

ish Columbia. But little difficulty was experienced in placing all low-pressure boats within the provisions of the law, but the high-pressure boats on the Fraser anticipated considerable difficulty, and the act was suspended until June, 1874, to give them time to equip their boats. The difficulties appear to have been overcome, and the act likely to work satisfactorily. Only two casualties with loss of life occurred, one person only being lost in each case. The receipts on account of this service for the last five years amounted to \$65,617.62, and the expenditure to \$45,717.30, showing a balance of nearly \$20,000 to the credit of the fund. During the past year the salaries of the inspectors have been increased—the Chairman's to \$1,800, and the inspectors to \$1,400, \$1,200 and \$1,000 per annum.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

The Act regulating the shipping and discharge of seamen in all Canadian ports, came into operation on the 27th March, 1874. Offices have been established and shipping masters appointed at Quebec, St. John, St. Andrews, N. B., and Halifax, Pictou, Liverpool, La Have, Sydney, North Sydney, Cow Bay, Little Glacé Bay, Lingan, Louisbourg and Arichat, in Nova Scotia. At ports where no shipping offices are established, the chief officers of customs are the shipping masters. The shipping master at Halifax had shipped, up to 31st December 3,164, at a fee of 50 cents each, and discharged 2,350 at a fee of 30 cents making a sum of \$3,237. The expenses were \$1,173, leaving his remuneration \$1,108. At St. John, N. B., 3,504 seamen were shipped, and 6,504 discharged. At Quebec, 2,264 were shipped, and 615 discharged.

WRECKS AND CASUALTIES.

The number of casualties to sea-going vessels reported was 278, with an amount of loss, so far as could be ascertained, of \$1,656,393. The loss of life was 108. On the inland waters, the casualties were 30, and the amount of loss \$173,567, and two lives lost. The amount expended for investigations respecting wrecks during the fiscal year, was \$2,313.31.

REWARDS FOR SAVING LIFE.

Forty-eight testimonials and money rewards were presented by the Government of Canada during the year for saving of life from Canadian vessels. The amount expended was a little over \$2,000, besides a special appropriation of \$9,000 for the expenses incurred on account of the steamship Atlantic.

HARBOR COMMISSIONERS AND HARBOR MASTERS.

At the port of Toronto, \$10,144.15 were received for harbor dues during the season of navigation. The total receipts were \$18,563.49, and the expenditure \$18,560.21. One thousand five hundred and thirty-four sailing vessels, 561 steamboats and 196 pro-

pellors loaded, and 233 vessels of all kinds unloaded during the season. There was a considerable falling off in the number from the previous year. At the port of Montreal there were entered 731 vessels, 29 more than the preceding year. The revenue was \$280,021.45, an increase of \$81,136.49. The receipts from all sources, including sale of decreitures and receipts from the Dominion Government, were \$955,023.86, and the expenditure in account of improvements, \$802,215.53. Five pilots were licensed during the year, making 42 pilots on the list. The gross savings amounted to about \$36,610. The receipts of Decayed Pilots Fund amounted to \$2,291.92, and the expenditure \$1,200. There are 21 pensioners on the list. At Quebec, the revenue of the Harbor Commissioners from 1st May to 1st December, 1874, amounted to \$75,239, and the expenditure to \$106,530. The assets of the Commissioners was estimated at \$739,492.83, and the liabilities to \$723,000.

PILOTAGE AUTHORITIES—TRINITY HOUSE, QUEBEC.

The number of Pilots on the active list on 31st Dec., 1874, was 201, and of apprentices 51. The amount paid for salaries, &c., was \$7,995. The Decayed Pilot Fund, showed a balance to credit of the Fund, of \$60,470.30. The number of pensioners was 51. The pilotage receipts from foreign vessels, amounted to \$33,886, and from 1,049 British vessels to \$125,078, thus making the total receipts, \$158,964. The expenditure amounted to \$37,739, and the dividend to each pilot \$653. Pilotage authorities have been established at St. John, Charlotte Co., Miramichi and Restigouche, N. B.; and at Halifax, Pictou, Sydney, Digby and Annapolis, and Great and Little Bras d'Or, Nova Scotia, but some of them have not been put in operation and others for only a very short time. At Pictou \$4,140 were received, \$3,900.51 divided among 13 pilots, and the rest used for incidental expenses.

MERCHANT SHIPPING OF DOMINION.

The quantity of shipping registered in the Dominion of Canada on the 31st Dec., 1874, 6,930 vessels, measuring 1,158,333 tons, an increase over 1873 of 147 vessels and 84,645 tons. 480 new vessels were registered in 1874, measuring 183,010 tons, besides 6 new vessels measuring 7,748 tons, which went to the United Kingdom. The average value of all new vessels built in the Dominion is estimated at about \$45 a ton, which would give the value of new shipping built in Canada \$8,584,020. Of the new vessels registered 175 were in Nova Scotia, 99 New Brunswick, 88 P. E. Island, 73 Quebec, 50 Ontario and 5 British Columbia; 49 were ships, 91 bargues, 12 barquentines, 14 brigs, 78 brigantines, 165 schooners, 12 wood boat schooners, 2 sloops, 18 barges and 42 steamers. Of the total registered shipping 1,144 vessels were of New Brunswick, 2,787 of Nova Scotia, 1,337 of Quebec, 815 of Ontario, 312 of P. E. Island and 35 of British Columbia. But the shipping registered in the Dominion gives but little help towards forming a just estimate of the tonnage owned in the Dominion, many vessels being registered in the United Kingdom which are partly or wholly owned by Canadians.