

total estimated loss, the vessel and cargo being valued at \$225,000 and \$17,000 respectively.

450. The following is a comparative statement of loss for each year since 1870. All casualties, whether at sea or on inland waters are included in the table.

COMPARATIVE Statement of Wrecks and Casualties, 1870 to 1885.

Year ended 31st December.	Casualties.	Tonnage.	Lives Lost.	Damage.
1870	335	210	\$ 901,000
1871.....	274	81,035	81	2,100,000
1872.....	290	99,109	237	2,507,338
1873	350	99,523	813	2,844,133
1874	308	106,682	109	2,029,965
1875.....	286	99,427	78	2,468,521
1876.....	452	153,368	404	2,942,955
1877.....	468	177,896	153	3,952,582
1878	414	161,760	187	3,444,875
1879	533	198,364	339	4,119,233
1880	445	179,993	217	3,820,652
1881.....	440	210,719	399	4,922,423
1882	451	193,655	271	3,138,423
1883	366	158,826	259	2,029,752
1884.....	324	119,741	253	2,965,321
1885	195	86,247	69	1,568,728
Total.....	5,931	2,126,645	4,079	45,855,901

451. It will be seen that the returns for the year 1885 compare most favorably with those of preceding years. There were fewer casualties and fewer lives lost than in any other year during the whole period, and only once, viz., in 1871, was there a smaller amount of damage involved.

452. The average number of casualties annually has been 370, and of lives lost 254, so that the figures of last year are in both cases very much below the average and there can be little doubt that the increased care in construction of vessels, the greater attention paid to the examination of masters and mates and the increased efficiency of the service generally have materially assisted to bring about so satis-