

Fundy, and the S. shore of the St. Lawrence. During the winter of 1877-78 this vessel was employed in carrying goods to the Paris Exhibition. The *Glendon* was stationed at Halifax to attend to the buoy service and supply the Sambro' Island station. The *Sir James Douglas* attended to the light and buoy service in B. Columbia, and assisted in conveying parties for the C. P. Railway Survey. The *Richelieu* has, for the present, been transferred to the Montreal Harbour Commissioners. The *Northern Light* is specially built for work in the winter, and is employed in maintaining communication between P. E. Island and the mainland. The steam launches *Dolphin* and *Atice* are employed by the River Police at Quebec in preserving order among the shipping. The total expenditure for steamers during the year, exclusive of the *Lady Head* employed in the Fisheries Branch, was \$182,947.

### HARBOUR AND RIVER POLICE.

A River Police is maintained at the Ports of Montreal and Quebec to maintain order among the shipping and repress crimping. A tax of 3 cents per ton is imposed on all vessels arriving at these Ports for the maintenance of this force; vessels of 100 tons and under paying the tax once each year, and vessels over 100 tons twice. The Force at Quebec consists of a chief constable, who is also shipping master, a clerk and assistant, 3 steers-men, 6 coxswains and 36 constables, 2 engineers and 1 assistant engineer. 668 persons were arrested by them last year, and the provisions of the Shipping Act were so strictly enforced that masters of ships state there is no port in England or elsewhere, where they or their crews are as well protected as in Quebec. The Force at Montreal consisted of an inspector, chief constable, 4 sergeants and 19 constables, who have comfortable quarters in the basement of the Harbour Commissioners' new building. No arrests were made for crimping; 301 persons were arrested for other offences, besides the sailors taken into custody for drunkenness. The expenditure for this service during the year was—

At Quebec .....	\$21,482
At Montreal .....	13,524
Total .....	\$35,006

The receipts from dues were—

Quebec .....	\$21,512
Montreal .....	5,098
Total .....	\$28,590

showing an excess of expenditure over receipts of \$6,408. The preceding year the excess was \$14,728

### SICK AND DISTRESSED MARINERS.

Vessels of 100 tons burthen are required to pay a tax of 2 cents a ton, and of more than 100 tons, of 6 cents a ton each year for the relief of mariners. This Act does not apply to Ontario, but small grants are generally made to the hospitals at S. Catharines and Kingston for the benefit of sick Mariners. At Quebec they

are provided for in the Marine and Immigrant Hospital; at Montreal, at the General Hospital. In New Brunswick there are Marine Hospitals at St. John and five other ports. In Nova Scotia there are Marine Hospitals at Sydney, C.B., and Yarmouth. At Halifax, Mariners are admitted into the City Hospital, and at other ports they are cared for by the Custom House Officers. In Prince Edward Island there is a Marine Hospital at Charlottetown, and another has been opened at Souris. In British Columbia there is a Marine Hospital at Victoria. The expenditure for the fiscal year for sick Mariners, including \$1,765 reimbursed to the Imperial Board of Trade for Canadian Mariners in foreign Ports, was \$51,648, and the dues received \$41,730, leaving a deficiency of \$7,900.

### IMPROVEMENTS OF HARBOURS.

A tax of from 4 to 7 cents is levied upon all vessels arriving at several ports for the improvement of the harbour. The amounts collected up to 30th June, 1877, were

Cape Châté, Gaspé .....	\$28 80
Amherst and House Harbour, .....	
Magdalen Isles .....	525 48
Bathurst, N.B. ....	252 00
Richibucto, N.B. ....	1,673 00
Southern Bay, N.S. ....	18 00
Cow Bay, N.S. ....	4,299 00
Total .....	\$6,695 00

No money was expended except at Richibucto and Cow Bay

### STEAMBOAT INSPECTION.

During the last calendar year there were 1,202 Engineers' certificates granted, an increase of 57 over the preceding year; 61 were first class, 158 second class and 205 third; 321 first class assistant engineers, 177 second class assistant engineers, 165 third class assistant engineers passed. Special steamers, 117; fees received \$3,043. The number of steamers inspected was 740, with a gross tonnage of 118,588 tons, and 71,713 tons register; 219 were in the West Ontario, Huron and Superior Division, 101 in East Ontario, 126 in the Montreal, 57 in the Three Rivers, 96 in the Quebec, 110 in the Maritime Provinces, 35 in British Columbia, and 6 in Manitoba; 302 were paddle wheel, 437 screw; 303 passenger, 80 freight and 357 tug steamers. 60 new steamers were built with a tonnage of 6,271 tons, and 3,786 tons register; 15 were lost or put out of service, leaving a gain of 45 steamers with a tonnage of 3,414 tons; 34 of the new steamers were in the Ontario and Maritime Province divisions. The amount received during the fiscal year for tonnage dues, steamboat inspection, &c., was \$15,550, an increase of \$2,048 on the year, although the tonnage dues had been reduced from 10 to 7 cts. per ton. From the 1st of July, 1877, the duty was still further reduced to 4 cents per ton. The expenditure for Steamboat Inspection during the fiscal year was \$13,073, leaving a balance to the credit of the fund of \$2,786. A Steamboat Inspector for Manitoba was appointed during the past year. 13 steam vessels were wrecked or suffered from