

close of 1876, 64 lights, including one light ship and 7 fog whistles, under the care of 66 keepers. New lighthouses were put in operation in 1876 at St. Andrews, Passamaquoddy Bay, on the River St. Croix, in Charlotte Co.; on Midjle Bluff, in the same Co., and on Washademoak Lake, Queen's Co. A new lighthouse was erected at McManus Point, Grand Lake, and at Pokemouche Gully, Gulf of St. Lawrence, and Big Tracadie, Gloucester Co. The cost of construction during the fiscal year was \$17,820, and of maintenance \$62,551.

NOVA SCOTIA DIVISION.

There were in this 101 lighthouses, 1 light ship and 10 steam fog whistles, with 100 light keepers and engineers. New lighthouses have been completed and put in operation at George Island, Halifax Harbour, Tor Bay, Guysboro', Guion Island, Cape Breton, Fort Point, La Have River, Big Arrow Island, Petit de Grat Inlet, C. B., and Betty Island, near Halifax. Fog whistles have been completed and put in operation at Sambro Island and Cape Sable Island. The lighthouses on this island have been kept up with efficiency. The total cost of maintenance during the year, including humane establishments at St. Paul's and Scatterie, was \$142,002, and of construction \$42,214.

PRINCE EDWARD ISLAND.

There are in this island 20 light stations, 25 lights and 20 keepers. New lighthouses were put in operation at West Point; Wood Island in the Straits of Northumberland; Block House Point, at the entrance to Charlottetown Harbour; New London; Malpeque; Fish Island; and North Rustico and Tracadie. The total expenditure for construction was \$11,829, and for maintenance, \$13,730.

BRITISH COLUMBIA.

In this Province two new lighthouses — on Beren's Island, entrance of Victoria Harbour; and Entrance Island, Nanaimo — were completed, at a cost of \$8,477. There are now six lighthouses and a lightship, with 14 keepers. The cost of maintenance was \$17,176. The oil for the lighthouses, except those of British Columbia, was supplied by the Union Petroleum Co., London, Ont. In British Columbia, dog-fish liver oil is used at two of the lighthouses, and found to give a brilliant light at less than one-half the cost of the colza oil formerly used. Of the petroleum oil, 111,194 gallons were supplied. The total number of lights in the Dominion on 31st December, 1876, was 488. Steam fog whistles 24, light keepers, &c., 468. Total expenditure for maintenance \$412,000.

DOMINION STEAMERS.

These are the screw steamers *Napoleon III.*, *Lady Head*, *Newfield*, *Sir James Douglas* and *Glendon*: the paddle-wheel steamers *Druid* and *Richelieu*; and two steam launches, *Dolphin* and *Adele*, employed in connection with the river police at Quebec. The *Napoleon III.* was employed on lighthouse service in the River and Gulf of St. Lawrence and Straits of Belle Isle. The *Druid* supplied the lights,

&c., from Point des Monts to Montreal, and attended to the buoy service of the river. The *Lady Head* was employed in the protection of the fisheries. The *Newfield* was engaged in supplying Nova Scotia and New Brunswick lighthouses, as was also the *Glendon*. The *Sir James Douglas* performed the light and buoy service of British Columbia, and conveyed parties and provisions for the C. P. Railway survey. The *Richelieu* was transferred to the Montreal Harbour Commissioners. A new steamer named the *Northern Light* was built and fitted out for winter service between Prince Edward Island and the main land. The expenditure for maintenance and repairs of these vessels was \$215,954, and for *Northern Light* \$50,000.

HARBOUR AND RIVER POLICE.

This force is maintained for the purpose of preventing crimping and preserving order in the ports of Montreal and Quebec during the season of navigation. A tax of 3 cents per ton is imposed on each vessel arriving at those ports. A constant patrol is made on the river during the night by the police boats and the provisions of the Shipping Act strictly enforced. The Chief Constable states that he is informed by masters of vessels, crews are in no port so well protected as in that of Quebec. The amount expended at Quebec was \$27,136.68, and at Montreal \$14,000. Total \$41,222.68. The amount collected was: At Quebec, \$20,790.12; Montreal, \$5,708.97. Total, \$26,499.09. Excess of expenditure over receipts, \$14,723.59.

SICK AND DISTRESSED MARINERS.

The receipts from this fund in 1876 were \$41,287.66, an increase over 1875 of \$3,486.20. This fund is acquired by a duty of two cents per ton on all vessels of more than 10 tons register three times a year. The act does not apply to Ontario, but there has been a grant of \$500 a year each to the hospitals at St. Catharines and Kingston. The expenditure in Quebec on account of sick and distressed seamen was \$27,281.24, and the collections \$18,986.58. In New Brunswick the expenditure was \$9,196, and the receipts \$8,962.34. In Nova Scotia, receipts \$10,425.17, and the expenditure \$15,999.97. In Prince Edward Island the expenditure was \$1,486.09, and receipts \$716.24. In B. Columbia, \$3,418.33 was expended, and \$2,197.33 collected.

The total expenditure for sick, disabled, ship-wrecked and distressed seamen was \$46,828.49, and the receipts \$41,287.66. The deficit in the fund during the last 8 years amounts to \$35,166.

IMPROVEMENT OF HARBOURS.

A tax of 10 cents a ton is imposed on all vessels arriving at Bathurst and Richibucto, N. B., and Amherst and House Harbour, Magdalen Islands, and Cap Chatte, Que. The amount collected during the year was \$3,580.80. A sum of \$10,853 was expended in building a break-water at Richibucto.

STEAMBOAT INSPECTION.

One thousand one hundred and forty-five certificates were granted to engineers