

Total Ocean Vessels, 1884.....	626	649,374
“ “ “ 1885.....	629	683,854
	<u>Increase.... 3</u>	<u>Increase.... 34,480</u>
Total Inland Vessels, 1884.....	4,808	726,605
“ “ “ 1885.....	5,003	724,975
	<u>Increase.... 195</u>	<u>Decrease.... 1,630</u>
Total Ocean and Inland, 1884.....	5,434	1,375,979
“ “ “ 1885.....	5,632	1,408,829
	<u>Increase.... 198</u>	<u>Increase.... 32,850</u>

The income for last year was.....	\$230,633
And for the present year.....	224,396
	<u>\$ 5,839</u>

	1884.	1885.
Dues on Imports.....	\$94,900	\$90,704
“ Exports.....	52,079	53,171
Tonnage Dues.....	46,281	42,253
Local.....	37,373	38,768
	<u>\$230,633</u>	<u>\$224,896</u>

or about two and one-half per cent. less compared with last year.

This can be accounted for by the vessels going into the canal. Now that that they can accommodate sea-going vessels to 18 feet, many go there that would otherwise discharge in the harbour. Thus in 1880 to 1882, not a ton of coal went into the canal, the ocean-going vessels and cargoes caused a loss to the harbour revenues of about \$1,500 a year, whereas in 1883 to 1885 they averaged \$9,000 a year; last year showing nearly \$13,000, of a loss, of which \$7,000 was for coal alone. While this is a loss to the harbour revenues it is a gain to the Port, and the manufacturers reap an advantage by having their coal transferred to them by shorter cartage, as in the canal