifax, St. John and Quebec, and

their certificates are acknowledged in the United Kingdom equal to those granted by the Board of Trade. The Board of Examiners consists of two local members at each port, with Captain Scott, R. N., as Chairman, who moves from place to place, as required. Schools for naval instruction have been opened at the three ports. The number of certificates granted between the 16th Sept., 1871, and 31st Dec., 1872, was 235; 68 of these were at Halifax, 144 at St. John, and 23 at Quebec. The amount paid for these certificates was \$10 each, 40 mates passed and received their certificates during the same period—4 at Halifax, 6 at St. John and 23 at Quebec. For these certificates \$5 each was paid. Certificates of service are granted to masters and mates who held such positions prior to January, 1870, which enable them to clear their vessels in Canada, but are not recognized in the United Kingdom. No examination is required, but evidence of their sobriety, experience and general good conduct on ship-board. The fee is \$5 for a master and \$3 for a mate.

The number of these certificates issued up to 31st Dec., 1872, was 274 for masters and 73 for mates.

The total amount of fees received up to the close of 1872, was \$4,030. The total amount expended was \$8,950.81.

STEAMBOAT INSPECTION.

During the calendar year ending 31st Dec., 1872 the Board of Inspectors issued 741 certificates to Engineers and Assistant Engineers, of which 233 were for examination and 488 for renewal.

The number of steamers inspected during the same time, was in the West Ontario, Lake Huron and Lake Superior division, 146; in E. Ontario, 77; in Montreal, 60; in Sorel and Three Rivers, 32; in Quebec, 75; in New Brunswick and Nova Scotia, 78; Total 473; 35 more than in the preceding year.

251 of these were paddle steamers, and 219 screw steamers; 230 were tug steamers, 192 passenger and 51 freight steamers.

71 new steamers, measuring 18,043 tons were added to the list of steamers owned in the Dominion, and 13 measuring 4,583 were lost or broken up.

The average value of each of the new steamers may be stated as \$20,000 each.

No penalties for violation of the Steamboat Inspection Act were collected in 1872.

14 lives were lost in connection with steamboats. Two cases of drunkenness of engineers were reported and they were deprived of the certificates.

The amount collected on account of this fund during the last fiscal year, was \$11,710.44, \$81 were collected in Manitoba. This Act was to take effect in British Columbia after July 1873. The expenditure during the fiscal year was \$3,500.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

Shipping masters are appointed at Quebec, Halifax and St. John. The number of seamen shipped and discharged at St. John, was 3,962; at Quebec 2,304, besides 433 shipped on board new vessels.

SHIPPING.

The total shipping owned in the Dominion as made up from the census returns taken in