

THE CITY OF QUEBEC.

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The receipts during the year 1866 consisted of :

Tonnage Dues	\$28539 15
Pointe-a-Carcy wharf.....	6551 90
W. I. and Wellington wharves	3091 59
East India wharf.....	3144 32
Reynard's wharf (5 months).....	270 80
Atkinson's wharves.....	3746 98
Rents on Beach and Deep Water Lots.....	2372 89
Other revenue, Premium, &c.....	2793 80
	<u>\$50511 43</u>

The Expenditure :

Improvements in the Harbor.....	\$ 8568 82
Interest on Debentures.....	45932 89
Salaries, advertising and printing, office rent, &c.....	7098 32
	<u>\$61599 98</u>

THE SHIPPING OFFICE AND THE CRIMPING SYSTEM.

His Excellency the Administrator of the Government, has submitted to your Council, a correspondence between J. W. Dunscomb, Esq., and the Imperial Government, on the subject of employing shipwrecked seamen, and the crimping system at the Port of Quebec, and has requested the remarks and suggestions of the Board thereon. A special Committee was named to consider the questions submitted, and their report recommending the following changes has been adopted by the Council, viz : The abolition of the present Shipping Office, and the appointment of three Shipping Masters, to be placed under the entire control of the Board of Trade, to be licensed by them and paid by a fee of a dollar a man, with power to the Council to appoint, suspend, or dismiss any such shipping master. The transfer of the control of the Water Police to the Collector of Customs, and the compelling of the Shipping Master to ship the men in rotation as entered on their lists in each office, which would secure the shipping of wrecked seamen, and that when there is a refusal, without reason, on the part of the Shipping Master, to engage good and useful seamen, notice should be given to the master, that the seamen in question will otherwise be sent on board, as distressed seamen, for a passage home at twenty cents a day. The Committee also report, that in proposing those changes, they had no desire to deprive the present Shipping Master of his office, and suggest, in the event of these recommendations being adopted, he be named one of the three Shipping Masters.

STATISTICS OF THE TRADE OF THE PORT.

No reliable mode has ever been adopted of securing correct and regular returns of the Imports by Rail, Barge and river Steamer at the Port of