

PORT ARTHUR'S SHIPPING, 1888.

	VESSELS.	NO.	REGISTERED TONNAGE.	TONS CARRIED.	CREW.
Inwards.					
	Canadian Steamers.....	236	217,151	104,151	4,879
	Canadian Schooners.....	61	22,712	28,782	249
	American Steamers.....	123	44,069	42,204	1,546
	American Schooners.....	18	13,628	24,591	160
	Total,	458	297,560	200,718	6,834
Outwards.					
	Canadian Steamers.....	256	217,151	126,203	4,879
	Canadian Schooners.....	61	22,712	41,401	249
	American Steamers.....	123	44,069	6,397	1,546
	American Schooners.....	18	13,628	2,985	160
	Total,	458	297,560	176,986	6,834

RECIPROCITY IN WRECKING.

A Bill for this purpose was brought before the Canadian House of Parliament by the Hon. Geo. A. Kirkpatrick, during last session; it was thrown out; he proposes to re-introduce the measure. It is favored by Americans and Canadians generally, excepting some American vessel men who own Canadian tugs which are said to be nominally owned by Members of Parliament. The Government opposed the measure on the ground that the reciprocity should be in coasting as well as wrecking, and that the acceptance of this half-way measure would tend to delay the other.

I would like to see the lake coasting trade of both countries thrown open to the ships of either, and it must eventually come to that.

While the law remains as it now is we should certainly insist that no privileges be granted to Americans which they do not grant us, and it behooves your Board to take a determined stand, as well as an energetic one, against allowing foreigners to come in here with foreign vessels to do not only Canadian, but Government work.

I refer, of course, to the annual dredging of this harbor and the Kaministiquia, which, as you are aware, has been done for a number of years by an American contractor, who brings his dredges, tugs and scows from the States. This last year he used a local tug, but the rest of the plant was American, and if he is allowed to bring his outfit here to do the work he should be compelled to pay duty and make them Canadian bottoms. This, of course, is avoided, as it would forever preclude them from the possibility of returning them to the United States.

HARBOR IMPROVEMENTS.

The contract for the remaining work required to complete the breakwater has been let, and the whole structure will likely be finished before the close of 1889.

This will give us an inner harbor sufficiently large to accommodate the traffic for years to come, and in the outer one all the navies of the world could ride safely at anchor.

Some little dredging may yet be required to equalize the depth of water throughout, and some light dredging is also required on the Kaministiquia, above the elevators, to allow fully laden boats to reach the Coal Docks at the Town Plot of Fort William.

MINING.

The sanguine views and expectations which I expressed in my last annual report appear to have been more than realized