

and the admission—free of duty—of ships built and fitted in other countries. It is also proposed to admit all materials required in the construction or equipment of ships duty free. Your Council observe with satisfaction that there are several vessels now building here on French account.

"The bill of the session of 1864 relating to draw-back on new ships was postponed at the instance of the Council for the purpose of endeavoring to arrange, for a special rate of draw-back at so much per ton register on ships not sheathed, and in addition a return of duty upon metal sheathing. The ministry took no action on the subject during the late brief session.

"Fifty-nine ships, measuring 54,506 tons register, were built at this port during the year ending 31st December last, and there are now forty-three vessels, to measure 38,700 tons, in course of construction.

"The continued and systematic abduction of seamen from the port during the season of navigation by the crimps and their transfer to bounty-brokers across the lines was made the subject of an interview with the Hon. Mr. Cartier by a deputation appointed for the purpose. In consequence of the energetic measures at once adopted by the Government, numerous arrests and convictions took place and the evil was materially abated.

"The bill to provide for official enquiry into shipwrecks was duly passed into law, and the Council, in conformity with instructions from the Board, applied for and obtained the appointment of a Court to investigate the circumstances attending the stranding of the *Louise*, on the 30th September last, and of the *Oden*, *Messenger*, *Jenny Berteaux*, and an unknown vessel, on the 14th October.

"The Court was composed of Captain Jesse D. Armstrong, Chairman, and Messrs. Vital Tetu and W. E. Duggan; and the Council appointed three of their number to conduct the enquiry on behalf of the Board.

"Their report is as follows:

"After a protracted investigation the Commission was closed last week. The enquiry being held in winter, it was impossible to obtain as much evidence as might have been desired, but the masters of the ship *Jenny Berteaux* and brig *Messenger*, two of the vessels wrecked on the 14th October last, being in Quebec, were examined. From their testimony it appears to your Committee that the loss of the ships *Jenny Berteaux*, *Messenger*, *Oden*, and another vessel unknown, supposed to be the *Highland Mary*, on the 14th October, occurred in consequence of there being no pilot vessel on either the first or second station, as provided by law. The master of the bark *Louise*, wrecked at Portneuf, on the 30th September last, is absent from Quebec, but it appeared from his protest, made before Campbell & colleague, notaries, that he was unable to obtain a pilot, although some hours before his vessel went ashore a pilot vessel passed close to him, but entirely disregarded his signal. Portneuf, where the *Louise*, *Oden*, *Messenger*, and the vessel supposed to have been the *Highland Mary*, were wrecked, is about fifteen miles, and Lark Reef, where the *Jenny Berteaux* went ashore, is about sixty miles above the lowest or first pilot station. It appears from the evidence of the masters of the *Jenny Berteaux* and *Messenger* that the weather on the 13th and 14th October last was not such as to have prevented a pilot vessel from cruising on the lower station. The master of the pilot vessel which should have been on that station declares that the weather at that time was so stormy that he was obliged to run to Brandy Pots for shelter. Your Committee would observe that there is good anchorage and shelter to leeward of Bic Island during a gale from the north-east,

from which point this point should be from Brandy Pots the evidence of the cruise only on the channel of the river north shore. You into a body, and competent men, to create carelessness enquiry an opportunity of Pilots that the by-laws enacted that a log and a copy thereof in port. In no instance by the fact that the circumstances will not be advisable of the Pilot system by the incorporation to the trade Parkin, Esq., advocate Trade, and they attention through the Commission they conducted the

"The Council they have been called attention. The channel for the trade and the prosecution safety of life and of importance so necessary. The establishment light-houses, the provided for by the regulation that exist for last autumn should

"The destruction of the vessel anxiety for the A suggestion was favor of making the station was named was received that, he could not then the following week has been received