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QUEBEC
HARBOUR COMMISSIONERS' REPORTS
FOR THE YEAR 1878.

*(Prepared according to the provisions of the 14th Section of the 38th
Victoria, Chapter 55, and of the 24th Section of
the 36th Victoria, Chapter 54.*

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QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE
YEAR 1878.

(Under the 38 Victoria, Chap. 55, Section 14.)

QUEBEC, 16th January, 1879.

To the Hon. JAMES C. POPE,
Minister of Marine and Fisheries,
&c., &c., &c.,
Ottawa.

SIR,—I have the honour to submit the following on the doings of the Quebec Harbour Commissioners for the year 1878.

Having reported to the Public Works Department on the works of the harbour improvements and the graving dock, and on the operations of the lifting barge, for the year 1878, I beg leave to state that, under these titles, this report will contain what I have already reported to the aforesaid Department.

The Harbour Improvements in the River St. Charles.

During the winter of the year 1877-78 the damage done to the works in progress was slight. The extraordinary mildness of the season doubtless contributed to this result; but the fact is worthy of record as a test of their general stability.

During this period, beyond the improvement, repair and increase of the contractors' plant, little beyond the preparation and miscellaneous iron work was done by the contractors.

In the construction of new and improved plant and other appliance, much energy was displayed; and the following engine moved, and labor-saving tools were placed on the works to commence operations in the spring:—

One clam-shell dredge of the largest kind yet manufactured.

One dipper or shovel dredge on the principle of the well-known steam navy, equal to moving at each dip 84 cubic feet of material, or upwards of three cubic yards.

One steam revolving derrick of 110 feet radius, or 220 feet diameter, carrying buckets of equal capacity with the dipper dredge.

Two steam tugs, two pile engines, six hoppers and other barges, and one double cylinder concrete mixer.

These works, which are under contract with Messrs. Peters, Moore & Wright, as referred to in my report, dated 10th January, 1878, form a section of a general scheme for harbour improvements in the River St. Charles, as proposed by Messrs. Kinniple & Morris in their report of November, 1874.

This section includes the construction of a length of embankment of 300 feet in width, the entire distance between the ballast wharf and the gas wharf, and only a short space from the present terminus of the North Shore Railway, with which it is ultimately intended to connect it.

A ship channel of 150 feet wide and a quay wall on a concrete foundation, are in course of completion for an entire length of 3,500 feet. These forming a part of a Tidal Harbour and Wet Dock, respectively, on a line to be determined by the production of Peter street or Dalhousie street, or partly of both.

The work for the year 1878 has been solely continued from the ballast wharf end, obviously the better, unless a commencement at both ends had been within the resources of the contractors.

The outer open crib-work, forming the northern face and foundation of the slope of the embankment, has been completed to coping level in the first 120 feet in length, reported in position and completed to 9 feet above low water last year, and further extension of 1,500 feet has since taken place in the direction of the Gas wharf, and 3,000 feet required to complete a junction with the crib-work at the end of the works previously reported, of 790 feet in length.

The excavation of the deep trench and the 150 feet deep channel of the ultimate tidal basin has been continued and nearly completed, with the exception of the slopes and final grading, to a length 1,250, or nearly the entire deep-water section.

In the deep trench nine 120 feet crib-work caissons have been sunk and concreted up to 3 feet above low water, preliminary to planting on the 12-inch square rock elm capping under the ashlar masonry of the stone face, which is to have a height of 24 feet to coping level, including, with the concrete foundation, an entire height of 48 feet, 24 of which is below low-water spring tides.

The timber work of the deep-crib work caissons have a special character, at the same time embodying the best form of construction in its front face of solid entremise filling dovetailed into the crossties. In the cross sections considerable novelty has been introduced by the insertion of blocking pieces between the corps-morts or crossties, which, being notched in $1\frac{1}{2}$ inch, and otherwise closely fitting, give great strength to the work, producing such a distance between the crossties, vertically, as insures the solidity of the concrete placed in the intervening spaces and

compartments of the cribwork as to make it really constitute one solid mass or monolith throughout.

The timber work has been most carefully constructed by one of the contractors, Mr. Simon Peters, and afterwards sunk in position, not without difficulty, but at the same time with complete success.

One of these cribs in progress of construction is shown in the photograph, Annex No. 1, accompanying this Report.

The concreting of these deep cribs has been effected in the most approved method in general use, by adopting skips, or boxes of as large a size as possible, with spring and trigger doors opening below. They are made to contain one cubic yard of concrete; the sides being continued down the full depth of the doors when open, so as to prevent wash and disturbance, and also, to insure the deposit at once of the combination of sand, broken stone and cement, in the form in which it is placed in the skips.

Nine thousand yards have in this way been successfully deposited, levelled below by divers, and brought up to the level of three feet above low water, ready to receive a finishing course on which to commence the stone face at the back of elm capping.

A general view of the cribs, sunk and concreted, as far as No. 7, is shown in photograph, Annex No. 2, accompanying this Report, weighted with stone to be used for back filling. This excellent picture shows the level in cross sections at the end of the crib No. 7, with regard to low water, and the success with which the general line and level of the crib-work blocks have been maintained. Annex No. 3 shows the contractors' plant in position particularly well, the large dipper dredge, and the 220 feet diameter derrick, with the three divers and others of the men employed.

The amount paid on account of these works up to the last day of the year has reached the sum of \$211,033 65.

It may be well to recur, in conclusion, to the importance of these works now in progress, forming part of a scheme for the perfect accommodation of some 110 vessels at one time, of an average length of 250 feet, or of 1,600 for the working season, connecting at the same time the North Shore Railway at once with deep water quay walls, presumably the entire western traffic of this line as far as Ottawa, next, probably of Toronto, and ultimately of the Pacific.

Graving Dock.

During the latter part of the year 1877 the Commissioners resolved to proceed with the dock excavations at Point Levis. A

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commencement was made on the 12th November, 1877, and the work was continued without intermission until the month of April last, when tenders for the completion of the entire works were invited by the Commissioners. The entire quantity of excavation up to that time was 10,267 yards.

The total expenditure connected with these works up to the 31st December last amounts to thirty-five thousand six hundred and thirty-one dollars and thirty-eight cents (\$35,631.38).

These works were formally contracted to Messrs. Larkin, Connolly & Co., on the 17th August, 1878, for a sum of three hundred and thirty thousand nine hundred and thirty-two dollars (\$330,932), since which time the contractors have continued the excavation to one foot below coping. The Government wharf forming the abutment of the western wing wall of the dock works having been filled in with spoil and suitable refuse from the rock-cutting and excavations.

The whole of these works have been performed under the superintendence of the resident engineer, M. Woodward Pilkington, M.I., C.E., whose ability has given great satisfaction to the Commissioners.

The question respecting the co-operation of the Montreal Harbour Commissioners in the management of the Graving Dock, has been re-opened during the month of January by the Quebec Harbour Commissioners, and resulted in a satisfactory arrangement. In order to put this arrangement into effect it will be necessary to amend the Act 38 Victoria, chapter 56 respecting the Graving Dock.

Lifting Barge.

The barge having undergone a very severe test during the working season of 1877, as stated in my report for that year, was sent to Davie's Dock in order to have her repaired in accordance with the recommendations of the Port Warden, Captain Dick.

On the 6th May the Port Warden forwarded the following report on the repairs done to the barge under his supervision :

"PORT WARDEN'S OFFICE,
128 ST. PETER STREET,

"QUEBEC, 6th May, 1878.

"A. H. VERRET, Esq.,

"Secretary-Treasurer Quebec Harbour Commissioners.

"SIR,—In compliance with your letter dated April 13th, 1878, I beg to inform you that the following repairs were found necessary to be made on the Lifting Barge before undocking.

"In addition to the diagonal iron straps originally on the inside (14) fourteen pairs have been added, viz., seven pairs at each end of the vessel; all are through-bolted with quarter-inch round iron clenched on rings. For placing the above straps, parts of the cabins and flooring had to be removed, which have been replaced.

"The diagonal wood bracing each side of the well have been additionally tree-nailed. In the spaces of the cooking and engineer's rooms, the joints have been caulked and filled with wood battened over. On each side of the well the vacant spaces over the heads of the stanchions have been filled solid with wood.

"Outside the well has been caulked all over. The iron linings on its lower edges removed for caulking. All have been replaced. Six pieces of plates had to be new.

"The stern and stern-posts, where there was indication of straining, have been strengthened by eight straps of iron bolted to each other through the stern and stern-posts and otherwise through bolted and clenched on the inside. One rudder brace broken, removed, repaired and replaced.

"The butts in bottom at bluff of bows and quarters have been additionally bolted.

"Caulking has been done from the keel to rails, including parts on deck; seams have all been coated with pitch and rosin, the bottom coated with coal-tar; paint work above water-line, twice coated with paint, including boats, &c.

On Deck.

"Iron stanchion sockets on both sides have been secured with new bolts. One additional scuttle-hatch has been made in mid-ships on port side. Deck glasses with those broken in sky-lights have been all made good. Engine frames additionally fastened with screw bolts and with sundry other iron work repaired.

"I am also of opinion that the work as above enumerated has been completed in a most satisfactory manner, and to the entire satisfaction of your

"Most obedient Servant,

"JOHN DICK,"

Port Warden.

These repairs, including the cost of docking the barge for the winter, have amounted to the sum of eleven hundred and ninety-one dollars and thirty cents (\$1,191.30)

The Captain, Claude Giguère, was re-engaged in the month of April, and took charge of the craft immediately after his

appointment. He was directed to search and try to secure the two large nests of anchors and chains that were known yet to exist. In the beginning of May the barge was towed in the stream and the search was commenced without delay.

After two weeks of steady searching the Captain reported that he had failed to fasten the barge on either of the nests, although he had not abandoned hopes of securing them.

He was therefore ordered to cease his search till further orders, and to raise the steamer "Bidder," sunk some ten years ago in front of the ferry landing at Levis.

After two months work the whole wreck, comprising the engines, the boiler and the hull, was safely landed on Carrier's premises, at Levis.

The wreck having not been claimed under the authority of the 5th Section of the 29-30 Victoria, Chap. 59, was disposed of as provided for by Section 2 of the 22nd Victoria, Chap. 31. The sale only realized one hundred and fifty dollars (\$150.)

The obstruction caused by this wreck was as dangerous, if not more so, to shipping than a nest of anchors, and all interested have learned with satisfaction of its disappearance.

As soon as the lifting barge had landed the wreck, Captain Giguère received instructions to resume his search for nests of anchors and chains for which he had already searched in the beginning of the season. His search again proved unsuccessful, and it has been inferred that no more nests were in existence, or that if such really exist, they were covered with sand and were as obstruction considered of no more consequence.

During his search the master of the barge has succeeded in raising five anchors and about sixty-six fathoms of chain. One of these anchors was claimed by its owners, the Allan Steamship Company, and delivered to them on payment of the salvage.

Amongst these anchors there is one which is the largest that has ever been raised by the barge. It weighs 5,985 pounds, and according to experts, must have been under water for at least sixty years. It has been established by marks thereon that it belonged to an English frigate.

The wreck of the steamboat "Ottawa," sunk some sixteen years ago off the wharf belonging to the Montreal Ocean Steamship Company, has been surveyed during the month of August, and the master of the lifting barge has reported that the whole wreck was covered with sand, and declared that he was of opinion it could not injure the shipping even if the sand over it were washed, inasmuch as it is so close to the wharf vessels are not supposed to anchor there.

On the recommendation of the Lifting Barge Committee it was agreed to order the barge on the Fly Bank in order to remove

the largest boulders that were considered the most dangerous obstructions.

The barge was at work about twenty days on that spot, and eighteen boulders were secured and removed. They were all of a very large size, one of them was eight feet and another six feet high, the first weighing over twelve tons and the latter ten.

Some years ago a vessel belonging to the Allan Line touched the first mentioned boulder and sustained damages to the amount of eight thousand dollars, (\$8,000.)

The question of raising the wreck of the ship known as "L'Original," sunk in the harbour since October, 1750, according to the "*Jesuits Journal*," was discussed during the summer by the Commissioners, and it was decided to remove that so long existing obstruction.

The captain of the barge was accordingly ordered to suspend the work of removing the boulders and to commence operations on the wreck in question. After a thorough survey he reported the wreck 170 feet long, 40 feet beam, and under 95 feet of water.

It having been ascertained that this obstruction could not be removed without the aid of explosive material, a contract was entered into with the firm Cochrane, Lewis & Co., of Montreal, by which they undertook, for the sum of one thousand dollars, to blow up the wreck with dynamite. They were bound to furnish their operator with the explosive material and instruments, and all possible assistance was to be given by the lifting barge with her crew. It was also necessary to secure the services of a diver.

The work of blasting was commenced on the 24th September, and continued, weather permitting, till the close of navigation. After each explosion the barge was engaged in securing the broken pieces of the wreck.

The work has been progressing favourably, but more slowly than anticipated, and about one-fourth of the wreck has been secured. At the end of the year's operations the whole of the salvage, consisting of a quantity of broken pieces, four beams and some timbers, were safely landed on one of the wharves of the Commission.

Three anchors with thirty fathoms of chain have been also secured from the wreck.

Judging by the time it has taken to raise the portion of the wreck that has been blasted and removed, it will take at least four months to clear away the remainder of this obstruction. If you add to that the time it will take to remove the boulders that were left untouched inside the Fly Bank the barge will be engaged the whole of the season of 1879 to complete the work remaining unfinished.

It is to be hoped that the Government will include in their estimates of next Session the usual appropriation in order that the Commissioners may be enabled to continue the work of clearing the harbour.

By referring to the working expenses of the lifting barge for the last two years, it may be inferred that a sum of *twelve thousand dollars* will be sufficient to meet the expenses of the coming season.

The annexed statement, No. 4, shows the cost of the barge, her yearly working expenses, also, the yearly quantity of anchors, chains, &c., saved by her since the beginning of her operations in 1875.

In conclusion, I am happy to state that Captain Giguère, the master of the barge, has given as much satisfaction this year as in previous years.

Ballast.

The new by-law sanctioned in June, 1877, to regulate the discharging of the ballast, has continued to give satisfaction to the Commissioners.

Forty-three vessels have been ordered to the breakwater during the season to discharge their ballast.

The aggregate quantity discharged amounted to seventeen thousand one hundred and eighteen tons (17,118). By adding to that amount the total of the previous year, seventeen thousand and twenty-five tons (17,025) it gives a total of thirty-four thousand one hundred and forty-three tons (34,143) discharged in the breakwater since the by-law has been in operation, representing the ballast of eighty-nine vessels. A very small proportion of this ballast is of stone; it is composed chiefly of sand or clay.

The expenditure in connection with the breakwater, including repairs, &c., amounts to the sum of two thousand three hundred and forty-five dollars and twenty-eight cents (\$2,345.28) for the year.

All the ballast that could be secured from the demolition of the Jesuits' barracks has been deposited in Pointe-à-Carcy wharf. Three thousand three hundred and eighty-nine tons (3,389) have been obtained from the demolition, and carted at the price of 30 cents per ton.

With this material a roadway of six hundred feet (600) long and the width of 15 feet has been constructed. It is the intention of the Commissioners, if they can secure the material, to cause this road to be continued some three hundred feet more in length, in order to reach the end of the wharf. The road has been

properly levelled and covered with sand; but in consequence of the large circulation of heavy loaded vehicles on this portion of Commissioners' wharves, it will be necessary to macadamize it at an early date.

The sand used to cover the road has been secured from the ballast of 2 vessels and guage 50 tons.

The necessity of filling up the whole Pointe-à-Carcy wharf is felt more than ever, and the Commissioners will loose no opportunity of having such an improvement done.

One thousand and eleven tons of stone have been bought at the price of 30 cents per ton, and deposited also in the same way

Repairs to Property.

The necessary repairs have been done as usual to the property of the Commission. The sum expended for that branch of the service amounts to the round sum of twenty-four hundred dollars (\$2,400), out of that sum nineteen hundred and thirty dollars (\$1,930) were applied to the Pointe-à-Carcy wharf, exclusive of the amount paid for ballast already mentioned. As long as the filling up of that long wharf is not completed, its yearly repairs will always be somewhat heavy, in consequence of the renewal of the broken beams and the decayed planking which are brought to this state, the first by the weight of coals and other heavy goods that are stored on it, and the other by the action of the air underneath.

Coasting and Foreign Trade.

As stated in the last report, the law does not compel the coasting traders to report their outward cargoes, the Commissioners can only furnish, as usual, a statement of the arrivals of the season, which stands as follows:

Cargoes by Schooners.....	1,382
“ Batteaux.....	1,711
“ Barges.....	238
“ Steamboats.....	380
Total.....	<u>3,721</u>

Representing an aggregate tonnage of 273,476 tons.

Forty-two thousand six hundred passengers, (42,600,) have been landed at the port during the year by the vessels engaged in the coasting trade.

The annexed Comparative Statements, Annex No. 5, prepared by the Customs authorities, contain the whole information in reference to the foreign trade of this port for this year and the previous years therein mentioned.

Annex No. 6, prepared by the Chief Clerk, contains a report of the principal entries inwards by coasting craft for the season 1878.

Annex No. 7, prepared by the Chief Clerk, contains a report of cargoes lightered inwards and outwards for season 1878.

Investigations.

Under the authority of two Orders in Council, respectively dated the 29th August and the 3rd September, the Commissioners have held an investigation into the loss of the steamships "Lake Megantic," "Blenheim" and "Lady Head." Thirteen sittings of an average length of three hours were spent in hearing the evidence adduced in the three cases. The Commissioners have spared no trouble to arrive at a thorough knowledge of the circumstances connected with the three wrecks and they have learnt with satisfaction that you have approved of and confirmed their report and judgment in each case.

During the investigation into the loss of the "Blenheim" it has been ascertained by the evidence of the captain that he had been misled, as to the beginning of the pilotage ground in the harbour, by the supplement to "Lighthouses of the World," published in 1878 by Mr. Richard Holmes Laurie, of London, and edited by Mr. A. G. Findlay. Orders were immediately given to write to the publisher in order to have the error corrected in the future edition of the work. Meanwhile a copy of the letter was forwarded to the "Shipping and Mercantile Gazette," with a request to publish it in the interest of mariners.

The Quebec, Montreal, Ottawa and Occidental Railway terminus to deep water.

Negotiations are progressing favorably with regard to the arrangements to be made for bringing the Quebec, Montreal, Ottawa and Occidental Railway to deep water in the harbour over the wharves now under contract. The contractors have declared themselves ready to deliver, on the 15th July next, a length of 800 feet of crib-work up to coping level on the west end of the works. If their offer is accepted the cars will be able to run at that date on this portion of the Harbour Works.

Revenue.

THE following is a Comparative Statement of the revenue of the Commission for this and the previous year:—

	1877.	1878.	Difference in 1878.
	\$ cts.	\$ cts.	\$ cts.
Tonnage Dues.....	40,816 90	24,677 12	16,139 78 Decrease.
Import do	2,787 69	2,993 47	205 78 Increase.
Export do	10,957 88	6,105 86	4,852 02 Decrease.
Harbour do	3,913 76	3,834 23	79 53 do
Property Revenue.....	24,951 62	23,652 24	1,299 38 do
Interest.....	2,980 18	2,916 54	63 59 do
B and D, Water Lots	2,482 87	2,175 37	307 50 do
Sundries.....	138 31	1 00	137 31 do
Total.....	\$ 89,029 16	66,355 83	22,673 33 do

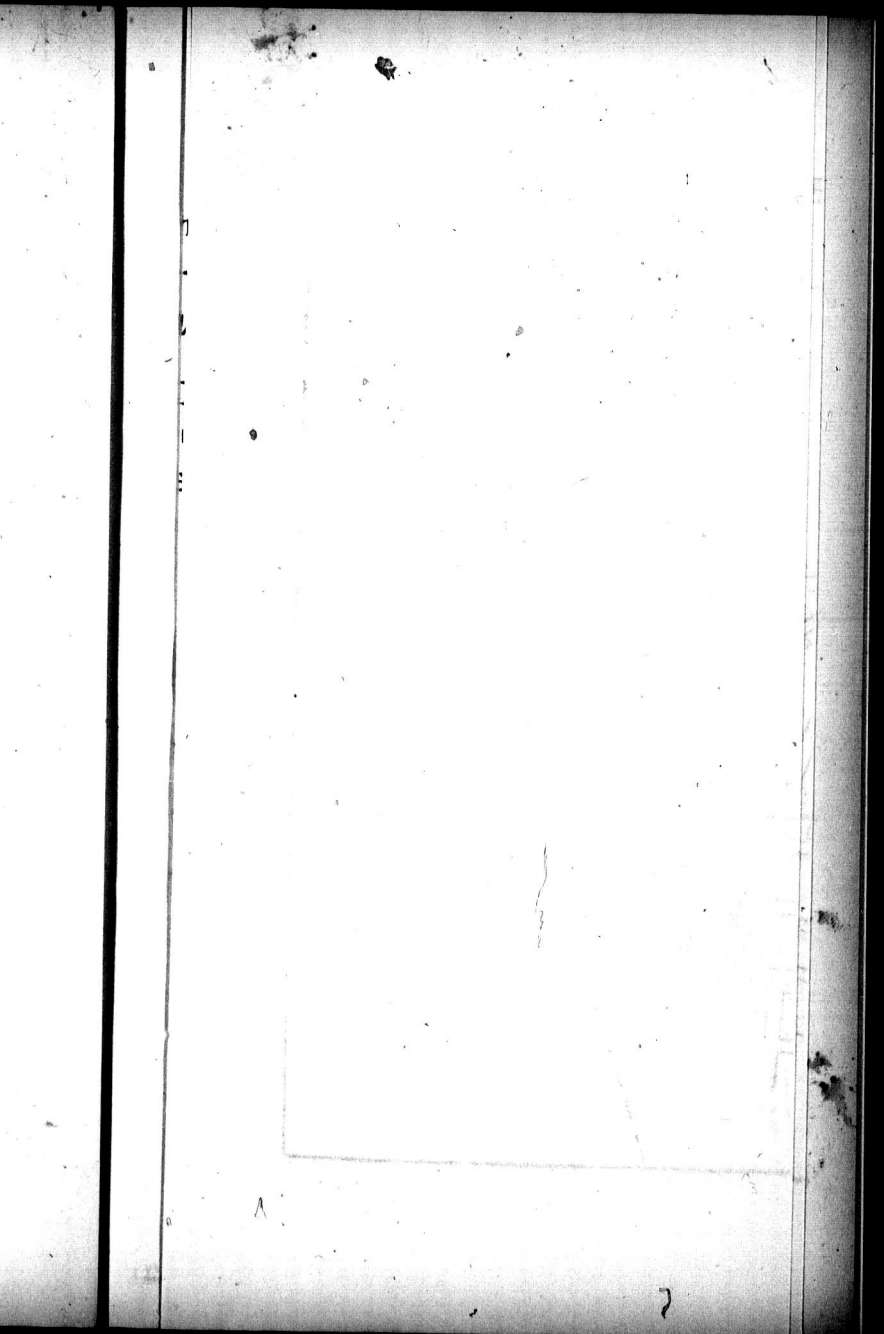
The large decrease in the revenue is entirely due to the great depression of business that has prevailed the whole year.

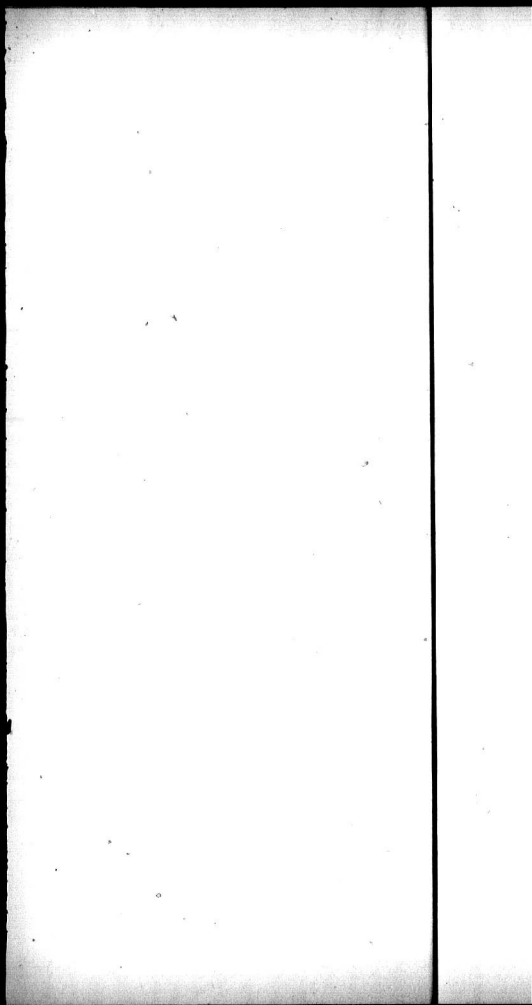
Notwithstanding this state of affairs, the Commissioners have, however, ascertained with satisfaction that they have had a surplus of revenue of eight thousand three hundred and eighty-nine dollars and ninety-five cents (\$8,389.95) over the expenditure of the year.

The whole respectfully submitted,

A. H. VERRET,
Secretary-Treasurer.

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QUEBEC HARBOUR IMPROVEMENTS,

SHEWING THE RAILWAY EXTENSION TO DEEP-WATER.

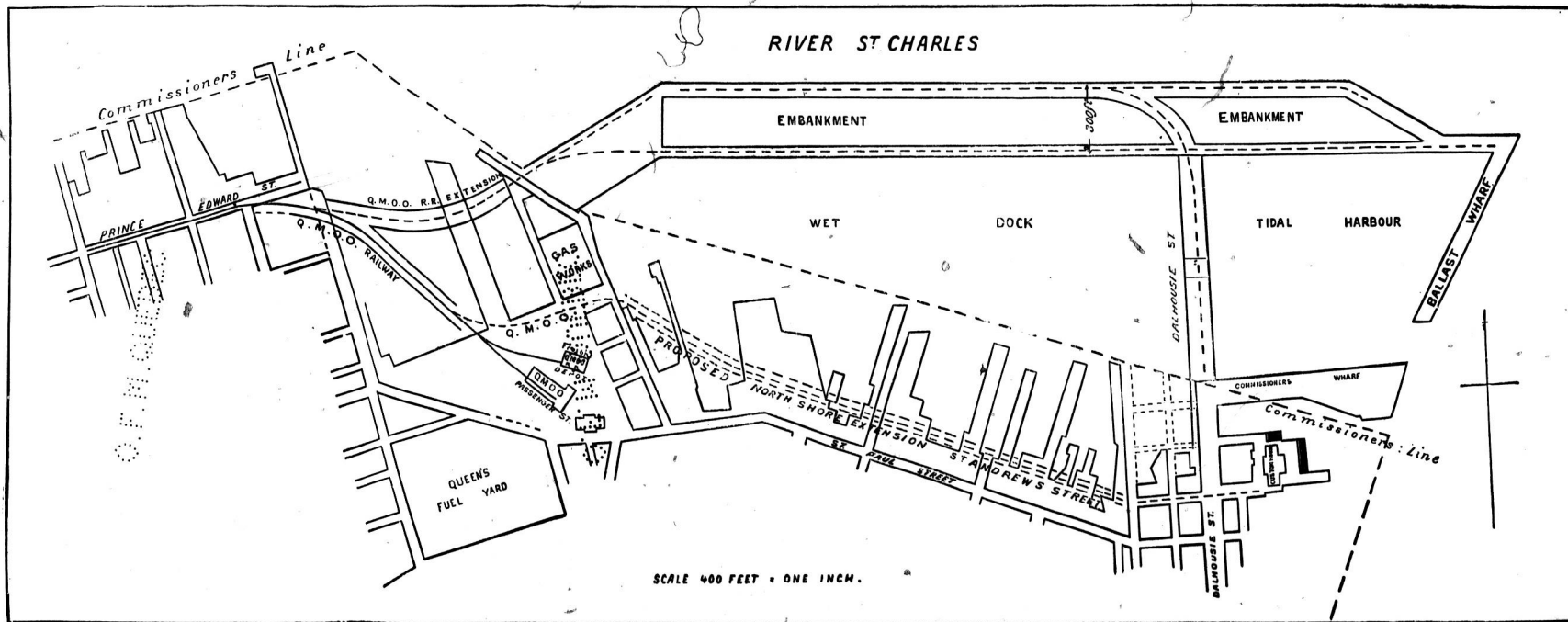


PHOTO-ENLARGED, PATENTED BY BURLAND-DESBARATS OF MONTREAL.

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REVENUE AND EXPENDITURE.

DR.

	1878.	1878.	CR.
	\$	cts.	\$
To Beach and Deep Water Lots.....	2,175	37	6,373 27
Interest.....	2,916	54	850 00
Sundries	1	00	345 76
Atkinson's Wharf.....	2,244	00	126 30
West India and Wellington Wharves.....	4,766	67	264 50
Reynar's Wharf.....	1,300	00	317 04
Pointe-a-Carey Wharf.....	6,254	90	1,930 11
Breakwater.....	6,000	00	2,485 00
Tonnage Dues.....	21,577	12	100 00
Export do.....	6,105	86	221 80
Import do.....	2,983	47	49 54
Harbour do.....	3,834	23	127 02
			24 80
			32 00
			76 64
			775 06
By Officers' salaries for year.....			43,380 00
Schooner reporters for year.....			8,389 95
Legal expenses do.....			
Atkinson's Wharf, repairs.....			
East India Wharf, do.....			
West India and Wellington Wharves, repairs.....			
Reynar's Wharf, do.....			
Pointe-a-Carey Wharf, repairs.....			
Breakwater.....			
Commissioners, attendance.....			
Auditors for 1877.....			
Printing codified statutes.....			
Printing bills.....			
Hardware.....			
Painting.....			
Boat for general use.....			
Tinsmith work.....			
Office expenses, printing, advertising, stationery, &c.....			
One Year's interest and Sinking Fund on \$723,000.....			
Harbour Debentures.....			
Excess of Revenue over Expenditure.....			
	\$	66,355 83	\$ 66,355 83

A. H. VERRET,
Secretary-Treasurer.

JAS. WOODS,
Book-keeper.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 16th January, 1879.

DR. BALANCE SHEET of 31st December, 1878. CR.

	\$	cts.		\$	cts.
To Office furniture.....	✓	1,253	03	By Beach and deep-water lots..	✓ 43,932 50
Amount at debit of grantees of beach & deep-water lots	✓	39,528	37	Quebec Harbour Debentures	✓ 723,000 00
Amount at debit of lessees of wharves and warehouses..	✓	5,393	96	Sinking Fund	✓ 42,716 66
Amount at debit of sundry parties for harbour dues..	✓	256	40	James Boyd.....	✓ 50 00
Reynar's Wharf	✓	8,452	70	Philip Quigley & Son.....	✓ 49 50
Atkinson's Wharf.....	✓	50,945	20	C. H. Reynor	✓ 50 00
West India and Wellington Wharves	✓	84,605	75	J. C. Rogers.....	✓ 50 00
East India Wharf.....	✓	48,268	10	Dominion Government for Harbour Improvements..	✓ 175,000 00
Pointe-à-Carcy Properties...	✓	268,873	15	Dominion Government for Graving Dock	✓ 50,000 00
Breakwater	✓	215,427	40	Excess of Revenue.....	✓ 51,995 84
Peters, Moore & Wright.....	✓	178,613	87		
Larkin, Connolly & Co.....	✓	18,137	50		
Harbour Improvements.....	✓	32,419	98		
Graving Dock	✓	17,393	88		
Kinipple & Morris	✓	8	00		
Dominion Government.....	✓	9,615	45		
Jackscrews account.....	✓	394	87		
Anchor account	✓	342	70		
Receiver-General of Canada Sinking Fund.....	✓	42,716	66		
La Banque Nationale	✓	62,483	30		
Cash.....	✓	159	23		
Bills Receivable	✓	513	76		
Suspense Account.....	✓	1,241	44		
		\$	1,086,844 50		\$1,086,844 50

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
Quebec, 16th January, 1879.

STATEMENT of Assets and Liabilities, per Balance Sheet.—Quebec, 31st December, 1878.

ASSETS.		\$	cts.	\$	cts.	LIABILITIES.	
Real Estate :						Quebec Harbour Debentures.....	\$ cts.
Reynar's Wharf.....		8,452	70			Deminion Government :	723,000 00
Atkinson's Wharf.....		50,945	20			Account of Harbour Improvements.....	175,000 00
West India and Wellington Wharves.....		84,005	75			do Graving Dock.....	50,000 00
East India Wharf.....		48,268	10			Sundry Competitors :	225,000 00
Peter's-Carey Properties.....		268,673	15			On deposit for Copies of Specification.....	
Breakwater.....		215,427	40	676,372	30	Surplus—composed as follows :	199 50
<i>In re Beach and Deep Water Lots, &c. :</i>						Beach and Deep-Water Lots at Credit.....	43,932 50
Capital at debit of sundry persons.....		35,348	49			Sinking Fund.....	42,716 66
Arrears of interest to 24th June, 1878.....		4,179	88			Excess of Revenue.....	51,995 84
do do 24th December, 1878.....		1,241	41	40,769	81		
<i>Cash :</i>							
On hand.....		159	23				
In La Banque Nationale.....		62,483	30	62,642	53		138,645 00
Deminion Government :							
Lifting barge expenses.....		8,249	16				
Investigation expenses.....		1,366	29				
Harbour Improvements :				9,615	45		
Peters, Moore & Wright.....		178,613	67				
Engineering and sundries.....		32,419	98	211,033	65		
Graving Dock :							
Larkin, Connolly & Co.....		18,137	50				
Engineering and sundries.....		17,393	88	35,531	38		

35,531 38

Banking Fund.—In hands of Receiver-General.....	42,716 66	
Keels.—Due by sundries, as per Balance Sheet.....	5,393 96	
Harbour Dues.—Due by sundries, as per Balance Sheet.....	256 40	
Anchorages.—On hand.....	394 87	
Bills Receivable.....	342 70	
Kingipile & Morris.—Due by them.....	513 76	
Office Furniture.....	1,253 03	
	\$ 1,086,844 50	\$ 1,086,844 50

A. H. VERRET,
Secretary-Treasurer.

JAS. WOODS,
Book-keeper.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 16th January, 1879.

We, hereby certify, that we have examined the Books and Vouchers of the Quebec Harbour Commission, from the 1st January, 1878, till the 31st December, 1878, and that the Balance Sheet, as copied in folios of this Journal 364, 365 and 366, and the above statement of Assets and Liabilities are correct abstracts from the books.

CHARLES HUOT, }
A. AHERN, }
Auditors.

Quebec, 31st January, 1879.

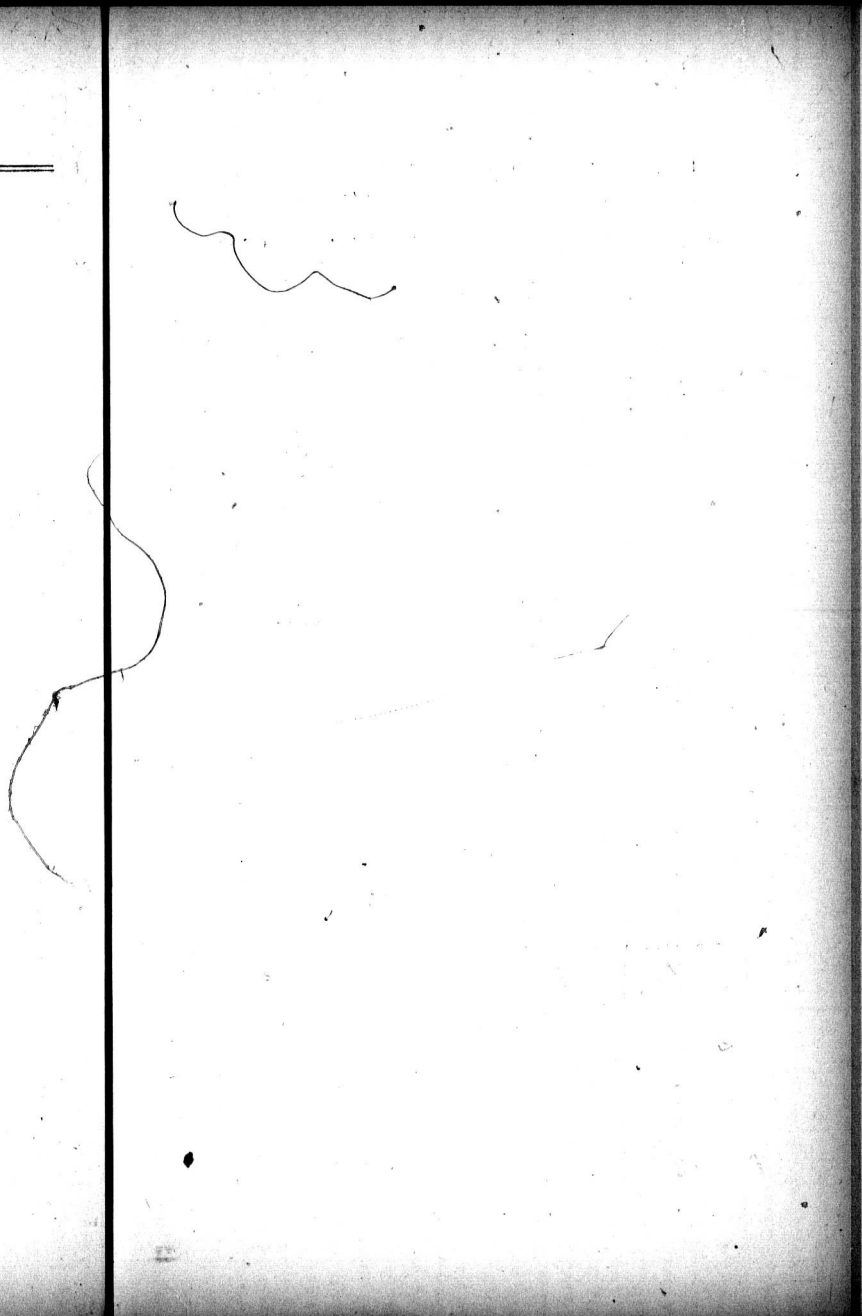
QUEBEC HARBOUR COMMISSION.

STATEMENT of Contracts awarded by the Quebec Harbour Commissioners in connection with the Harbour Improvements and the Graving Dock, together with Expenditure up to 31st Dec., 1878, connected with same.

Nature of Contracts.	Dates of Contracts.	Dates of Completion of Contracts.	To Whom Awarded.	Net Amount of Contracts.	Approximate value of additions to Contracts.	Total amount of Contracts with Additions.	Total amount paid to Contractors.	Total amount paid for engineer, Sundries.	Total Expenditure.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Harbour Improvements.....	May 2, 1877.....	October 2, 1880.....	Peters, Moore & Wright.....	529,296 31	15,306 07	544,602 38	179,613 07	37,419 08	211,033 65
Graving Dock.....	August 17, 1878.....	June 1, 1882.....	Larkin, Connolly & Co.....	339,953 89	1,762 00	337,715 89	18,137 50	17,393 88	35,531 38

Certified.

A. H. VERRET,
Secretary-Treasurer.



QUEBEC HARBOUR COMMIS

STATEMENT showing the cost of the Lifting Barge, her yearly saved and disposed of, and

Cost of the Lifting Barge built in 1874-75.	Working expenses in 1875.	Working expenses in 1876, including repairs.	Working expenses in 1877, including repairs.	Working expenses in 1878, including repairs.	Quantity of Anchors, Chains, Boulders, &c., raised in			
					1875.	1876.	1877.	1878.
\$ cts. 35,184 56	\$ cts. 1,735 29	\$ cts. 15,201 79	\$ cts. 11,766 00	\$ cts. 10,555 23	Four anchors and about 250 fathoms of chain.	Fifty-seven anchors and 1,423 fathoms of chain.	One hundred and one anchors and 3,291 fathoms of chain.	Eight anchors, 96 fathoms of chain, 18 boulders, the wreck of the steamer "Bidder," and about one-fourth of the wreck known as "L'Original."

N.B.—The anchors entered in the above Statement do not include 24 broken anchors which One of the 8 anchors raised in 1878 was claimed by its owners, the Allan Steamship Company, shackle, sold in 1877, were returned in 1878. One anchor belonging to the stock on hand was broken. Five anchors, and 7,210 lbs. chain, sold for \$175.03, are yet unpaid.

Certified.

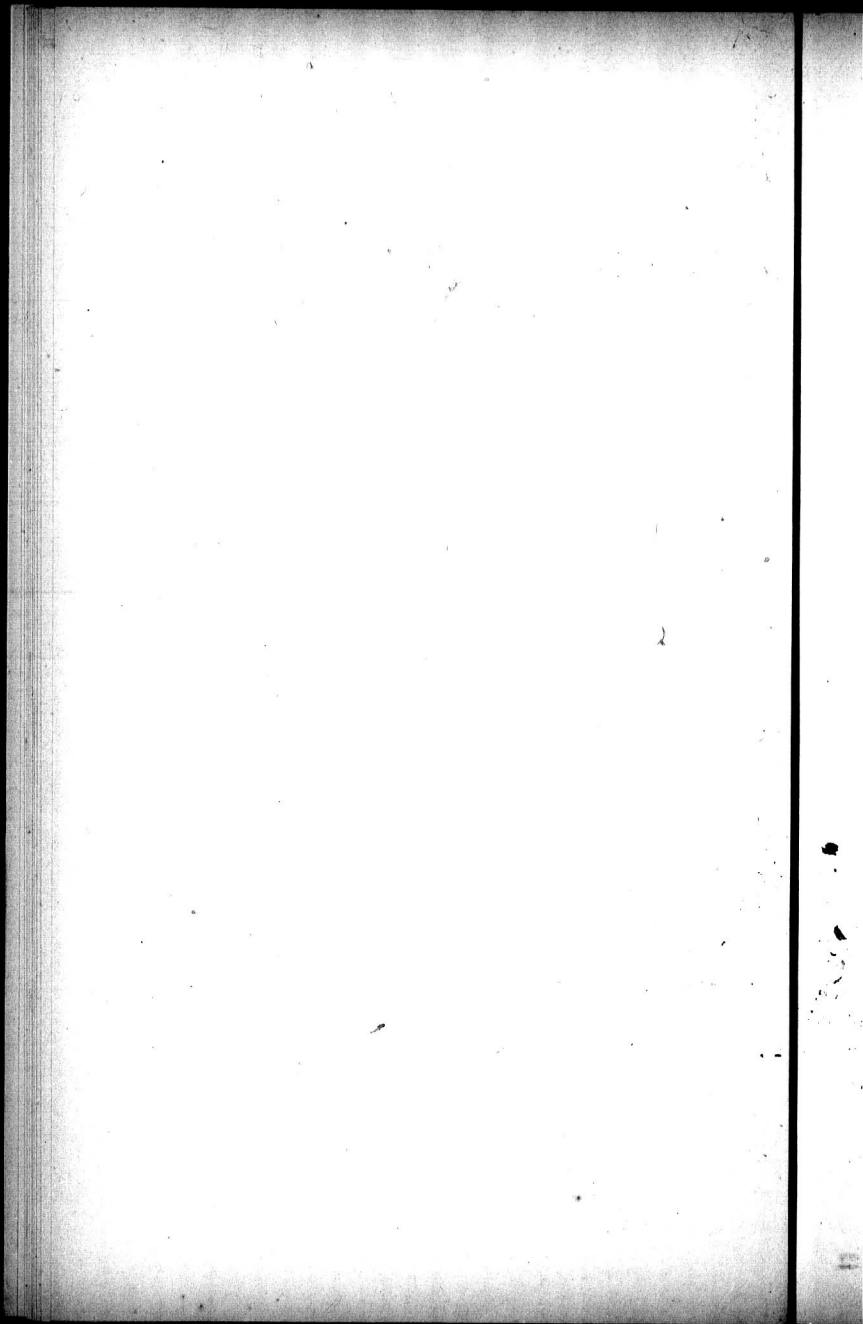
A. H. VERRET,
Secretary-Treasurer.

SEAFARERS' LIFTING BARGE.

working expenses; also, yearly quantity of Chains, Anchors, &c., what remaining on hand.

Quantity of Anchors, Chains, &c., disposed of in				Quantity of Anchors and Chains on hand the 31st December, 1878.	Proceeds of the sale of Anchors, Chains, &c., in			
1875.	1876.	1877.	1878.		1875.	1876.	1877.	1878.
None.					\$ cts.	\$ cts.	\$ cts.	\$ cts.
	Eleven anchors and 3,231 lbs. of chain.	Thirty-six anchors and 99,074 lbs. of chain, broken anchors, &c., sold as scrap.	Fourteen anchors, 79,080 lbs. chain, 7 shackles and 1 stock.	Eighty-six anchors, about 300 tons of chain and 176 shackles.	None.	839 88	1,701 53	1,447 18

have also been secured, and are classed as scrap. Twelve of these anchors were sold in 1877, and surrendered on the payment of the salvage. Two anchors, with 135 fathoms chain and one transferred into a grapnel in October, and sent to the Barge to replace one that had been

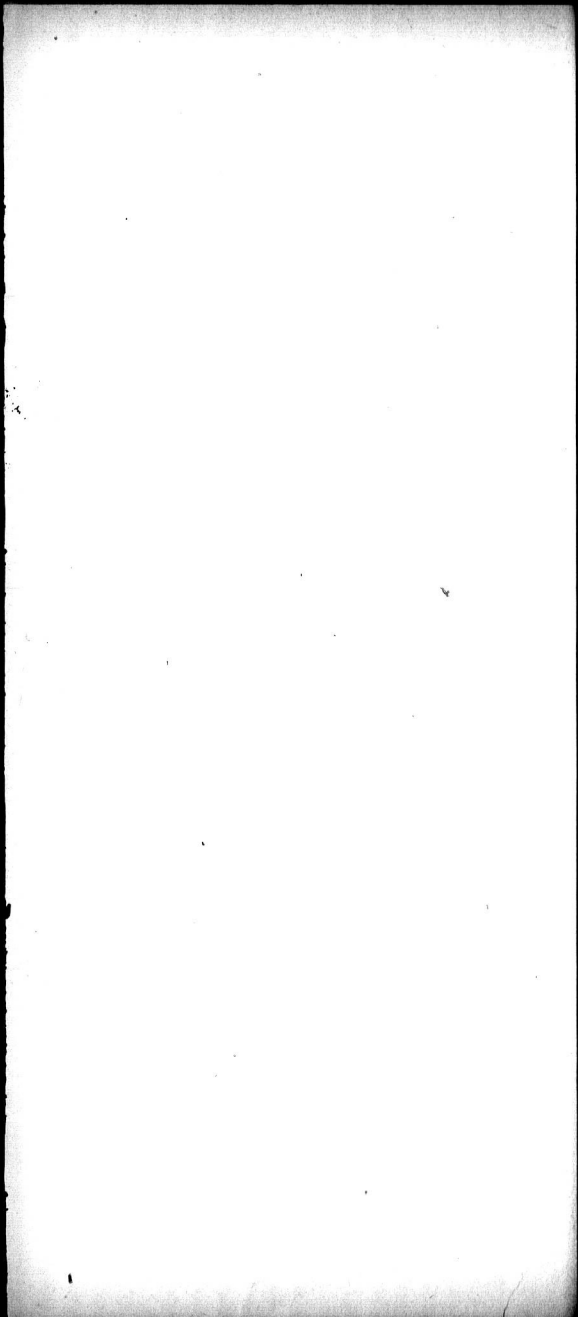


PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards, for the Years ending on the 31st December, 1877 and 1878; shewing the Countries from whence they came and for which they cleared, whether in

United Kingdom.....	782	746063	18031	544	545021	14145	United Kingdom.....	892	829692	19634	588	574839	14626
Newfoundland.....	19	1827	135	13	2015	121	Newfoundland.....	40	4730	277	30	3940	211
St. Pierre Miquelon.....	3	337	18	4	608	30	St. Pierre Miquelon.....	2	337	18	8	788	44
United States.....	8	7220	145	4	2473	57	France.....	7	4945	107	21	9067	250
E. West Indies.....	8	2112	72	4	1186	35	Spain.....	3	1828	35	.....	.....	.....
France.....	38	26792	567	24	15226	355	Portugal.....	11	3712	113	5	2554	59
Spain.....	14	13356	259	2	1243	31	Belgium.....	6	5106	99	2	1898	44
Portugal.....	10	3959	154	6	3258	177	Holland.....	2	1398	31	1	871	16
Belgium.....	21	16333	379	6	4944	104	Germany.....	2	1290	27	2	777	23
Holland.....	4	1616	61	6	429	12	Norway and Sweden.....	2	1290	27	.....	.....	.....
Norway and Sweden.....	47	32201	704	28	18302	463	Germany.....	1	488	12	.....	.....	.....
Denmark.....	.....	.....	.....	5	764	35	Gibraltar.....	3	379	21	.....	.....	.....
Italy.....	3	1662	37	6	7867	142	South America.....	11	5091	130	5	1639	45
Germany.....	13	11474	243	8	6731	139	Africa.....	1	310	80	1	228	9
Africa.....	1	377	10	.....	.....	.....	Peru.....	2	1404	30	3	2022	48
Brazil.....	2	1478	32	4	3069	69	Australia.....	2	2861	53	4	4623	86
Sicily.....	.....	.....	.....	1	133	6	Greenland.....	2	583	22	.....	.....	.....
Greece.....	.....	.....	.....	1	1320	26	Total.....	992	864017	20629	.....	.....	.....
Egypt.....	.....	.....	.....	1	1478	25	Total.....	.....	.....	.....	672	603705	15473
Total.....	982	872100	20919	666	616323	15892							

N.B.—Flags.—Under the German Empire are included vessels of Prussia Hamburg, Bremen, Mecklenberg, &c.



PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards, for the Years ending on the 31st December, 1877 and 1878; shewing the Countries from whence they came and for which they cleared, whether in cargo or in ballast; also, distinguishing the Countries to which they belonged:

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31st DECEMBER, 1877 AND 1878.				RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31st DECEMBER, 1877 AND 1878.			
1877.		1878.		1877.		1878.	
Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.
Total Vessels arrived.....				Total Vessels Cleared.....			
982	872100	20919	666	616323	15892	992	864017
Vessels with Cargoes.....				Vessels with Cargoes.....			
403	408566	11307	325	37804	10373	990	863430
Do in ballast.....				Do in ballast.....			
579	462534	9592	341	238719	5520	2	588
Total.....				Total.....			
982	872100	20919	666	616323	15892	992	864017
Number of Steamers.....				Number of Steamers.....			
100	160383	5975	107	176772	6317	86	143069
Do of Sailing Vessels.....				Do of Sailing Vessels.....			
882	711717	14944	559	438551	9375	906	720048
Total.....				Total.....			
982	872100	20919	666	616323	15892	992	864017
British Vessels.....				British Vessels.....			
685	674947	16585	475	482551	13020	700	672896
Foreign Do.....				Foreign Do.....			
297	197153	4334	191	133972	2872	292	191121
Total.....				Total.....			
982	872100	20919	666	616323	15892	992	864017
UNDER WHAT FLAGS.				UNDER WHAT FLAGS.			
British.....				British.....			
685	674947	16585	475	482551	13020	700	672896
U. States.....				U. States.....			
6	4797	92	6	4378	85	10	5729
French.....				French.....			
255	172782	3741	165	146765	2482	215	164899
German Empire.....				German Empire.....			
23	11456	300	11	5931	146	22	11322
Austrian.....				Austrian.....			
1	742	15	.....	.....	.....	1	610
Spanish.....				Spanish.....			
1	610	13	.....	.....	.....	5	1497
Portuguese.....				Portuguese.....			
4	1238	45	1	1509	23	3	1904
Russian.....				Russian.....			
3	2928	56	2	2745	35	3	2928
Danish.....				Danish.....			
.....	.....	.....	1	1430	19	.....	.....
Belgian.....				Belgian.....			
.....	.....	.....	1	1505	33	1	1400
Total.....				Total.....			
982	872100	20919	666	616323	15892	992	864017
WHENCE ARRIVED.				WHENCE ARRIVED.			
United Kingdom.....				United Kingdom.....			
785	746663	18051	544	543021	14145	895	829692
Newfoundland.....				Newfoundland.....			
19	1927	135	13	2015	121	40	4730
St. Pierre Miquelon.....				St. Pierre Miquelon.....			
3	837	18	4	608	30	2	337
United States.....				United States.....			
8	2115	172	4	1182	37	1	1825
E. West Indies.....				E. West Indies.....			
38	26792	567	21	15226	355	11	3712
Spain.....				Spain.....			
14	13356	259	2	1243	31	6	5106
Portugal.....				Portugal.....			
10	3959	124	6	3258	77	2	1398
Belgium.....				Belgium.....			
21	16333	379	5	4704	104	2	1299
Holland.....				Holland.....			
47	32416	701	28	18295	402	1	4448
Denmark and Sweden.....				Denmark and Sweden.....			
.....	.....	.....	5	7654	35	3	379
Italy.....				Italy.....			
3	1662	37	6	7867	142	11	5091
Germany.....				Germany.....			
13	11474	243	8	6731	139	5	1639
Africa.....				Africa.....			
.....	.....	.....	4	3069	69	1	310
Brazil.....				Brazil.....			
2	1478	32	.....	.....	.....	2	1404
Sicily.....				Sicily.....			
.....	.....	.....	1	133	6	2	2801
Greece.....				Greece.....			
.....	.....	.....	1	1478	26	.....	.....
Egypt.....				Egypt.....			
.....
Total.....				Total.....			
982	872100	20919	666	616323	15892	992	864017

N.B.—Flags.—Under the German Empire are included vessels of Prussia, Hamburg, Bremen, Mecklenberg, &c.

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, showing the Number of Vessels, Tonnage and Number of Men employed, distinguishing the Number of Vessels Entered and Cleared at Out-Ports, for the Years 1874, 1875, 1876, 1877 and 1878.

INWARDS.

	1874.			1875.			1876.			1877.			1878.		
	Ves- sels.	Tons.	Men.	Ves- sels.	Tons.	Men.	Ves- sels.	Tons.	Men.	Ves- sels.	Tons.	Men.	Ves- sels.	Tons.	Men.
Port of Quebec.....	959	789,370	22,284	775	552,727	17,661	920	795,531	20,428	938	836,822	20,135	606	580,642	15,950
Out-Port of Chicoutimi.....	45	25,538	642	34	17,292	412	29	16,081	399	27	17,041	49	32	22,629	484
do Tadoussac.....	7	3,170	87	5	2,024	57	3	1,258	37	1	3,311	73	5	2,159	77
do Escoumains.....	7	3,623	90	1	651	14	14	6,799	173	1	271	10	5	3,745	109
do Saïnt-au-Cochon.....	.....	.....	.....	6	3,272	78	4	2,061	50	8	4,441	105	8	3,745	102
do Beïlamite.....	.....	.....	.....	3	1,449	39	5	2,352	77	13	9,406	198	8	5,027	119
Grand Total for Quebec.....	1,018	830,701	23,103	824	577,315	18,291	976	823,616	21,767	982	872,100	20,919	606	610,523	15,992

OUTWARDS.

Port of Quebec.....	990	809,880	21,930	770	637,232	17,525	980	743,088	19,313	938	828,739	19,845	610	587,069	14,612
Out-Port of Chicoutimi.....	46	26,271	637	35	17,401	448	29	16,081	399	27	17,945	400	33	22,892	492
do Tadoussac.....	7	3,170	87	5	2,021	57	3	1,258	37	5	3,215	72	8	3,310	88
do Escoumains.....	7	3,623	90	1	651	14	14	6,799	173	1	271	9	5	1,752	59
do Saïnt-au-Cochon.....	.....	.....	.....	6	3,272	78	4	2,061	50	8	4,441	105	8	3,745	102
do Beïlamite.....	.....	.....	.....	3	1,449	39	6	2,856	77	13	9,406	198	8	6,027	119
Grand Total for Quebec.....	1,050	842,944	23,764	820	662,929	18,101	986	772,173	20,049	992	864,017	20,629	672	603,705	15,473

ANNEX No. 6.**DOMINION IMPORTS AT QUEBEC.**

REPORT of Principal Entries inwards by Vessels from all parts of the Dominion at this Port, for season of 1878:

Schooners.....	1382		
Batteaux.....	1711		
Barges.....	238		
Steamboats.....	380		
Tonnage.....	273,476		
Passengers.....	42,600		
Crews.....	18,371		

I M P O R T S.			
Ales and Porter, brls.....	1,188	Green Fish, cwt.....	172
Do hhd's.....	2,564	Horses.....	191
Do cases.....	347	Hay, bds.....	139,444
Do kegs.....	195,175	Herrings, brls.....	2,815
Duttar, lbs.....	2,116	Junk, cwt.....	2
Biscuits, bxs.....	57	Linseed, bus.....	2,517
Do brls.....	3,593	Mackerel, brls.....	190
Bark, cord's.....	2,407	Oats, bus.....	101,697
Bran, tons.....	153	Old Iron, cwt.....	357
Do bags.....	266	Potatoes, bus.....	42,862
Do brls.....	13,945	Peas, bus.....	5,987
Beans, bus.....	1,394	Pork, brls.....	694
Barley, bush.....	56	Rags, cwt's.....	71
Brandy, cases.....	32	Do bags.....	79
Do qr-cks.....	9	Raisins, bxs.....	6,380
Do hhd's.....	32	Sardines, tinnets.....	707
Do brls.....	9	Sheep.....	1,923
Do octaves.....	3,077	Soap, bxs.....	8,302
Bricks, M.....	181,775	Do cases.....	204
Boards, pes.....	443	Stones, toises.....	582
Beef, brls.....	80	Seal Oil, gals.....	91,257
do tierces.....	30,765	Sugar, brls.....	846
Blueberries, bxs.....	947	Do hhd's.....	179
Coffee, bxs.....	125	Salmon, brls.....	1,344
Do bags.....	8	Shabs, loads.....	4,860
Do brls.....	26,811	Straw, bds.....	2,890
Cod Oil, galls.....	147	Trout, brls.....	21
Cows.....	57	Tea, bxs.....	312
Cigars, cases.....	33	Do hlf-cks.....	613
do pkgs.....	42,760	Do catties.....	202
Corn, bush.....	85	Do chts.....	250
do bxs.....	2,742	Malt.....	54
Cheese, cases.....	6	Tobacco, cad.....	2,091
Do crates.....	3	Do bxs.....	1,127
Do brls.....	989,859	Do cases.....	135
Deals, pes.....	1,723	Do brls.....	972
Dry Fish, cwt.....	81,000	Do kegs.....	14
Eggs, dos.....	565	Do butts.....	12
Fels, brls.....	8,671	Do tierces.....	2
Fowls.....	124,471	Wine, cases.....	1,250
Flour, brls.....	128,530	Do brls.....	118
Do bags.....	320	Do qr-cks.....	492
Gin, cases.....	12	Do cks.....	20
Do brls.....	6	Do octaves.....	1,529
Do qr-cks.....	64	Do hhd's.....	64
Do hhd's.....	27	Do kegs.....	9
Do octaves.....	3,917	Wood, cords.....	48,801
Green Fish, brls.....		Wheat, bus.....	39,555

N.B.—The above report does not include goods imported by Rail.

JAMES WOODS, Chief Clerk.

187
 June 14.
 do 21.
 do 28.
 July 5.
 do 11.
 do 12.
 do 19.
 do 23.
 do 19.
 do 26.
 Aug. 2.
 do 2.
 do 9.
 do 23.
 do 30.
 do 30.
 Sept. 6.
 do 6.
 do 13.
 do 13.
 do 20.
 do 21.
 do 27.
 do 27.
 Oct. 4.
 do 9.
 do 11.
 do 11.
 do 18.
 do 18.
 do 25.
 do 30.
 Nov. 1.
 do 1.
 do 21.
 do 27.
 187
 Aug. 31.
 Oct. 12.
 187
 June 7.
 July 11.
 do 19.

LIGHTERED CARGOES.

ALLAN LINE.—OUTWARDS.

1878.			\$	cts.
June 14.....	S.S. Polynesian.....	375 Tons.	18	75
do 21.....	Sarmatian.....	710 do	35	50
do 21.....	Manitoban.....	416 do	22	30
do 28.....	Circassian.....	418 do	20	90
July 5.....	Moravian.....	534 do	26	70
do 11.....	Corinthian.....	69 do	3	45
do 12.....	Peruvian.....	460 do	23	00
do 19.....	Canadian.....	197 do	9	85
do 23.....	Austrian.....	387 do	19	35
do 19.....	Sardinian.....	763 do	38	15
do 26.....	Polynesian.....	802 do	40	10
Aug. 2.....	Manitoban.....	572 do	28	60
do 2.....	Sarmatian.....	1088 do	64	40
do 9.....	Circassian.....	273 do	13	65
do 23.....	Peruvian.....	312 do	15	60
do 30.....	Austrian.....	655 do	32	75
do 30.....	Sardinian.....	585 do	29	25
Sept. 5.....	Canadian.....	10 do	0	50
do 6.....	Polynesian.....	624 do	31	20
do 13.....	Manitoban.....	740 do	37	00
do 13.....	Sarmatian.....	900 do	45	00
do 20.....	Circassian.....	652 do	32	60
do 21.....	Waldensian.....	104 do	5	20
do 27.....	Moravian.....	658 do	32	90
do 27.....	Phoenician.....	8 do	0	40
Oct. 4.....	Peruvian.....	407 do	20	25
do 9.....	Moravian.....	110 do	5	50
do 11.....	Austrian.....	269 do	13	40
do 11.....	Sardinian.....	824 do	41	20
do 18.....	Canadian.....	113 do	5	65
do 18.....	Polynesian.....	1155 do	57	75
do 25.....	Sarmatian.....	1011 do	50	55
do 24.....	Manitoban.....	320 do	16	00
Nov. 1.....	Circassian.....	1135 do	56	75
do 1.....	Waldensian.....	25 do	1	25
do 21.....	Phoenician.....	16 do	0	80
do 27.....	Sardinian.....	1180 do	59	00
		18907 Tons.	\$	945 35

ALLAN LINE.—INWARDS.

1878.			\$	cts.
Aug. 31.....	S.S. Sarmatian.....	100 Tons.	10	00
Oct. 12.....	Sarmatian.....	550 do	55	00
		650 Tons.	\$	65 00

DOMINION LINE.—OUTWARDS.

1878.			\$	cts.
June 7.....	S.S. Ontario.....	200 Tons.	10	00
July 11.....	Dominion.....	270 do	13	50
do 19.....	Ontario.....	620 do	28	00

LIGHTERED CARGOES.—Continued.
DOMINION LINE.—OUTWARDS.—Continued.

1878.				\$	cts.
July	26	S.S. Mississippi	290 Tons.		14 50
Aug.	24	Memphis	260 do		13 00
do	31	Ontario	650 do		32 50
Sept.	6	Mississippi	357 do		17 85
do	20	Texas	355 do		17 75
do	21	Quebec	2000 do		100 00
do	24	Teutonia	311 do		15 55
do	28	Brooklyn	700 do		35 00
Oct.	4	Dominion	1100 do		55 00
do	10	Ontario	584 do		29 20
do	19	Mississippi	482 do		24 10
do	31	Texas	458 do		22 90
Nov.	15	Dominion	244 do		12 20
do	18	Memphis	2000 do		100 00
do	25	Ontario	260 do		10 00
			10981 Tons.		\$ 549 05

SAILING VESSELS.—OUTWARDS.

1878.				\$	cts.
Sept.	24	Ship Lady Octavia	140 Tons.		7 00

SUNDRY STEAMERS.—OUTWARDS.

1878.				\$	cts.
July	5	S.S. Colina	241 Tons.		12 05
do	18	Bengal	150 do		7 50
do	23	Homer	160 do		8 00
Sept.	6	Peer of the Realm	150 do		7 50
do	14	Erl King	144 do		7 20
do	16	Vindolina	250 do		12 50
do	21	Bien Venue	140 do		7 00
do	21	Clyde	360 do		18 00
do	26	Barcelona	90 do		4 50
Aug.	22	Riverdale	165 do		8 25
Oct.	7	Cybelles	210 do		10 50
do	11	Femerimide	80 do		4 00
do	22	Viking	202 do		10 10
			2342 Tons.		\$ 117 10

RECAPITULATION.

Allan Line, Outwards	18907 Tons.	\$945 35	\$	cts.
do Inwards	650 do	65 00		
				1010 35
Dominion Line, Outwards	10981 Tons	549 05		
Sundry Steamers, Outwards	2342 do	117 10		
Sailing Vessels, Outwards	140 do	7 00		
				\$ 1683 50

JAMES WOODS, *Chief Clerk.*

HARBOUR COMMISSIONERS' OFFICE,
 Quebec, January 21st, 1879.

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REPORT ON THE LOSS OF THE STEAMSHIP
"LAKE MEGANTIC."

Made after an investigation held by the Quebec Harbour Commissioners under the authority of an Order in Council, dated the 29th August, 1878, constituting said Harbour Commission a Court or Tribunal to hold a formal investigation into the wreck of the steamships "Lake Megantic" and "Blenheim."

QUEBEC, 19th September, 1878.

Pursuant to an Order in Council, dated Government House, Ottawa, 29th August, 1878, appointing the Harbour Commissioners of Quebec a Court or Tribunal to hold a formal investigation into the wreck of the steamship "Lake Megantic," in accordance with provisions of the 4th section of the Canadian Act, 37 Victoria, cap. 39 and the 5th section, Act 32-3 Victoria, cap. 38, a quorum of the members of the Quebec Harbour Commission met at their office, Custom House, City of Quebec, 10th September, 1878, and having taken the oath prescribed by law, opened the investigation into the loss of the steamship "Lake Megantic," continued same next day, and on the 14th September; only available witnesses being Captain Battersby, John Davidson (2nd mate), who holds master's certificate, John Walsh (fireman), and Mr. F. Carbray, the agent of the steamer in Quebec; also, examined ship's log-book, signed by Captain Battersby, Wm. Kinning, 1st officer, and others, and ship's protest attested to by same.

The Court was assisted in its deliberations by Mr. R. Alleyn, Q.C., and Mr. F. Gourdeau, Acting Harbour Master. The Captain and owners of the steamship "Lake Megantic" were represented by Hon. A. R. Angers.

The steamship "Lake Megantic," of Montreal, registered tonnage 1,445, gross 2019, owned by Canada Shipping Company, barque-rigged, Clyde-built of iron, commanded by Captain John Battersby, who holds certificate of competency as master No. 18,072, sailed from Quebec on the morning of 20th July, with a crew of 44, 13 cabin passengers, 13 men in charge of cattle, laden with a general cargo from Montreal, and 226 horned cattle, bound for Liverpool; discharged pilot same evening; passed Cape Magdalen at 10 a.m. on 21st, weather hazy; shaped course to pass ten miles off South Point, Anticosti; made said light about 10:30 same p.m., altered course to S.S.E.: owing to smoke from funnel the four-point bearings could not be taken, and ship's distance from the light, which was passed at 11 p.m., was estimated by chief officer at eight miles, and by Captain Battersby at five miles. No cast of the lead was then or subsequently taken. At 11:15 course was altered to S.E. by S. and at 11:30 to east ½

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south; at 12:15 a.m. on 22nd, land was seen on port bow, helm was put hard a port, but in two minutes she struck a reef off Otter River Point, situated eight miles east of South Point, and has since become a total wreck. The weather at the time was raining and misty, with strong south-east gale. After the occurrence all that could possibly be done was attended to by Captain Battersby, and in due course passengers, cattle-men, and crew were safely landed on Anticosti. The ship was insured for £35,000; there was also insurance on most of the cargo; a very small portion of the latter was brought to Quebec and sold at auction. The cattle were also a total loss, as such of them as were not drowned strayed on the island and could not be recovered.

JUDGMENT.

The Court is of opinion that considering the weather which existed at the time the "Lake Megantic" made South Point, Captain Battersby should not have contented himself with a mere estimate of ship's distance off the light, but should have verified it by using his lead, when he would have found himself dangerously close to shore, as the course steered and the subsequent wreck of his vessel proved him to have been. Further, the Court is of opinion that the light at South Point was all that was necessary to give ship a good departure; and to attempt to coast Anticosti in such weather as prevailed that night in order to pass five miles off Heath Point light, as Captain Battersby deposes to have been his intention, was extremely imprudent, and should entail a heavier penalty on Captain Battersby than the Court is disposed to inflict. The Court therefore decides, in virtue of its authority, to suspend the certificate of said Captain Battersby, and doth hereby suspend said certificate for a period of three calendar months from 19th instant.

A. WOODS, *Chairman*,
WILLIAM RAE,
J. H. SIMMONS,
E. W. SEWELL,
JOSEPH PLAMONDON,
JOSEPH SHEHYN,
R. R. DOBELL,
Quebec Harbour Commissioners.

A. H. VERRET,
Sec. Treas. Quebec Harbour Commissioners,
Clerk of the Court.

I hereby confirm the judgment given in this case, 8th October, 1878.

A. J. SMITH,
Minister of Marine and Fisheries.

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REPORT ON THE LOSS OF THE STEAMSHIP
"BLENHEIM,"

Made after an investigation held by the Quebec Harbour Commissioners under the authority of an Order in Council, dated the 29th August, 1878, constituting said Harbour Commissioners a Court or Tribunal to hold a formal investigation into the wreck of the steamships "Lake Megantic" and "Blenheim."

QUEBEC, 19th September, 1878.

Pursuant to an Order in Council, dated Government House, Ottawa, 29th August, 1878, appointing the Harbour Commissioners of Quebec a Court or Tribunal to hold a formal investigation into the loss of the steamship "Blenheim," in accordance with provisions of the 4th Section of the Canadian Act, 37 Victoria, chapter 39, and the 5th section, Act 32-3 Victoria, chapter 38, a quorum of the members of the Quebec Harbour Commission met at their office, Custom House, City of Quebec, 10th September, 1878, and having taken the oath prescribed by law, opened the investigation into the loss of the steamship "Blenheim," continued same 12th, 13th and 14th instant; only available witnesses being Captain Holman, R. T. Barrow, chief officer, Joseph Griffiths, chief engineer, and Captain J. H. C. Leahy, surveyor United Kingdom Mutual Steamship Association; also examined ship's protest signed by Captain Holman, chief officer, second officer and others, and attested copy of ship's official log signed by same parties.

The Court was assisted in its deliberation by Mr. R. Alleyn, Q.C., and Mr. F. Gourdeau, acting Harbour Master. The captain and owners of the "Blenheim" were represented by the Hon. A. R. Angers.

The steamship "Blenheim" was an iron steamer, four years old, brig-rigged, of Exeter, England, classed 20 years A 1, John Holman, of England, being registered and managing owner; tonnage 1,307, gross 2,021; sailed from Newport in Wales, in ballast, bound to Montreal, 24th July last, commanded by Ambrose Crudy Holman, who holds certificate of competency as master No. 11,428; passed Father Point 5th, August, and proceeded to northward of Bic to obtain a pilot, erroneously under the belief that pilotage ground began at latter station, from the supplement to "Lighthouses of the World," published by R. H. Lawrie,

London, edited by A. G. Findlay, F. R. G. S., and published in 1878. About noon, some distance below Bic, it became foggy, and heard gun of Bicquette 2:30 p.m., stopped and went dead slow alternately, used the steam-whistle and sounded constantly, hoping momentarily for fog to lift and obtain pilot, standing off and on in the meanwhile, keeping ship in deep water; at 6 p.m. got anchor to house pipe intending to stand into anchorage ground and let go anchor, if pilot did not reach ship before dark; 7:30 p.m. got glimpse of Bicquette light, bearing to all appearance about south-east, distant eight miles.

Ship was kept going slow on south-west course; at 8:10 p.m. a schooner was seen (fog having lifted a little) to the southward, with mainsail and foresail set, which was taken for pilot schooner.

A blue light was burned as a signal on board the "Blenheim," which was replied to by the schooner showing a bright white light over the rail abaft main mast, which was taken by the "Blenheim" to be pilot signal; helm was put to starboard and ship put on a course south by east, going slow to make the schooner; rope ladder was put over the side, and preparations made to receive the pilot, when at 8:25, the ship struck on what was afterwards ascertained to be north-west reef of Bicquette.

There were only ten feet of water under foremast and eleven fathoms aft.

Steam pumps, men, and materials were obtained from Quebec, and everything possible that could be done to save the ship was attended to, but on 26th August a heavy gale from westward sprung up which made the "Blenheim" a total wreck.

The schooner that showed the bright light turned out to be the "Diver," a wrecking vessel at work on the remains of the steamship "Strathtay"; they stated the light was shown, as they feared it was a tug-boat going to run them down, but the excuse was valueless, as they were anchored inside the reef.

The judgment of the Court, therefore, is that, although it was questionable policy in Captain Holman to cruise in such a dangerous locality in search of a pilot, he used every precaution to keep his ship in safety, and that the loss would not have occurred had it not been for the schooner "Diver" acting unintentionally as a decoy; it therefore exonerates Captain Holman and returns him his certificate.

The Court is of opinion that a distinct fog-signal should be used by pilot schooners to distinguish them, as in all probability one was close to the "Blenheim" that afternoon, and there was no means of ascertaining it. Further the Court recommends that a bell-buoy be placed on this dangerous reef, where two steamers have already been lost, and other accidents happened; also that

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schooners engaged in such a locality for wrecking purposes should be compelled by law to exhibit a red light by night, and red flag by day, as is done in England.

A. WOODS, *Chairman.*
WILLIAM RAE,
J. H. SIMMONS,
E. W. SEWELL,
JOSEPH PLAMONDON,
JOSEPH SHEHYN,
R. R. DOBELL,
Quebec Harbour Commissioners.

A. H. VERRET,
*Secretary-Treasurer, Quebec Harbour Commissioners,
Clerk of the Court.*

I hereby confirm the judgment given in this case, 8th October, 1878.

A. J. SMITH,
Minister of Marine and Fisheries.

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS
ON THE LOSS OF THE GOVERNMENT STEAMSHIP
"LADY HEAD."

Pursuant to an Order in Council, dated Government House, Ottawa, 3rd September, 1878, appointing the Harbour Commissioners of Quebec, a Court or Tribunal to hold a formal investigation into the wreck of the steamship "Lady Head," in accordance with the provisions of the 4th section of the Canadian Act 37 Vict., chap. 39, and the 5th section Act 32 and 33 Vict., chap. 38, a quorum of the members of the Quebec Harbour Commissioners met at their office, Custom House, City of Quebec 24th September, 1878, and having taken the oath prescribed by law, opened the investigation into the loss of the steamship "Lady Head," continued it until 25th and 30th of the same month, and concluded on the 14th instant, witnesses being: Napoleon Lavoie, fishery officer; Cyprien Morin, sailing master; Achill Boucher, 1st officer; Nazaire Deroy, 2nd officer; Phillippe Fraser, sailor, and L. A. Blanchet, clerk in Marine and Fisheries Department, Quebec.

The steamship "Lady Head," registered tonnage two hundred and eighty-three, owned by the Government of the Dominion of Canada for the protection of the fisheries, sailed from Ellis Bay, Anticosti, near the West Point Light at 7.35 p.m., ninth of August, weather fine and calm. At about 10.30 p.m., it became overcast and hazy, and a few minutes after midnight fog set in, which momentarily increased in density till one a.m., when engines were slowed. At about 1.30 the lookout-man called out "land ahead," the engines were stopped and reversed, but the ship immediately took the ground and remained fast on what was afterwards ascertained to be Point Jaune, eight miles west of Fox River.

Pumps, men and material were obtained in due course, every exertion was made to save her, but without avail, and she became a total wreck.

The "Lady Head" had a crew of 26 hands all told, was commanded by Napoleon Lavoie, fishery officer, who held his appointment direct from the Marine and Fisheries Department, Ottawa, and by same authority he selected officers and crew, no articles were signed, and the legal means of enforcing discipline on board was thus wanting.

Commander Lavoie appointed Cyprien Morin, who held second class certificate as master, to navigate the vessel; Achille Boucher as 1st mate; Nazaire Deroy, 2nd mate, neither of whom held certificates, and in event of the sailing master being off duty from sickness or otherwise, there was no one on board who could pretend to navigate the vessel with safety.

The commander seems to have occupied a peculiar position; he only commanded in port, and the sailing master had charge at other times. In this way, there was a divided authority which was subversive of discipline.

On the night in question, the ninth of August, Boucher, the first mate, went on duty at eight o'clock off West Point Light, and the sailing master gave him the course to make Cape Rosier Light. In his evidence, the sailing master states he had no confidence in the accuracy of his first or second mate, yet on this short voyage from Anticosti to Gaspé, he went below about 9.30 p.m., and did not return to the deck till 12.20 a.m., at which time the weather was very foggy, and on going on the bridge, where second mate was in charge, having relieved first mate at midnight, he found the compass lights out, and the officer on duty quite unconcerned at the circumstance. He then enquired of the "lookout" if he had seen Cape Rosier Light, and was answered in the negative. How he could have expected it to have been seen at that time, does not appear. He then went aloft to try if he could see over the fog, and remained there fifteen or twenty minutes. On returning to deck he ordered the engines to be put at half-speed, gave orders to haul in the patent log and found forty-five or forty-six miles of distance was recorded, went below to examine his chart, returned on deck just in time to hear signal from bridge, "to stop the engines," ran there himself and ordered them "full speed astern." In about two or three minutes the ship was hard and fast ashore about ten miles out of her course, in a voyage of less than fifty miles. During the previous hour and a-half of dense fog the ship was crossing the path of upward and downward steamers and sailing ships, yet the regulation to sound the steam-whistle was entirely neglected, nor was the lead once used. Altogether, it has become painfully apparent to the Commissioners that there was an entire absence of discipline on board, and a condition of things existing that made the loss of the vessel only a question of time.

JUDGMENT.

The Court decides in virtue of its authority to suspend the certificate of Cyprien Morin for a period of six calendar months

from the sixteenth instant, and finds that first and second mates were incompetent to fulfil the duties they had to perform.

QUEBEC, 16th October, 1878.

A. WOODS,
Chairman.
JOSEPH SHEHYN,
JOSEPH PLAMONDON,
WILLIAM RAE,
E. W. SEWELL,
J. H. SIMMONS.

A. H. VERRET,
Secretary-Treasurer, Q. H. C., Clerk of the Court.

Confirmed,
J. C. POPE,
Minister of Marine and Fisheries.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER,
1878.

QUEBEC, 16th January, 1879.

SIR,—I have the honor to submit the following report of the Quebec Harbour Commissioners, as pilotage authority, for the year 1878.

The operations of the year open on the 11th April by the departure for the pilotage ground of the schooner No. 2, with seven pilots. The 16th of the same month, schooner No. 3 left with eight pilots. On the 19th, schooner No. 5 took her departure with twenty pilots, and eleven days afterwards twenty-four left by schooner No. 4. On the 2nd of May thirty-eight more were sent by the schooner No. 1.

The service was made during the whole season by these five schooners, with the exception of some instances when it has been found necessary to forward pilots by railway or steamers to replace those who were on duty. One hundred and fifty-nine pilots were thus conveyed to the different stations in order to meet the wants of the shipping.

The Annex No. 1 contains a list of the branch pilots for and below the Harbour of Quebec, according to seniority, on the 31st December, 1878, and gives all the particulars in reference to the work performed by each pilot, as also the information with regard to casualties in each case.

Old Pilots.

The old pilots of the age of 65 and over were all called to be examined, according to law, before the opening of the navigation. Twenty-two presented themselves. Twenty-one were found able to continue to practice and their licenses were accordingly renewed for one year; the other was refused, the Commissioners having come to the conclusion that, in consequence of impaired sight and hearing, he was no more fitted to perform the duties of a pilot. He has been immediately placed on the pension list.

Trials.

There has been only six trials during the season on complaints lodged by ship-masters, against sixteen held the previous year. As compared to the trials of 1877 they were all of less importance,

and the marked improvement in this branch has been ascertained with satisfaction.

The Annex No. 2 contains all the particulars connected with the six above-mentioned trials.

It is with much pleasure that the Commissioners have to state that not one complaint has been lodged by the Corporation of Pilots against any member of their body for infringement of their regulations.

Three complaints have been lodged on behalf of ship-masters against the management of the Corporation. They were all referred to the Board of Pilots, and their answer in each case proved they were groundless.

Two complaints were also lodged by pilots against the management of the Corporation, and the answer in each case from the Board was accepted as satisfactory.

Licenses Awarded.

The Annex No. 1 shows that five new licenses were granted, during the year, to the following named apprentice pilots, after having been examined according to the provisions of the law, viz. :—

Alexis Vézina,
Adjutor Baillargeon,
Samuel Rioux,
Chas. Octave Clavet and
Joseph Dion.

Pilots Pensioned.

Five pilots have been pensioned during the year, four at their own request on account of their bad health, and the other by order of the Commissioners as stated in the above paragraph, under the title of old pilots.

Apprentice Pilots.

No apprentices have been indentured since the 11th July, 1877.

The Annex No. 3 contains the names of the apprentices on the active list, on the 31st December.

Survey of the North and South Channels of the St. Lawrence, by the Apprentice Pilots.

During the month of June, the Commissioners have had under their consideration the advisability of reviving the old

practice of sending the apprentice pilots on a survey of the north and south channels of the St. Lawrence, within the pilotage limits. The Harbour Master was directed to report on the subject, and on the 11th of the same month he reported as follows:—

“HARBOUR COMMISSION,

“OFFICE OF THE HARBOUR MASTER,

“QUEBEC, 11th June, 1878,

“*To the Chairman and to the Members of the Harbour Commission,
&c., &c., Quebec :*

“GENTLEMEN,—In answer to your request, I beg leave most respectfully to report that I am strongly in favor of reviving the old practice of sending the apprentice pilots on a survey of the north and south channels of the St. Lawrence, within the limits of the pilotage.

“Under the existence of the Trinity House, the apprentice pilots were accompanied in their exploration by the junior superintendent of pilots; but, inasmuch as such an office does no more exist, and as my duties prevent me from performing such a work, I would recommend that the exploration party, if the practice in question is revived, should be placed under the superintendence of the Chairman of the Corporation of Pilots, or, in his absence, of one of the members of his Board.

“According to the 21st section of the Act 12th Victoria, Chapter 114, now in force, an apprentice pilot, before being admitted to practice, must be perfectly well acquainted with both north and south channels; but as he has no means now to explore the north channel, he is obliged to learn it theoretically only, which in my opinion, is very deficient.

“The 22nd section of the same Act, which has been repealed, read as follows:—

“That the Trinity House of Quebec, in order to provide the pilot apprentices with the means of becoming acquainted with the north channel, shall send their vessel at least twice a year to explore the same, and shall admit on board, under the inspection of one of the Superintendents of Pilots, all pilot apprentices.

“As on one side, the law compels the apprentices to be acquainted with the north channel, and, on the other side, does not furnish them with the means of properly studying the same; I would respectfully suggest that a request be addressed to the

Federal Government in order to be allowed the use of one of their steamers for that purpose.

"The whole respectfully submitted,

"(Signed,) F. GOURDEAU,

"*Harbour Master.*"

This report, in which the Harbour Master strongly advocates the reviving of the old practice, has been forwarded to your Department for consideration. The answer received was that there was no steamer available to perform such a work.

In consequence of the importance of the subject and in the interest of the shipping, the Commissioners take the liberty of renewing their request, in the hope that your Department will make arrangements to comply with it.

Opening and Closing of Navigation at the Port.

For the information of your Department, I beg leave to add to this report a return, Annex No. 4, published by the *Morning Chronicle* of this City, showing the dates of the opening of navigation and of the closing thereof, from 1830 to 1878, inclusively.

The whole respectfully submitted,

A. H. VERRET,

Secretary-Treasurer.

To the Honorable

J. C. POPE,

Minister of Marine and Fisheries, &c.,
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STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, on the Active List on the 31st December, 1878, the number who were retired, struck off the active list, or died during the year; the number temporarily suspended; the number who were unable to serve; the number in charge of the Government Steamers, and those in charge of Lighthouses, &c.

Number.	Names.	Age.	Residences.	Number of Pilotages effected.			Casualties and Remarks.
				Upwards.	Downwards.	Moorages.	
1	Edouard Pettigrew.....	73	Green Island.....	5	5	6	
2	Joseph Pepin.....	69	St. John, Isle of Orleans.....	5	5	6	
3	Frederick Bernier.....	74	Quebec.....	4	3	3	Pensioned 11th September.
4	Irén Sylvestre.....	70	do.....	5	5	5	
5	Irén Sylvestre.....	69	do.....	5	4	8	Has been unable to serve during 25 days.
6	Louis Jos. Lacroix.....	68	Notre Dame, Lévis.....	5	5	6	
7	Thomas Couillard Després.....	68	Bienville, do.....	5	5	6	
8	Laurent Tremblay.....	68	do.....	4	5	1	
9	Dominique Girard.....	64	Green Island.....	7	6	5	Pensioned 31st December. Has been unable to serve during one month.
10	Edouard Marcoux.....	71	St. Pétronille, Isle of Orleans.....	5	4	5	Employed the whole season by the Allan Line of steamships.
11	Charles Pouliot.....	64	St. Laurent, do.....	5	7	6	
12	Thomas Simard.....	64	Quebec.....	5	5	5	
13	Jean Audet dit Lapointe.....	63	St. Michel, Bellechasse.....	5	3	4	
14	Edouard Aulit dit St. Jean.....	63	Quebec.....	5	5	6	
15	George Sausserre.....	67	St. Michel, Bellechasse.....	5	5	5	Has been unable to serve during 2½ months.
16	Jean Barouchelle.....	66	do.....	5	4	6	
17	Charles Bernier.....	64	Cap St. Ignace do.....	5	4	6	
18	Régis Menard.....	63	St. Valier.....	6	4	8	
19	Jean Dufresne.....	63	do.....	5	4	5	

20	Jean Pouliot.....	64	St. John, Isle of Orleans.....	5	4	6	
21	Frs. Vézina.....	64	Quebec.....				

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Names.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Upwards.	Downwards.	Moorage.	
53	Pierre Ruelland.....	61	St. Michel, Bellechasse.....				Has had the command of the Pilot Schooner No. 5 during the whole season.
59	Hubert Dumas.....	59	Trois-Pistoles.....	5	5	5	
60	Damase Babin.....	61	St. Jean, Port Joli.....	5	5	5	
61	Jos. Boucher dit Morency.....	61	Quebec.....	5	5	5	
62	Maurice Pepin dit Lachance.....	63	do.....	5	4	5	
63	David Buisson.....	58	St. Laurent, Isle of Orleans.....	5	6	6	
64	Ed. Buisson.....	53	do.....	13	12	6	Employed by the Donaldson Line of steamships
65	Bart. Pepin dit Lachance, Ist.....	65	St. John, Isle of Orleans.....	5	5	5	
66	Antoine Lapointe.....	57	Quebec, St. Sauveur.....	5	5	6	
67	Jean Chassé.....	62	Quebec, St. Sauveur.....	5	4	5	
68	Narcisse Foygues.....	57	Cacouna.....	4	4	5	
69	Fr. Dumas.....	60	Green Island.....	6	4	5	Has been unable to serve during one month.
70	Dominique Verreault.....	58	Michim.....	5	5	5	
71	Michel Guénard.....	53	Notre Dame, Lévis.....	5	11	4	
72	Jean Coulombe.....	57	St. Laurent, Isle of Orleans.....	5	5	5	
73	Alexis Ysina.....	60	Cranes Island.....	5	5	5	
74	Gilbert Bailargeon.....	56	St. Pierre, Lévis.....	5	5	5	
75	Jean Buisson.....	56	St. Pierre, Lévis.....	5	5	5	
76	Jos. Phil. Couillard.....	57	Quebec.....				One of the Directors of the Corporation of Pilots. Not re-elected at the election held the 10th December.
77	Nicholas Fortin.....	55	do.....	5	4	6	
78	Magloire Mercier.....	62	do.....	2	5	6	
79	Pierre Olivier Leclerc.....	61	St. Michel, Bellechasse.....	4	5	6	
80	Pierre Gourdeau.....	61	St. Pétronille, Isle of Orleans.....	2	0	2	Died 28th June.

81	Jean Baptiste Tremblay, Ist.....	63	Quebec.....	5	5	6	Has had the command of the pilot schooner No.
82	Jules Don.....	59	Green Island.....				

77	Nicholas Fortin.....	55	do	5	4	6	
78	Magloire Mercier.....	56	do	5	5	6	
79	Louis Olivier Leclerc.....	64	St. Michel, Bellechasse.....	4	5	6	
80	Pierre Gourdeau.....	61	Ste. Pétronille, Isle of Orleans.....	2	0	2	Died 28th June.
81	Jean Baptiste Tremblay, Ist.....	62	Quebec	5	5	6	Has had the command of the pilot schooner No. 4 the whole season.
82	Julien Dion.....	59	Green Island.....	5	6	5	
83	Pierre Lemieux.....	54	Quebec	5	6	5	
84	Edouard Rousseau.....	63	Trois-Pistoles.....	4	4	4	Suspended from last year still the 21th August.
85	Louis Fontaine.....	58	N. D. Aur., Buckland.....	5	5	6	
86	Abraham Couillard Després.....	63	St. Michel, Bellechasse.....	5	5	5	
87	Frs Gourdeau.....	55	Cap St. Ignace.....	6	5	6	
88	Jeremie Dufresne.....	60	Quebec, St. Sauveur.....	5	5	6	
89	Jos Blouin.....	64	do	5	5	5	
90	Plumine Gobeil.....	50	St. John, Isle of Orleans.....	8	7	5	Employed by the Allan Line of steamships.
91	Joseph Lavoie.....	64	do	5	6	6	
92	Joseph Lavoie.....	64	St. Luce, Rimonski.....	5	6	6	
93	Victor Demers.....	53	Lauson, Lévis.....	8	10	2	Employed by the Acadian Line of steamships.
94	Joseph Plante.....	48	Baie St. Paul.....	5	5	6	Elected Director of the Corporation of Pilots at the election held 10th December.
95	Louis Thivierge.....	49	St. John, Isle of Orleans.....	5	5	6	
96	Charles Francis Brown.....	50	Quebec	6	7	6	Has been since the 27th August employed by the Dominion Line of steamships.
97	Paul Paquet.....	57	St. John, Isle of Orleans.....	6	9	6	
98	Joseph Pouliot, 2nd.....	51	do	5	5	6	
99	George Normand.....	48	Crane Island	5	5	6	Master of the lightship "Red Island."
100	Urbain Gobeil.....	49	Trois-Pistoles.....	2	3	3	Employed by the Allan Line of steamships.
101	Charles Vestine.....	44	St. Michel, Bellechasse.....	2	2	2	Suspended from last year still the 30th June.
102	Ovide Dick.....	47	Quebec	2	2	2	Has been unable to serve during one month after suspension had ceased.
103	Michel Nihil Asselin.....	48	St. Michel, Bellechasse.....				One of the Directors of the Corporation of Pilots. Not re-elected at the election held the 10th December.
104	Numa Lachance.....	44	do	7	9	5	Employed by the Allan line of steamships.
105	Amibal Baquet.....	43	Quebec	14	15	4	Pilot of the steamship "Miramichi of the Gulf Ports Steamship Company."
106	Jos Gravel.....	49	do	5	6	5	
107	Auguste Couillard Després.....	42	Bienville, Lévis.....				Master of the Government steamship "Napoleon III."
108	Eustache Doiron.....	45	St. Joseph, Lévis.....	5	5	5	One of the Directors of the Corporation of Pilots. Not re-elected at the election held the 10th December.
109	Jean Baptiste Pouliot.....	37	St. John, Isle of Orleans.....	5	5	6	
110	Jean Gobeil.....	37	do				

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Names.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Upwards.	Downwards.	Moornings.	
111	Joseph Paquet.....	42	St. John, Isle of Orleans.....	10	7	5	Employed by the Allan Line of steamships. One of the Directors of the Corporation of Pilots. Re-elected at the election held the 10th December.
112	Louis Edmond Morin.....	40	Quebec.....				
113	Moise Lachabée.....	41	St. John, Isle of Orleans.....	5	5	6	One of the Directors of the Corporation of Pilots. Re-elected at the election held the 10th December. Elected Chairman of the Corporation on the 11th same month.
114	Joseph E. Brouin.....	39	Quebec.....	5	7	6	
115	Abel Dumour.....	39	St. John, Isle of Orleans.....	5	5	6	
116	Abel Dumour.....	39	Trois-Pistoles.....	5	5	6	
117	Cyrille Lapointe.....	39	St. Laurent, Isle of Orleans.....	5	5	6	
118	Joseph Pouliot, 3rd.....	35	St. John, do.....	5	5	6	
119	Edmond Larechelle.....	35	St. Michel, Bellechasse.....				
120	Ant. Thomas Chouinard.....	44	Pointe-aux-Pyres.....	5	6	5	
121	Stacion Rando.....	43	Quebec.....	4	2	4	
122	Ant. G. Gauthier, 2nd.....	35	St. John, Isle of Orleans.....	12	12	4	
123	Pierre S. Larribe.....	35	St. Pétronille, do.....	5	5	5	
124	Adelme Pouliot.....	39	St. Laurent, do.....	14	10	5	
125	Bert. Pepin dit Lachance, 2nd.....	33	St. John, do.....	5	6	6	
126	Frs. X. Delisle, 2nd.....	33	St. Romuald.....	5	4	6	
127	Jos. Pepin dit Lachance.....	35	Quebec.....	4	6	6	
128	Damien Eugène Boulanger.....	35	Lauzon, Lévis.....	4	4	6	
129	Cyprien Langlois.....	34	St. John, Isle of Orleans.....	9	12	7	
130	Jean Delisle.....	33	Quebec.....	5	7	5	
131	Nasaire Chouveau.....	31	Quebec.....				

132	Charles Normand.....	32	Quebec.....	5	5	5	Suspended the whole season.
133	Napoléon Rioux.....	33	St. Pétronille, Isle of Orleans.....	9	9	5	Employed by the Acadian Line of steamships.
134	Jean Baptiste Tremblay, 2nd.....	35	Quebec.....	9	9	5	

127	Jos. Pepin dit Lacintance.....	32	Quebec.....	5	5	5	Suspended the whole season.
128	Yvonon Rioux.....	33	Ste. Pétronille, Isle of Orleans.....	9	9	3	Employed by the Acadian Line of steamships.
129	Jean Baptiste Trumbly, 2nd.....	35	Quebec.....	5	4	5	
130	Edouard Bouchard.....	32	St. Michel, Bellechasse.....	5	5	6	
131	Jean Desjardis.....	33	St. Valter.....	5	5	6	
132	Edouard Bouchard.....	32	St. John, Isle of Orleans.....	5	4	6	
133	Jean Desjardis.....	33	do.....	5	4	6	
134	Jean Desjardis.....	33	do.....	5	4	6	
135	Jean Desjardis.....	33	do.....	5	4	6	
136	Jean Desjardis.....	33	do.....	5	4	6	
137	Jean Desjardis.....	33	do.....	5	4	6	
138	Jean Desjardis.....	33	do.....	5	4	6	
139	Jean Desjardis.....	33	do.....	5	4	6	
140	Jean Desjardis.....	33	do.....	5	4	6	
141	Louis Honorius Lachance.....	40	St. Michel, Bellechasse.....				One of the Directors of the Corporation of Pilots. Not re-elected at the election held 10th Dec. Commands a steamboat on one of the upper lakes, name unknown.
142	L. E. O. Gaunron dit Larochele.....	32	do do.....	4	6	6	Director of the Corporation of Pilots at the election held 10th December.
143	Chas. Hermis alias A. Bernier.....	33	do do.....	5	5	5	
144	Jouis Robert Demers.....	33	St. André.....	8	10	7	Employed by the Allan Line of steamships.
145	Vital Ephrem Chamberland.....	35	Lauzon, Lévis.....	6	4	6	Elected Director of the Corporation of Pilots at the election held 10th December.
146	Joseph G. Dupil.....	81	Ste. Pétronille, Isle of Orleans.....	4	6	6	Employed by the Gulf Ports Steamship Co.
147	Jean Baptiste Talbot, 2nd.....	33	Berthier.....	8	7	7	
148	Louis Fortuna Laviolette.....	33	St. Jean, Rimouski.....	5	6	6	
149	Joseph Fortier.....	33	St. John, Isle of Orleans.....	6	4	6	
150	Neslor Lachance.....	33	St. John, Isle of Orleans.....	4	6	6	
151	Cyril Audet dit Lapointe.....	33	St. Michel, Bellechasse.....	4	6	6	
152	Edouard Turgeon.....	32	St. John, Isle of Orleans.....	5	4	6	
153	Joseph Lapointe.....	35	St. Laurent, do.....	5	4	6	
154	Leandre Raymond.....	30	St. John, do.....	4	4	5	Has commanded the Pilot Schooner No. 1 during the whole season.
155	Pierre Pepin dit Lachance.....	29	St. Anne de la Pocatière.....	4	6	6	Has been unable to serve during one month.
156	Théophile Gourdeau.....	34	Ste. Pétronille, Isle of Orleans.....	5	5	7	
157	André Noël.....	28	St. John, Isle of Orleans.....	5	5	5	
158	Jean Yvariste Adam.....	34	L'Islet.....	5	5	5	
159	Alphonse Caron.....	25	Notre Dame, Lévis.....	10	10	2	Employed by the Acadian Line of steamships. Elected Director of the Corporation of Pilots at the election held 10th December.
160	Théophile Corriveau.....	31	Quebec, St. Sauveur.....	5	5	5	
161	Elszar Godbout.....	30	do do.....	5	5	6	
162	George Couillard Després.....	30	Beauville, Lévis.....	5	5	6	Employed by the Allan Line of steamships as Pilot of the tug "Rocket."
163	Pierre Gobeil.....	30	St. John, Isle of Orleans.....	5	5	6	
164	Thomas Alfred Anzil.....	28	L'Islet.....	4	3	4	
165	Théodote Pepin dit Lachance.....	33	Quebec.....	4	3	4	
166	Achille Tremblé Sinaud.....	32	St. Joseph, Lévis.....	5	4	5	
167	Jean Bte. Fatoles.....	27	Beauville, do.....	4	7	5	
168	Narcisse Laviolette.....	29	St. Luce, Rimouski.....	5	5	6	

Has been unable to serve during 28 days.
Employed by the Temperley Line of steamships.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Names.	Age	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Upwards.	Downwards.	Moorages.	
169	Alfred Turgeon.....	26	St. John, Isle of Orleans.....	5	4	5	Has commanded the Pilot Schooner No. 3 during the whole season.
170	Jos. Emile Couillard.....	27	Quebec.....	5	5	6	
171	Jos. Albert Royer.....	33	St. John, Isle of Orleans.....	5	5	6	
172	Acleard Sautter.....	28	St. Michel, Bellechasse.....	5	5	6	
173	Medard B. Gauthier.....	26	St. Michel, Bellechasse.....	1	1	0	
174	Edouard B. Pelletier.....	26	Sts. Pétromille, Isle of Orleans.....	5	7	5	
175	David R. Baillargeon.....	26	L'Islet.....	4	6	6	
176	Jos. Fr. Xavier Bernier.....	26	St. John, Isle of Orleans.....	5	5	5	
177	Frs. Xavier Demeule.....	26	St. John, Isle of Orleans.....	5	4	5	
178	Louis Honoré Lapiere.....	28	Notre Dame, Lévis.....	5	4	5	
179	Jos. Eugène Lachance.....	24	St. John, Isle of Orleans.....	5	5	5	
180	David Arthur Bouffard.....	24	do.....	5	5	5	
181	Jean Théophile St. Laurent.....	27	do.....	5	5	6	
182	Jacques George Dugas.....	26	Quebec.....	5	6	5	
183	Jos. Victor Gourdau.....	31	Sts. Pétromille, Isle of Orleans.....	5	5	5	
184	Jos. Victor Gourdau.....	27	Sts. Pétromille, Isle of Orleans.....	5	5	6	
185	Jos. Rie. Couillard.....	27	Cap St. Ignace.....	5	5	6	
186	Jos. Pelletier.....	28	St. Michel, Bellechasse.....	5	5	5	
187	Jos. eteac Phileas Langlois.....	32	St. John, Isle of Orleans.....	5	5	5	
188	Nazaire Delisle.....	29	do.....	5	5	5	
189	J. E. Bonaventure Lavoie.....	26	St. Luc.....	5	5	5	
190	Alexis Vézina.....	28	Craie Island.....	5	5	5	
191	Adjutor Baillargeon.....	24	Sts. Pétromille, Isle of Orleans.....	5	5	5	
192	Samuel Houz.....	25	Quebec.....	3	3	2	
193	Chm. Oct. Clavet.....	24	St. Michel, Bellechasse.....	0	1	0	
194	Joseph Don.....	24	Green Island.....	0	1	0	

Certified,

A. H. VERRET, Secretary-Treasurer.

LIST

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LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December, 1878.

Number.	Names.	When Indentured.
1	Arcadius Gauvin.....	May 21, 1872.
2	Paul Lachance.....	August 23, 1872.
3	Louis Philippe Lavoie.....	October 11, 1872.
4	Léon Labrèque.....	do 12, 1872.
5	Paul Lachance.....	do 22, 1872.
6	Joseph Pouliot.....	do 22, 1872.
7	Joseph Laroche.....	do 22, 1872.
8	Adjutor Lachance.....	November 8, 1872.
9	Prudent Marmen.....	October 14, 1874.
10	Elzéar Normand.....	do 14, 1874.
11	Ernest Nollet.....	March 19, 1874.
12	Arthur Koenig.....	do 20, 1874.
13	François Gourdeau, junr.....	do 20, 1874.
14	David Dumas.....	do 21, 1874.
15	Eugène Anctil.....	do 21, 1874.
16	Alphonse Pouliot.....	do 21, 1874.
17	Paul Paquet, junr.....	do 21, 1874.
18	Joseph Lachance.....	do 21, 1874.
19	Jean S. Bernier.....	do 20, 1874.
20	Joseph Paquet.....	do 31, 1874.
21	Jean Alphonse Lachance.....	April 15, 1875.
22	Arthur Pelletier.....	October 12, 1875.
23	Herménégilde Guénard.....	do 12, 1875.
24	Arthur Baillargeon.....	do 12, 1875.
25	Joseph Vézina.....	do 12, 1875.
26	John William Irvine.....	do 28, 1875.
27	Cains Fortin.....	November 2, 1875.
28	Horace Pelletier.....	May 4, 1876.
29	Elzéar Desrosiers.....	do 4, 1876.
30	Frédéric Bouffard.....	July 26, 1876.
31	Jules Asselin.....	do 26, 1876.
32	Alfred Dion.....	April 7, 1877.
33	Lucien Lachance.....	do 7, 1877.
34	Odilon Lapierre.....	do 7, 1877.
35	Camille Bernier.....	July 11, 1877.
36	Philéas Lachance.....	do 11, 1877.
37	Moïse Blouin.....	do 11, 1877.
38	Alfred Gourdena.....	do 11, 1877.
39	Alfred Raymond.....	do 11, 1877.
40	Moïse Godbout.....	do 11, 1877.

(Certified,)

A. H. VERRET,
Secretary-Treasurer.

191 Adinor Baillargeon..... do
192 Samuel Rioux..... do
193 Chs. Ost. Clavet..... do
194 Joseph Dion..... do
24 Ste. Pétronille, Isle of Orleans.
25 Quebec.....
24 St. Michel, Bellechasse.....
22 Green Island.....

A. H. VERRET, Secretary-Treasurer.

Certified,

STATEMENT of Trials held during the year 1878, before the Harbour Commissioners, under the Act respecting Pilotage, 36 Vic., chap. 54.

Names of Pilots tried.	Nature of complaints lodged.	When complaints lodged.	Date of trials	Judgments.	Remarks.
Théophile Gourdeau	For having ran ashore the steamer "Derevent," on Crane Island, the 16th July, at 7.30 o'clock, a.m.	18th July, at 10 o'clock, p.m.	12th July.....	Convicted, suspended for 10 days and ordered to pay costs.	
Gabriel Lechance	For having ran to the ground the bark "Countess of Minto" in the South Traverse Channel, the 3rd September, at 5.50 o'clock a.m.	4th Sept., at 2.30 o'clock, p.m.	at 23rd September	Convicted and fined \$10 and costs.	
Jos. F. X. Bernier	For having caused the loss of an anchor and about 15 fathoms of cable belonging to the bark "Forest Queen," on the 13th September, in the harbour.	13th Sept., at 4 o'clock, p.m.	at 22nd September	Dismissed.....	This case was dismissed on account of the master of the bark failing to appear with his witnesses.
Jean Dufresne.....	For having ran ashore the steamship "Yndolina" during the night of the 16th September, in the Traverse.	18th Sept., at 3.30 o'clock, p.m.	at 26th Sept. and 1st Oct.	Dismissed.....	In dismissing the case the Court expressed the opinion that defendant committed an error of judgment in going to the Traverse with such a large vessel under his charge at the particular time of the ebb tide, as proved by the evidence, and during spring tide.
Jean Pepin dit Lechance	For having ran ashore on the Fly Bank the ship "Givendoline," on the 7th September.	9th Sept., at 10 o'clock, p.m.	at 10th September	Dismissed	This case was dismissed on the ground that the defendant was negligent, but the defendant was acquitted.
Laurent Larochelle.	For having, on the 28th Sept., whilst in charge of the ship "Goatell," collided with the bark "Albinus," at 11 o'clock, p.m., close to Bellechasse Lighthouse.	2nd Oct., at 10 o'clock, a.m.	at 10th October.....	Convicted and fined \$20 and costs.	The defendant was acquitted on the ground that the ship at the last quarter of ebb tide, inasmuch as it was his duty to ascertain the draught of said ship before moving her at such tide.

(Certified.)

A. H. VERRET, Secretary-Treasurer.

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RETURN showing the opening of navigation at the Port of Quebec in each year, from 1830 to 1878 inclusive; also, the date of closing thereof during that period.

Years.	Arrivals from Montreal, Steamers.	Arrivals from Sea, Ships.	Sailed for Sea.	Years.	Arrivals from Montreal, Steamers.	Arrivals from Sea, Ships.	Sailed for Sea.
	Date.	Date.	Date.		Date.	Date.	Date.
1830...	April 17.....	April 26.....	Dec. 4...	1855...	May 6.....	May 6.....	Nov. 22
1831...	do 21.....	do 16.....	Nov. 30...	1856...	April 27.....	April 20.....	do 23
1832...	do 29.....	May 4.....	do 30...	1857...	do 17.....	do 28.....	do 23
1833...	do 18.....	do 10.....	do 25...	1858...	do 18.....	do 29.....	do 25
1834...	do 18.....	do 6.....	do 24...	1859...	do 22.....	do 29.....	do 28
1835...	May 4.....	do 2.....	do 25...	1860...	do 26.....	do 28.....	do 26
1836...	do 11.....	do 11.....	do 20...	1861...	do 30.....	do 22.....	do 26
1837...	do 1.....	April 29.....	do 18...	1862...	do 30.....	do 16.....	do 29
1838...	April 29.....	May 3.....	do 20...	1863...	May 3.....	May 4.....	do 27
1839...	do 21.....	do 8.....	do 23...	1864...	April 21.....	April 27.....	do 30
1840...	do 19.....	April 25.....	do 29...	1865...	do 21.....	do 29.....	do 28
1841...	May 1.....	do 29.....	do 28...	1866...	do 26.....	do 28.....	Dec. 1
1842...	April 21.....	May 3.....	do 28...	1867...	May 3.....	do 17.....	Nov. 29
1843...	May 5.....	April 18.....	do 28...	1868...	April 23.....	do 23.....	do 28
1844...	April 24.....	May 3.....	do 23...	1869...	do 30.....	do 27.....	do 17
1845...	do 25.....	do 1.....	do 26...	1870...	do 25.....	do 16.....	Dec. 2
1846...	do 17.....	April 24.....	do 27...	1871...	do 18.....	do 22.....	Nov. 27
1847...	May 8.....	May 8.....	do 26...	1872...	May 6.....	do 30.....	do 16
1848...	April 6.....	do 1.....	do 21...	1873...	do 2.....	do 28.....	do 22
1849...	do 25.....	April 28.....	do 25...	1874...	do 10.....	do 28.....	o) 25
1850...	do 25.....	do 28.....	do 28...	1875...	do 9.....	do 29.....	do 23
1851...	do 22.....	do 20.....	do 29...	1876...	do 9.....	May 6.....	do 24
1852...	do 30.....	do 15.....	Dec. 4...	1877...	April 26.....	April 25.....	do 26
1853...	do 23.....	do 24.....	Nov. 26...	1878...	do 21.....	do 20.....	do 15
1854...	May 5.....	do 29.....	do 29...				

(Certified.)

A. H. VERRET, Secretary-Treasurer.

said ship before moving her at such tide.

coast.

at 11 o'clock, p.m., close to Balise Lighthouse.