

\$1,700,000 addition to the value of the steam marine. During the same year 21 steamers of 2,574 tons register were lost or taken out of service. 24 lives were lost by steamboat accident during the year, of which 20 were by the burning of the *Bavarian*. There were a number of minor accidents, not attended with loss of life.

SHIPPING MASTERS AND SHIPPING OF SEAMEN

Up to 30th June, 1873, shipping masters were only appointed to the ports of Quebec, Halifax and St. John: since that time appointments have been made to several minor ports. By the Act of 1873, additional powers are conferred on the masters. Sailors of all kinds wishing to ship at Canadian ports, must be shipped by the Government Shipping Masters, whose duty it is to detect deserters. A fee of 50 cents is charged for each person shipped, and 30cts. for each person discharged.

SHIPPING.

A Bill passed during the session of 1873 repealing the Inland Canadian Act for the Registry of Shipping, and substituting therefor the Imperial Merchants Shipping Act. It is impossible, until the reception of further returns, to state accurately the registered tonnage of the Dominion. The amount estimated is 950,000 tons.* By a clause in the Act of the session of 1873, every registrar of shipping is required to forward a return of all ships remaining on his registry on the 31st Dec. in each year, so that in future it will be possible to obtain some more precise information on this point.

WRECKES.

The year 1873 was a very disastrous one on the coasts of Canada. The number of casualties to sea-going vessels reported to the Department was 321, with an aggregate tonnage of 91,054 tons, and the amount of loss so far as could be ascertained, \$4,645,633. The actual loss, however, was much more than this, as many casualties are not reported to the Department. The number of lives lost as far as could be ascertained,

was 789. The number of casualties on the inland waters reported to the Department was 29. Tonnage 5,463 tons. Loss \$153,450. Loss of life 24. The expenditure for investigations respecting wrecks during the fiscal year was \$1,068.89. The amount expended for rewards for saving life during the same time was \$1,954.19.

MONTREAL HARBOUR COMMISSIONERS.

Some duties performed by the Trinity Board having devolved on these Commissioners and having also in charge from the Dominion Government the work of deepening and completing the Ship Canal in Lake St. Peter, they have become a very important body, with numerous and important functions. The total receipts of the year from all sources were \$521,965.41, and the total expenditure \$23,341.49. Both the sea going and inland tonnage visiting Montreal has more than doubled in the last 10 years.

QUEBEC HARBOUR COMMISSIONERS.

The total amount of receipts by these Commissioners during the year ended 30th April, 1873, was \$5,827.53, and the expenditure for the same period was \$54,764.12. Their revenues having proved inadequate to carry on improvements in the Harbour, the Governor in Council has been empowered to raise debentures to pay off their liabilities and improve the Harbor; the Harbour dues being increased if found insufficient.

SUBSIDIES TO STEAMERS.

To the Quebec and Gulf Ports Steamship Co. a subsidy of \$23,600 was paid as a subsidy for 1873, of which \$3,600 was Postal subsidy. \$15,733 was paid to the P. E. Island Navigation Co. as a subsidy for carrying Mails and Passengers between Charlottetown, P. E. I., and Pictou, N. S., twice a week during the season.

The total number of persons employed by the Department of Marine and Fisheries in 1873, including the officers and crews of the Government vessels under the control of the Department was 1,173.

*NOTE.—This point has led to considerable controversy. Mr. Henry Fry, of Quebec, and some of the newspapers, have questioned the accuracy of the above statement taken from the Report of the Marine and Fisheries Department. The Census Returns of 1871 made the tonnage owned in Canada 857,202; but to this it is answered there are omissions as only four of the large fleet of Allan steamships are registered in Canada. Against this, however, it may be said the Census could only give the tonnage actually registered in Canada. It is contended by a St. John paper that the Department took the gross tonnage of the steam vessels of Norway and Sweden, France, Italy and Germany, whilst in Canada the net tonnage is taken. The following table gives the figures as they appear in the Marine Report, and as it is claimed they ought to be, the actual tonnage of Canada being 1,200,000 tons:

	As per Report.	Correct figures.
Norway and Sweden.....tons	1,559,515	1,530,202
France.....	1,084,828	964,953
Italy.....	1,211,077	1,084,824
Germany.....	1,093,816	1,036,336

The position of Canada in relation to the great shipping powers would therefore stand as follows, that is in the third place:—

	Tons.	Tons.	
Great Britain.....	7,136,000	Italy.....	1,084,824
United States.....	2,443,151	Germany.....	1,036,336
Canada.....	1,200,000	France.....	968,953
Norway.....	1,166,047		

The *Monetary Times* of Toronto states that Mr. Smith, the Deputy Minister of Marine and Fisheries has written to its Editor a letter in which he admits that the tonnage of Canada is over 1,073,718, which is considerably over his first statement; but our contemporary holds to the position of Mr. Fry who contends that our tonnage is not less than 1,200,000.