
 APPENDIX No. 1.

 REPORT ON THE OPERATIONS OF THE HARBOUR COMMISSIONERS OF
 TORONTO FOR THE YEAR 1874.

COMMISSIONERS OF THE HARBOUR OF TORONTO.

Wm. SMITH, Esq.,

 Deputy of Minister of Marine,
 Ottawa.

TORONTO, January 30th, 1874.

SIR.—I herewith comply with your request of the 31st ult., and enclose you copies of the operations of the Toronto Harbour Trust, for the year 1874, hoping it contains the necessary information for your Department.

I am, Sir, your obedient servant,

 J. CARR,
 Harbour Master.

To THE BOARD OF HARBOUR COMMISSIONERS, TORONTO.

GENTLEMEN,—I would most respectfully present for your information the following Report of the operations of the Harbour Trust for the past season of 1874, which, I regret to say, was one of marked depression in shipping business. From the opening of the navigation on the 7th of March, to the final closing of the same on the 12th December, the receipts for Harbour Dues were \$10,144.15, being a decrease from 1873 of \$2,548.44 and increase over 1872 of \$1,124.14.

Total amount of Receipts for 1874	\$18,568 49
“ “ Expenditure “	18,560 21

The falling off in Harbour receipts this year was altogether in the supply of coal. In 1873 the quality of coal imported was 188,735 tons; this year the total amount was 128,334 tons; showing a falling off in 1874 of 60,401 tons, causing a deduction in Harbour receipts, on coal alone, amounting to \$3,019.15.

The Grand Trunk Railway Company's importation by water was 27,319 tons less than previous year. The Coal Merchants' importations were also 33,065 tons less than last year; this falling off also considerably affected the shipping trade, as the 60,401 tons of coal would have, on the average cargoes, freighted upwards of 200 vessels.

There were large quantities of merchandize, wood, hay, &c., brought into the city by rail. The harbour receipts on other importations by water have generally increased over last year's.

The following is a statement of vessels frequenting the harbour during the season of 1874:

Sailing vessels, loaded.....	1,534
“ “ unloaded.....	150
Steamboats, loaded....	561
“ unloaded	15
Propellers, loaded.....	196
“ unloaded.....	68

 2,524

Showing a falling off, in 1874, of 629 vessels.

The usual number of tugs were employed during the season in towing vessels, rafts, &c.

It will be seen from the above statement there was a large falling off in vessels trading with our Harbour from previous year. Doubtless this may be attributed to the dullness in shipping business and low freights. I have reason to believe that this stagnation was not felt alone here, but also in all other ports on both sides of our extensive inland navigation.