

The following is a Statement of Beef and Pork Inspected and Packed from the 31st of December, 1867, to the 31st of December, 1868.

PORK.

Mess Pork.....	957	Barrels.
Thin Mess Pork.....	377	"
Prime Mess do	729	"
Prime do	657	"
English Prime Mess Pork.....	421	"
Extra Prime do	209	"
Rejected do	52	"
Total.....	3402	"

BEEF.

Prime Mess Beef.....	144	Tierces.
Prime Mess Beef.....	1468	Barrels.
Rejected	25	"
Total.....	1493	"

(Signed,)

DAVID NOLAN,
Beef and Pork Inspector.

Quebec, 12th January, 1869.

Report of the Inspector, at Quebec, on the inspection of Leather and Raw Hides for the year 1868.

Inspected during 12 months ending 31st December, 1868.....

50,643 Sides Sole Leather.

Measured during same period..... 30,374 Sides Upper Leather.

Number of Raw Hides inspected..... 18,378

The system of Compulsory Inspection of Leather works very well, and gives entire satisfaction to both sellers and buyers.

A. FORTIN,
Inspector.

Quebec, 31st March, 1869.

Dry Dock of Fort-de-France, Martinique.

The Government of the Island of Martinique have constructed a magnificent Dry Dock at that Port, and the British Consul has forwarded the Council a description of it, with Photographs of the Dock. The following particulars concerning it will be interesting to the Mercantile community:—

The dock of Fort-de-France is constructed with free stone, and shut by an iron gate. It is 129 metres long, from the external groove of the gate to the wall forming the opposite extremity. The flood-gate of the entrance is 26 metres wide at the main level of the sea. The height of water above the apron is 8m. 60 at the mean level. The dock can therefore hold vessels having a length of deck from 115 to 120 metres, and a breadth out of the battlements, of 25 metres, and a draught of 2m. 50. According to the tariffs existing at Martinique, the duty for temporary anchorage—during three days only—in each harbor of the colony, and for calling at a port, upon a forced put—whatever may be the duration of a stay—is fixed as follows:—Per French or foreign vessels coming from France, French possessions or foreign countries—11 francs, (to the exclusion of all other duties.) A ship coming to Fort-de-France solely to get repaired in the dock, is assimilated to ships calling at port, upon a forced put, if the said ship makes no commercial transactions during her stay. The selling of goods damaged at sea is not considered as a commercial transaction involving the payment of duties of navigation and accessory taxes, other than the duty of calling at port. The tariff of letting of the docks is fixed as follows, for sailing vessels and steamers:—Entry into the dock, per ton, 3 francs and 50 centimes; for each day of stay in the dock dried up, per ton, 90 centimes. No ship shall pay for less than 200 tons, whatever may be her burden. Ships may come into the dock light or with cargo, without increase in the price for those that keep in or on board the whole or a part of their cargo.

Wm. Q
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