

Britain) can yield but imperfect statistical results, and it is considered that, at least for the present, the official statistics of the coasting trade should be directed to the following objects only:

1st. The number of Vessels and Craft of all kinds, engaged in the coasting trade, distinguishing the number of each class of Vessels and the tonnage.

This could be ascertained with something like certainty by rigidly enforcing the Licensing system required by the existing Coasting Regulations.

2nd. The inter-provincial trade; that is, that an account should be kept as now provided for by the Coasting Regulation, of the traffic between the several Provinces. This could be achieved by simply insisting upon Vessels passing out of one Province into another, complying with the Regulations; the Masters furnishing the Collector at the first Port of arrival in the Province of destination, with a copy of the manifest, or if it be a small Craft or Boat, making even a verbal Report at the Custom House of the contents of such Craft or Boat.

The Collectors of the several Ports of the Dominion should be respectively furnished with a suitable Book to record this inter-provincial trade only, unmixed with the record of any local trade.

Inspection.

In all Departments that have out-lying branches or Officers, the importance of inspections cannot be overstated. Independently of its being a constant check against frauds upon the Revenue, it secures attention and fidelity in the discharge of the public duties of the Officer, and imparts uniformity of views and action in the management of the business of the Department. In no Department of the Public Service are those inspections more necessary than in that of the Customs, and it is considered that the sphere of action which such inspections now embrace calls for a corresponding increase in the means of efficiently performing that service.

There is now but one Inspector of Ports, whose duties extend to all the Ports in Ontario, and Quebec. It is impossible that one Officer, however diligent and zealous he may be, can make his inspections as frequent and thorough as they should be, when he has seventy-one Ports to visit scattered over so large an extent of country. It is therefore proposed that the Dominion as at present constituted should be divided into three inspecting Districts, viz:

1st. A central District, to comprise all the Province of Quebec, with the Ports in the northern part of New Brunswick, from Dalhousie round to Chatham and Newcastle.

2nd. A Western District, to include the whole of the Ports in the Province of Ontario.

3rd. An Eastern or Maritime District, to embrace the whole of the Province of Nova Scotia and those Ports in New Brunswick not forming part of the Central District.

Each Port should be regularly inspected twice a year, but at unstated periods, and it should be the duty of each Inspector, before leaving the Port he has inspected, to mail to the Department then and there a Report of such inspection, stating the date of his arrival at such Port, and in a brief form whenever there is nothing special to which the attention of the Department is to be called, and the state of the accounts, the condition of the Port as regards management.

Once at least a year, say on the first Wednesday in February, the Inspectors should meet the Commissioner at Ottawa to confer together upon all matters touching the interests of the service at the Ports in their respective Districts, and to compare their views and instructions on certain points of practice, in order that any difference that might be found to exist upon such points should be corrected, and uniformity established.

Classification of Ports.

We have already stated the principle upon which it is proposed to classify the Ports and we append Schedules A., B., and C., shewing that classification. We must however observe that any such classification must, of necessity, be very imperfect. The amount of duties collected have been selected as the simplest test of the importance of a port within its order, and the orders themselves take cognizance of some of the features which affect the amount of labor and responsibility devolving upon ports, which, by the test of duties alone, would stand on the same footing. The definition of these orders, however, does not by any means include all local peculiarities which make the work at one port more onerous than at another, and within the orders themselves the amount of duties collected, upon which the classes