

And for the greater honour and dignity of the Knights Grand Cross, it is hereby declared that it shall and may be lawful for them upon all occasions to bear and use supporters to their arms; and we do by these presents direct and command our Garter principal King of Arms for the time being to grant supporters to all Knights Grand Cross of the said Order. The said Knights Grand Cross shall also surround their armorial ensigns with the collar, circle, and motto of the Order, and suspend thereto a representation of their badge.

The Knights Commanders shall wear around their necks a ribband of the same colours as the ribband of the Knights Grand Cross, of the breadth of two inches and pendant therefrom the badge of the Order, which shall be of the same form and appearance as the badge appointed for the Knights Grand Cross, but one size smaller. They shall also wear, on the left side of their coats or outer garments, a star composed of four rays, thereon a small cross of eight points in saltire, argent, surmounted by the cross of St George, gules; and in the centre, argent within a circle, azure, whereon is inscribed the motto "Auspicio Mellioris Aevi," in letters of gold, a representation of the archangel St. Michael, holding in his dexter hand a flaming sword encountering Satan. They shall surround their armorial ensigns with the circle and motto of the Order, and suspend thereto a representation of their badge.

The Companions shall wear the badge or small Cross of the Order, which shall be of the same form and appearance as the badge appointed for the Knights commanders, but smaller, pendant to a ribband of the Order, of the breadth of one inch and a half, from the buttonhole of their coat or outer garments. They shall suspend a representation of their ribband and badge from the lower part of the escutcheon of their armorial ensigns.

CANADA'S COMMERCE—HER SHIPPING AND HER FISHERIES.

We are very apt in contemplating the sources of our country's wealth, and the instrumentalities by which our enviable industrial progress is worked out to overlook the important class "who go down to the sea in ships"—who carry on the commerce of this fourth maritime power of the world. Taking our population as the basis of comparison we possess probably the largest mercantile marine in the world; it is therefore apparent that a very large amount of capital must be devoted and an immense annual aggregate of labor to this interest. Information relating to this important division of our national industry seems to be not readily accessible to the great mass of the people, and being in one sense a dry subject, does not command general attention. In the last annual report of the Hon Peter Mitchell, of the Marine and Fisheries Department, is a passage which sets forth the great importance of this matter in forcible terms:

"In the Dominion of Canada with its extensive sea coasts, numerous harbors and immense inland navigation, both on the Atlantic and Pacific coasts, and the great facilities it enjoys for shipbuilding and ship owning, seafaring pursuits must always hold a prominent part in the occupations of its people, and we already know by the example of that great country to which we have the honor to belong, and other maritime nations, that there is nothing that tends to establish a country's greatness and build up

her material prosperity more than the possession of a hardy and intelligent population on her sea shore, who in time of peace go down to the sea in ships and do battle with the mighty deep in the interests of trade and commerce, and in time of danger when her shores are threatened by the invading forces of a foreign foe, are not only willing but able to serve on board their ships of war and defend their coasts from the attack of an enemy; for it must be remembered that sailors cannot be made in a day, neither can navigating officers of ships be procured when the emergency arises and when they are most needed, unless prudent measures are adopted beforehand, such as Canada is now inaugurating, to educate and prepare a certain proportion of her population to the mercantile naval profession, which to a sober inauspicious man, is not only remunerative in the meantime, but presents a fine field for advancement in life by enabling respectable men who rise to be shipmasters to become eventually wealthy ship owners."

In the Dominion Marine there are now 438 steamboats besides several more in British Columbia; 58 new steamers were added last year, of which 49 were wood and six of iron. These vessels are valued at \$20,000 on an average which gives a total value of \$1,160,000 of steamboat property, added to the year ended Dec 31st, 1871. To enable us to see the other side of the picture, a new and most valuable feature has been introduced in the reports of the Marine Department—a statement of the casualties to the Dominion shipping during the year. Those who have access to the report will find the total number of seagoing casualties last year was 209—the subjects of which were 61 ships and bargues, 44 brigs and brigantines, 101 schooners, and 4 steamers, involving a total estimated loss of \$1,800,000. Sixty-five lake, or inland vessels were destroyed or damaged—including 16 steamers, 42 schooners, 7 brigantines and 1 barge, involving a loss of property amounting to \$300,000. The total damage to the shipping therefore exceeded two millions of dollars. The great public loss must be considerably above the average, and a good proportion of it must be due to the terrible destruction that overtook a fine fleet of vessels in the lower St. Lawrence at the close of navigation.

It is but right in the view of the interest involved that strenuous efforts should be put forth for the protection of our shipping to seek the causes and so be enabled to lessen the number of annual disasters. These efforts are aimed firstly to lessen the danger of navigation by increasing the number of light houses, light ships, buoys and beacons, fog whistles, &c., without which the navigation of many of our waters would be simply impracticable; and secondly by securing the possession of higher qualifications in the masters and mates to whom so much property and so many lives are annually intrusted. The Dominion has altogether 251 light-houses including 2 in British Columbia; 11 light-ships, 3 steam fog whistles, and 5 more under contract, and buoys and beacons in great numbers. Very much has been done to lessen the dangers of navigation on the lower St Lawrence and seemingly with the best results. Every captain or master is now required to pass an examination before he can receive his certificate from the Department, which we notice will be recognized by the British Government and its officers in the United Kingdom and elsewhere as of equal value with those granted by the English Board of Trade in Great Britain. A good deal of attention has been devoted to meteorological observations, and the best re-

sults are expected to follow after a time. Prof. Kingstou of the Toronto Observatory has made himself specially active and has done much in a very disinterested manner to direct attention to this important subject. The sum of \$5,000 was devoted last year to furthering the objects aimed at under this head, and it is to the expenditure of that sum that we owe the partial introduction of a system of meteorological reports in conjunction with the elaborate, costly, and effective arrangements now in operation in the United States. The money proving insufficient the reports were discontinued. This year it is intended to spend \$10,000 which it is hoped will be sufficient to pay the expense of taking reports at about 150 points and forwarding the same to the central office at Toronto. When stations can be erected at intervals across the continent in Canadian territory these observations must become of great interest and great value.

FISHERIES.

The industry which has been the subject of much public attention for a twelvemonth past is neither insignificant nor unimportant. In Nova Scotia alone over 20,000 persons are engaged in fishing and the product of their labor was over five millions of dollars. In the whole Dominion the fisheries yield about eight millions of dollars. A healthful and satisfactory increase is shown by the results of fishing operations in 1870, as compared with 1871:—

	Nova Scotia.	
	1870	1871.
Codfish	qtls 599,809	qtls 447,168
Mackerel	brls 85,254	brls 228,152
Herring	" 125,863	" 203,512
Salmon	" 8,347	" 7,371
Other fish and fish oils value	\$668,530	\$1,363,343
	Quebec.	
Codfish	qtls 152,414	qtls 204,966
Mackerel	brls 8,298	brls 9,403
Herring	" 35,623	" 79,805
Salmon	" 5,840	" 3,728
Other fish and fish oils value	\$484,550	\$221,205
	New Brunswick.	
Codfish	qtls 21,167	qtls 9,296
Mackerel	brls 3,282	brls 4,515
Herring	" 105,736	" 150,871
Salmon	" 11,796	" 8,579
Other fish and fish oils value	\$413,965	\$395,812
	Ontario.	
Valuo	\$291,182	\$207,024

Much complaint arises from the want of a proper system of inspection. Frauds in packing and curing, are one of constant occurrence, and for these the innocent suffer in a measure, with the guilty, since on this account the market value of the whole product must be depreciated. We presume the measure now before Parliament will satisfactorily settle this matter, in which our fishermen are so much interested.

Colonel William Swan of Cummington, a hero of the war of 1812, died Wednesday June 12, at the age of 95 years and 6 months. General Winfield Scott was his comrade and messmate while in New Orleans, both at that time being captains, one of the infantry and the other of the artillery. He was in the service from 1793 to 1815, received several promotions, was in the battles of Little York, now Toronto, and Sackett's Harbor, and passed safely through many perils.