

steamship-builder, and is probably one of the most extensive steamship-brokers in the United Kingdom. I was also much indebted to the secretary and officers of Lloyds' Registry of British and Foreign Shipping, including Mr. Laphorn, one of their surveyors at Glasgow, and Mr. Besant, one of their surveyors at Sunderland. I also received much valuable assistance, while looking for a vessel, from Mr. W. Campbell, Shipbroker, 34 St. Enoch's Street, Glasgow, and Messrs. Cunningham, Shaw & Co., Commission Merchants & Shipbrokers, Drury Buildings, Water Street, Liverpool.

The total amount expended for the purchase of the vessel, as will be seen by the account, repairing her hull, boilers, engines, rigging and cabin, painting her outside and inside, fitting her out for sea, fuel for her passage out, insurance on vessel and cargo of coal, provisions and advance wages to the captain and crew, including my travelling expenses and subsistence, was £13,499 6s. 10d., and for 607 tons of coal purchased at Cardiff and brought out as cargo, for the use of the steamers of the Department and steam fog-whistle service in Nova Scotia, £400 10s., making a total expenditure of £13,908 16s. 10d.

Immediately after I purchased her, I considered it advisable to insure her while repairing in the dock at London and going round to Cardiff for a load of coals, and also going out to Halifax, and I at once took out a policy for £13,000 stg. on vessel and cargo, covering all these risks. For these risks I paid at the rate of two per cent. less 10 per cent. if no claim was made; the net amount paid for insurance, including the stamps, was £238 11s. stg.

Her engines were made by the North-Eastern Maritime Engineering Company, of Sunderland, and the engineer, who had been running her for the last two years, spoke very highly to me of the engines and boiler and of the ship generally. As he was willing to come out in her, I engaged him to come at his former wages, viz., £16 per month, and I believe him to be an excellent officer.

The schooner "La Canadienne" which was 20 years old, and was for many years employed in the protection of the fisheries, was reported to be too old and worn out to be safe for that service in the Gulf, where heavy weather prevails in the fall of the year, and it was decided to withdraw her from that service and send her to Halifax, to be kept there for the purpose of attending to the laying of the buoys at the entrance of that harbour, or for occasional light-house service. She was accordingly sent down there in the spring, but, unfortunately, was afterwards wrecked at St. Paul's Island while delivering supplies there on the 20th August last. At the time she was wrecked she was under the charge of Captain Brown, who is an officer of this Department at Halifax, and is a Navigating Lieutenant of the Royal Navy.

It was considered by the Department instead of procuring a sailing vessel for the protection of the fisheries on the Labrador Coast and the Gulf of St. Lawrence, that