

compass lights out, and the officer on duty quite unconcerned at the circumstance; he then inquired of the "lookout" if he had seen Cape Rosier Light, and was answered in the negative; how could he have expected it to be seen at that time, does not appear; he then went aloft to try if he could see over the fog, and remained there fifteen or twenty minutes. On returning to deck he ordered the engines to be put at half speed, gave orders to haul in the Patent Log and found forty-five or forty-six miles of distance was recorded; went below to examine his chart, returned on deck just in time to hear signal from bridge "to stop the engines," ran there himself and ordered them "full speed astern;" in about two or three minutes the ship was hard and fast ashore about ten miles out of her course, in a voyage of less than fifty miles. During the previous hour and a-half of dense fog; the ship was crossing the path of upward and downward steamers and sailing ships, yet the regulation to sound the steam whistle was entirely neglected, nor was the lead once used. Altogether it has become painfully apparent to the Commissioners that there was an entire absence of discipline on board, and a condition of things existing that made the loss of the vessel only a question of time.

JUDGMENT.

The Court decides in virtue of its authority to suspend the certificate of Cyprien Morin for a period of six calendar months from the 16th instant, and finds that the first and second mate were incompetent to fulfill the duties they had to perform.

(Signed) A. WOODS,
Chairman.

" JOSEPH SHEHYN,
" JOSEPH PLAMONDON,
" WILLIAM RAE,
" E. W. SEWELL,
" J. H. SIMMONS,
" A. H. VERRET,

Sec.-Treas. Q.H.C., Clerk of the Court.

In addition to the above investigation, official inquiries of an informal character, by this Department, were made respecting the running and discipline of the vessel, from which it appeared that gross carelessness and incompetency were the causes of disaster. It was thought advisable to make an example which might afford better security in future for public property entrusted to the care of government officers. Commander Lavoie was therefore relieved of his command, by Order of the Governor General in Council, and the Sailing Master and Mates were discharged from further employment.!

SAWDUST AND MILL RUBBISH.

The following circular explains what action was taken pursuant to the recommendations in the report of John Mather, Esq., published last year:—

Circular. DEPARTMENT OF MARINE AND FISHERIES,
FISHERIES BRANCH,
OTTAWA, 24th January, 1878,

SIR,—The Minister desires me to acquaint you with the decision arrived at by the Government upon the petition of mill-owners on the Lower Ottawa River and certain tributaries to be exempted under the Act 36 Vic., Cap. 65 as regards sawdust and other mill offals.

You are already aware that in pursuance of an Order in Council of the 26th March, 1877, careful inquiry has been made by John Mather, Esq., acting on behalf