

*C. Beaudet, by  
G. Michel*

ANNUAL REPORT

QUEBEC

BOARD OF TRADE

FOR 1876



*Alfred P. ...*

# ANNUAL REPORT.

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QUEBEC

# BOARD OF TRADE

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1876.

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QUEBEC:

PRINTED AT THE "MORNING CHRONICLE" OFFICE.

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1878.

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THE ANNUAL  
and the transactions  
on Wednesday

Mr. WEST  
Chair.

The following

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A. Dion,

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A. Fraser

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# ANNUAL MEETING

OF THE

## QUEBEC BOARD OF TRADE.

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THE Annual General Meeting for the election of Officers and the transaction of general business was held at noon, on Wednesday, the 3rd April, in the Victoria Chambers.

Mr. WESTON HUNT, President of the Board, occupied the Chair.

The following Members were present :

Josh. Shehyn, M.P.P., (*Vice-President.*)

H. W. Welch, (*Treasurer.*)

Josh. Archer, Jr.,	A. Joseph,
F. Billingsley,	John Laird,
Wm. Brodie,	Jas. McCorkell,
Jacques Blais,	Arch. Nicoll,
Josh. Cantillon,	H. O'Connor,
Jas. Connolly,	S. Peters,
Wm. Convey,	John Ross,
J. H. Clint,	Geo. Robinson,
Jas. Carrell,	Wm. Rae,
W. D. Campbell,	G. R. Renfrew,
E. H. Duval,	R. H. Smith,
J. B. Z. Dubeau,	M. Stevenson,
A. Dion,	B. Verret,
H. Fry,	P. Vallière,
W. H. Forrest,	A. Woods,
A. Fraser,	A. D. Webster and
Jas. Hossack,	Alfred White.

The Chairman opened the proceedings by reading the advertisement in the *Morning Chronicle*, calling the meeting.

The Secretary then read the following Annual Report :

The Council beg to submit the following Report for the past year :

COMPLETION OF LINE OF ELECTRIC TELEGRAPH ON THE SOUTH SHORE OF THE RIVER ST. LAWRENCE.

The completion of the connecting link between Matane and Fox River, has occupied the earnest attention of your Council ; in reply to their petition, the Government have expressed their willingness to grant a subsidy of \$1000 towards the project, and the Montreal Telegraph Company has been communicated with, and is ready to construct the line, on receiving a guarantee of \$500 per annum for ten years, for maintenance, in addition to the subsidy named.

Your Council has again brought the subject before the Government for reconsideration, and praying that they will render the additional aid required by the Company.

TELEGRAPHIC COMMUNICATION WITH THE NORTH SHORE AND ISLANDS OF THE GULF OF ST. LAWRENCE.

In reply to a representation to the Honble the Minister of Marine and Fisheries by their predecessors in office, the Council were informed that the question of telegraphic communication via Cable from Cap Chatte to Point des Monts, and thence along the North Shore to the Straits of Belleisle ; as well as that of providing a Reserve Light Ship with steam power, which, in the event of accident to those in use, would prove of great service in the protection of navigation in the St. Lawrence ; that the subject would receive consideration.

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The Council cannot report any measures having been adopted for carrying out Dr. Fortin's more extended scheme, proposing to connect the various Islands in the River and Gulf of St. Lawrence with both the North and South Shores of the River and Gulf.

FOG WHISTLE ON THE ISLAND OF LANGLEY, MIQUELON.

The construction of a Fog Whistle in this dangerous locality, was considered most desirable, in the interests of shipping navigating the Gulf of St. Lawrence, a memorial was therefore addressed to the Dominion Government, praying that they would take this matter into their consideration, and in the hope that sufficient influence might be brought to bear on the French Government to accomplish the desired work.

GRAND TRUNK RAILROAD OFFICE AT QUEBEC.

Your Council, deeming it a matter of no small importance to the general trade, and to the large majority of Importers and Exporters by the above line, that the principal office should be located on the Quebec side, addressed the General Manager on the subject, requesting the earnest attention of the Directors thereto, but regret their inability to report any change.

In accordance with a resolution passed at the last Quarterly Meeting, having reference to a change in the policy of the Grand Trunk Railway Company, regarding its intended encouragement of local freight traffic, and requesting the delivery of freight on this side. The Council forwarded a copy of it to the Grand Trunk Railroad authorities.

The Company now undertake to deliver goods at Quebec, subject to an additional charge for Ferriage, but as regards the change in its policy touching local traffic, it appears that the circular issued by Mr. Sergeant was mere-

ly intended to stimulate Station Agents to an increased diligence.

The Council trust that in the future, the local traffic may be more equitably treated than heretofore.

LEVIS AND KENNEBEC AND LAKE ST. JOHN RAILROADS.

It having been represented that several lines had been aided with rails, the officers of both these roads prayed to the Council to support their application for similar assistance. The Council, in consequence, memorialized the Government, and received a reply, that they had only loaned old rails to two companies which had lines acting as direct feeders to the Government road.

UNPREPAID LETTERS.

Representations having been made of the serious evils arising from the law requiring the prepayment of all letters, and under which all unprepaid letters are sent to the General Post Office at Ottawa before delivery, causing unnecessary and vexatious delay, and in many instances subjecting the receiver to heavy loss, the Council memorialized the Government on the subject.

The Council are now informed (though not officially) that it is not the intention of the Government to propose any change until the present system has had a fair trial.

JOINERS' UNION BILL.

The Council gave their best attention to this Bill, which was brought before the House last session, and succeeded in obtaining such amendments as they trust will render the operation of the act beneficial to the promoters, without injury to the trade of the country.

HARBOR IMPROVEMENTS.

The Council, on learning that a Petition had been sent to the Government against the carrying out of the proposed

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Harbor works in the River St. Charles, and against all expenditure of money for any Harbor improvements, as the Petitioners considered that the Port, as it is, affords sufficient accommodation for the present trade; deemed it their duty to pray by memorial for the prosecution of the works according to the plans proposed by the Engineers, and adopted by the Harbor Commissioners, and are pleased to observe that tenders for the construction of these works have been called for.

HARBOR DUES.

Your Council having observed that by the operation of the act regulating the Harbor Commission, a considerable portion of goods imported and exported, are at present exempt from Harbor dues, recommended the Trust to obtain the necessary power to place all the imports and exports on one common footing, and are pleased to note that a Bill is now before the House of Commons, embodying certain changes necessary to give effect to their recommendation.

HARBOR COMMISSION.

The Council have received from the Harbor Commission a valuable return shewing Entries inwards from all parts of the Dominion, at the Port of Quebec for the past year; by which it will be seen that the number of trips made by Steamers, Schooners, Barges, and Batteauxes, is reported to be 4277, these vessels employing 23,116 men, and representing an aggregate of 246,424 tons. The return is very voluminous and being received too late for more extended reference here, will be found among the tabular statistics annexed.

It is gratifying to note that the Revenue of the Commission for this year, is considerably in excess of last season's, notwithstanding the depression in trade which has obtained.

INSPECTOR OF FISH AND FISH OILS.

A recommendation having been received from the Board of Examiners for Fish and Fish Oils, that Deputy Inspectors be placed along the Coast, at the following places:—Esquimaux and Natashquan, (North Shore), Fox River, Douglas Town, Percé, and Cape Cove, (South Shore). The Council submitted the matter to the Minister of Marine and Fisheries, who replied, that so soon as it was determined to enforce the Inspection Law, at the places named, the expediency of appointing new Inspectors, or Deputies, would be considered and communicated.

RICHELIEU AND ONTARIO NAVIGATION COMPANY.

On the suggestion of the Council, this Company kindly consented to alter the hour of departure of their steamers to Five o'clock.

ACCIDENTS BY DROWNING.

The City Corporation was addressed on the subject of loss of life by drowning at wharves in the vicinity of Dalhousie street.

Lights have since been provided, but are still insufficient in number, and no arrangement has been made for the general lighting of this street, or provision for life saving apparatus along the wharves.

NAUTICAL SCHOOL.

The Council would report that a grant was made at the last session of the Legislature of Quebec, for the purpose of reopening the Nautical School at Quebec, and that it is now in operation under the charge of Mr. Seaton the former efficient instructor.

In accordance with the Board of Examiners, a meeting was held and approved.

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FLOUR AND MEAL.

In accordance with the Act, 37 Vic., Ch. 45, Sec. 25, the Board of Examiners for Flour and Meal for Quebec, attended a meeting held at Montreal, for the purpose of choosing and approving standard samples of the several grades.

DOMINION BOARD OF TRADE.

The thanks of this Corporation are due to the gentlemen elected as delegates, for their attention to the subjects entrusted to their care at the late Annual Meeting of the Dominion Board of Trade at Ottawa.

The following subjects were taken up :

1. Exemption from Municipal taxation.
2. Direct Trade with the West Indies.
3. Independent connection of the Intercolonial Railroad between the City of Quebec and Rivière du Loup.
4. Recent Imperial legislation as affecting Canadian shipowners.
5. Differential duty on Canadian built ships imported into France, as compared with those built in England.
6. Intercolonial Railroad Tariff.

It is needless here to detail all the discussions resulting from those topics at the Dominion Board, as they are embodied at length in the Annual Report of that body, (pages 28, 39, 43, 71, 76 and 171), a copy of which has been furnished to each member of this Board.

The Council however take occasion to refer to the last three subjects named, viz :

1. "Differential duty on Canadian built ships."

Being impressed that a special and continuous effort should be maintained, to obtain an equality of footing in France, for vessels built in the Dominion, with those constructed in Great Britain ; your Council have addressed the

Minister of Public Works, praying that the Government will make such representations to the Imperial authorities on this subject as may lead to the early removal of the present onerous tax, (which is forty francs per ton on our Colonial ships as compared to two francs on vessels built in the United Kingdom) and enable our shipbuilders to resume that once prosperous, and extended industry.

This matter has been recently taken up by members from the Maritime Provinces, and hopes are entertained that the initiatory and persistent efforts of the Council, will not be fruitless.

“ Intercolonial Railroad Tariff.”

It is to be hoped that the motion which was unanimously carried, proposing a change in the existing tariff, may result in the adoption by the Government of a more equitable scale of rates based on mileage.

“ Recent Imperial legislation as affecting Canadian ship-owners.”

The attention of the Board is directed to a very able paper relating to this measure, which was read by H. Fry, and will be found on page 28, in the Dominion Board of Trade report for 1877.

A. Joseph was re-elected, and H. Fry, elected members of the Executive Council.

Your Council are pleased to note that some of the subjects brought up by the Delegates, have been of such importance as to attract the attention of the House of Commons.

LUMBER TRADE.

The export of our chief article of trade, wood, has been on a larger scale than last year, and, on the whole, the

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business of the season was fairly satisfactory both to the manufacturer and to the exporter.

A much larger quantity of small and common white pine was however manufactured than our market could take, and a considerable portion remains unsold. The excessive quantity of small red pine manufactured in the previous winter too, has acted very unfavorably on the value of that article.

The production of third quality pine deals, and spruce of all qualities, appears to have been beyond the demand, inasmuch as the stocks in the leading markets of England as well as here are too large and the prices unremunerative.

The dullness of the United States markets has also led to new difficulties of an unexpected character. A very large quantity of pine deals, chiefly of first quality, were manufactured in Michigan for the British market, and shipped via New York and Quebec, without reference to the capabilities of the various markets to which they were shipped, or the dimensions most suitable for the wants of the trade. The result is that in many cases they have been sacrificed at prices far below their intrinsic value, and Canadian goods have suffered in consequence. Shipments of oak and board pine are now being made in New York from the same source.

The financial difficulties at Monte Video and Buenos Ayres have seriously interfered with our trade in that quarter; similar difficulties have also curtailed our trade with Peru, and in that country as well as in Chili, we are met with the woods of Oregon and British Columbia, whilst in Australia, Sweden continues to have the largest portion of the trade owing to the cheapness with which its products can be delivered there.

From all accounts it would appear that owing to low wages and favorable weather, the production of most articles of wood during the present winter, both in Canada and Michigan, is likely to be again too large. This is greatly to be deplored, as it does nothing but harm all round. The markets in Britain would take a limited quantity of our expensive woods at remunerative prices, but our excessive production leads to losses to all engaged in the trade, and benefits only the consumer, whilst our forests are annually depleted of most valuable woods, which, if allowed to stand, would be a source of immense wealth in future years, instead of being sacrificed at prices which often barely cover the cost of manufacture and carriage.

The disastrous effects of the continued high wages demanded by the Ship Laborers' Society, and the arbitrary rules enforced continues to be felt in the diversion of trade to other Ports. Ottawa deals are now transhipped in Montreal, and loaded at far less expense than at Quebec; whilst the rate of wages acts as a premium in favor of Three Rivers, Sorel, St. John, N. B., and other places of shipment. Even at a large Port like St. John, the maximum wages are \$2.00 per day against \$3.00 and \$4.00 in Quebec.

The general details and comparative statements of supply, export, and stocks wintering of Lumber at the Port of Quebec, as well as J. B. Forsyth's valuable annual trade circular, reproduced by permission, will be found among the tables.

#### CUSTOMS OF THE PORT OF QUEBEC.

The Swedish and Norwegian Consul General, having applied to the Council for information respecting the various customs of the Port, in reference to ships and shipping, the matter was referred to a Committee, who, after much labor and careful attention, submitted a valuable report, copy of which will be found in appendix.

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COPIES OF ANNUAL REPORTS RECEIVED.

Returns have been received for the past year from the Inspectors for Flour and Meal, Leather, Beef and Pork, and Fish and Fish Oils ; also, from the Port Warden.

PORT WARDEN EXAMINER.

R. H. Smith was appointed a member of the Board of Examiners in the Port Warden's office, in place of John Gilmour resigned.

EXAMINING WAREHOUSE.

Great complaints having been made with reference to the insufficient accommodation afforded by the present Examining Warehouse ; the Council trust that the Government will, at an early date, provide a suitable building.

BOARD OF EXAMINERS.

The following examiners having resigned, viz :

For Beef and Pork.....	J. B. Renaud.
Wheat and other Grain.....	Jas. G. Ross.
Flour and Meal.....	J. Glass.

They were replaced by Victor Chateauvert, for Wheat and other Grain, and for Flour and Meal, and G. Tanguay, for Beef and Pork.

VACANCY IN THE COUNCIL.

During the year, H. S. Scott resigned his position as a member of the Council, and R. H. Smith was duly elected instead.

DEATHS.

Your Council has to record with profound sorrow the removal by death of the following members:—George B. Hall, John Sharples, W. Drum, Urbain Thibaudeau and A. Garipey.

BLUE BOOKS, &c., &c.

Through the kindness of a city member, the Board has been furnished with Blue Books, and Parliamentary papers have been regularly received. The Council are also indebted to J. W. Danscombe, Collector of Customs, for copies of returns of Imports and Exports of the Port of Quebec, and for other official statistics.

LEASE OF OFFICE.

A lease for the present office has been renewed on the same terms as the last one, and the Room is open daily from 12 a.m. to 2 p.m.

TREASURER'S ACCOUNT.

The Treasurer's account is on the Table, also the Minute Books, and correspondence for the past year.

SECRETARY.

It was to the great regret of your Council that, owing to ill-health, your late Secretary, Mr. H. Glass, found himself unable to fulfil the duties of the office, necessitating his resignation, and the appointment of a successor. Mr Andrews was elected to fill the vacancy.

WESTON HUNT,  
*President.*

F. H. ANDREWS,  
*Secretary.*  
Quebec, 3rd May, 1877.

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The President said the Council report just read left him very little to explain. There were a few subjects, however, to which he might particularly refer; and first, among these, was the question of the differential duties on Canadian shipping in France. The shipbuilding interest of Canada had formerly suffered from the markets of the world, and, among others of France, not being opened to it

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for the sale of its vessels. Almost all vessels built in Canada sought buyers in the Liverpool market. With a view to open the French markets, the Canadian Legislature passed two Acts in 1860; Chap. 18, "An Act respecting certain duties of Customs," and Chap. 19, "An Act respecting trade with foreign countries." The former admitted to free entry, certain articles in favor of foreign countries, and the latter reduced the import duty on brandy, chiefly a French product, from 100 to 30 per cent, and on wine and other similar imports from 30 to 20 per cent. Shortly after this, the French Government opened their ports for the sale of Canada built vessels and extended this liberal policy of successive reductions on the rate of impost duty. In 1864, vessels built in Canada were admitted to registration in France, (*Francises*) by paying a high impost. Only two Canadian-built vessels were sold that year to French buyers. The direct trade, however, thus begun, continued to increase; the duties on Canadian vessels were lowered until, in 1867, the moderate duties of 2 francs per ton, 1s. 8d. sterling only, was levied. This policy resulted in an improvement during the latter year in the direct trade between France and this port in the shipbuilding industry to the extent that, that whereas the number of vessels sold to English purchasers was 17, of a tonnage of 11,655, those sold to France were 19, with a tonnage of 9,628, representing in value \$347,891. When the Franco-Prussian war broke out, this promising trade was at once brought to a stop; and, after the war, a duty of 40, 50 and 60 francs per ton—according to the character of vessels, was imposed. A commercial treaty was subsequently entered into between France, England and some 8 or 9 other countries, not including, however, he believed, the United States, by which an impost of 2 francs per ton was levied under a conventional tariff. By some oversight, the British dependencies were not directly included in the stipulations and France held that the latter only applied to the United Kingdom.

The energies of the Council of the Board had been devoted to obtain the restoration of the *status quo* of 1867, and as the treaty with France was about to expire shortly and require renewal, they had reason to hope that the drawback under which Canada labored in this respect would be removed; which was a very important object for the trade and laboring class of Quebec. As to the harbor works, he was not in a position to afford them much information; but there were four or more of the Commissioners present, who might probably do so. It was, however, satisfactory to know that progress had been made to a sufficient extent to permit of the calling in of tenders. It appeared that the Commission had also made application in the proper quarter for a more equitable apportionment of the harbor dues, so as to cover imports by rail as well as by sea. In regard to the missing link of telegraph between Matane and Fox River, they were aware that the Government had accorded the \$10,000 necessary for the purpose demanded by the Montreal line, and as to the annual subsidy of \$500, the Marine Insurance offices of Montreal had guaranteed the payment of \$300 a year, and the Montreal Telegraph Company had relinquished the claim for the additional \$200; so that there was therefore good reason to look forward to an early construction and operation of this necessary work. As to the shipbuilding industry of the port at the moment, he might say that 18 vessels, representing 17,350 tons, were on the stocks, an increase on some immediately previous years, which, though slight, nevertheless indicated an improvement. Of the number two were building for American order, intended, he understood, to carry a certain mineral called paramite from Greenland, largely used in certain manufactures in the United States. During the late session of the Provincial Legislature, the Joiners' bill had, at the instance of the Council, been very greatly modified, so as to protect all the possible interest of trade. It would be remembered that a general bill for the incor-

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poration of these benefit unions had been promised; but so far nothing had been heard of it. As to the lumber trade, the report indicated a slight revival, which he hoped to see continue and increase. With respect to our manufactures, he had very little progress to report. He had heard that another large boot and shoe factory was to be erected. In fact, this industry seemed to be peculiarly adapted to the circumstances of our population and to thrive accordingly. He might also, perhaps, add therewith the tobacco industry which appeared to be doing fairly. A large increase had taken place in the harbor dues. From \$66,919 in 1875, they had augmented to \$82,202 in 1876, with the prospect of a continued increase, which should, doubtless, remove any apprehensions that might be entertained respecting the necessity of an increase of taxation for the harbor works. In conclusion, he moved, seconded by Mr. A. Joseph, the adoption of the report.

The Treasurer's report was then read, and shewed a balance of \$445.57 on hand, and it was moved by A. D. Webster, seconded by A. Fraser, That the Treasurer's Report for the past year be received and adopted.—Carried.

Moved by A. Woods, seconded by S. Peters, That the Report of the Council read this day, be printed for the use of the Members of the Board.—Carried.

On motion of M. Stevenson, seconded by Geo. Robinson, Messrs J. H. Clint, and A. D. Webster, were appointed scrutineers to examine the ballot and report to the meeting.

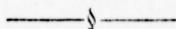
Moved by R. S. Smith, seconded by W. H. Forrest, That J. H. Clint, and J. S. Crawford, be appointed Auditors for the ensuing year.—Carried.

The Hon. J. Elie Gingras, and John Hearn, M.P.P., were then balloted for and elected Members of the Board.



On motion of A. D. Webster, a vote of thanks was given to the President, for his able and impartial conduct in the Chair.

The meeting then adjourned at 2.35 P. M.



**CORRESPONDENCE** between the Council and Wm. A. Schwartz, Esq., Consul General for Sweden and Norway, with reply of the Council respecting Port customs at Quebec.

1st. What kind and sizes of wood goods are generally shipped, and what is the shipping price now compared to what it was ten years ago?

**PRICES CURRENT.**

	1848.		1858.		1868.		1870.	
	\$	\$	\$	\$	\$	\$	\$	\$
White Pine Timber..	0.05 @	0.08	0.07 @	0.15	0.12 @	0.22	0.13 @	0.27
Red Pine " ..	0.08 "	0.15	0.15 "	0.26	0.13 "	0.17	0.13 "	0.18
Oak " .	0.23 "	0.00	0.27 "	0.32	0.50 "	0.33	0.31 "	0.43
Eln " .	0.05 "	0.10	0.17 "	0.25	0.23 "	0.28	0.20 "	0.22
Std. Staves Mille....	120.00	...	160.00	170.00	200.00	...	250.00	260.00
W. India " " ..	48.00	50.00	52.00	56.00	66.00	...	70.00	72.00
1st Qy. Pine Deals..	36.30	38.00	54.00	...	72.00	74.00	90.00	100.00
" " Spruce " .	23.00	24.00	36.00	...	32.00	...	32.00	36.00

2nd. For what purposes are Canadian wood goods used abroad?

For House building, railway and mining works, ship-building, and for various manufacturing purposes.

3rd. Is there any export of planed or otherwise manufactured wood goods?

A limited amount of deck-plank has been shipped of late, and a trade is being initiated in planed, tongued and grooved articles, as well as in Doors, Sashes and Summer Blinds.

4th. What is the usual mode of assorting the different kinds of timber, deals, &c. ? Is it done under Government supervision, and by their officials, or by servants of the exporter ?

Each cargo shipped is a matter of special bargain between buyer and seller. In timber, there is no Government regulation or custom for establishing or defining the quality, but it takes cognizance of the measuring which is done by its officials. In deals both the dimensions and qualities are established by the Government.

Timber purchased in the raft has to be selected and prepared for shipment at considerable expense in dressing, or rehowing, this process involves a loss which in some cases exceeds five per cent. In assorting there is no uniform practice, purchasers contract here to suit their foreign engagements.

5th. What is the customary mode of shipping, are cargoes generally brought alongside of ship at shipper's risk and expense ?

Floated deals and timber, and all deals for stowage, and broken stowage, at ship's risk and expense. Bright deals for cargo, at shipper's risk and expense.

6th. Do the Merchants generally own or lease the forests *where from* the timber is cut, or is the cutting down of timber quite a separate business from the shipment of same ?

The producers and shipper's interests in the Provinces of Ontario and Quebec are with rare exceptions distinct, producers are not proprietors of forests, they merely lease from

the Government on payment Council. In conditions may and in 1889, may revert to the timber l

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the Government the right to cut on certain conditions, and on payment of fees as established by the Governor in Council. In the Province of Quebec these fees and conditions may undergo a considerable modification, in 1878, and in 1889, the whole of the wild lands of that Province may revert to the Government. In the Province of Ontario the timber limits are leased from year to year.

7th. Do the Merchants generally manufacture the logs cut into deals, &c., by saw mills owned by themselves, or is the manufacturing the logs into deals, &c., a quite separate business from the shipping?

As in the matter of square timber as above stated, the manufacturing and shipping of Deals, are with some exceptions distinct.

8th Will the Forests of Canada allow of as much timber to be cut down in future as at present?

The largest portion of Government revenue is derived from the forests, the future supply is a grave question, it is the opinion of many, that the supply will be exhausted in 25 years, and without hope of reproduction.

The present remark will not be applicable to Spruce, Tamarac, and other woods of that character, as they reproduce themselves in from 20 to 30 years.

9th. Is there any law or other means for protecting the Forests? Is there a necessity for such laws?

The serious destruction of forests by fire, will necessitate the early enactment of more stringent laws for their preservation.

10th. What may be considered the proportion between yearly consumption of the forests, and reproduction?

There has been no systematic attempt made at reproduction, and practically there is none.

11th. Is there any literature bearing upon the annual consumption of forests through export and otherwise, and reproduction through growth, or upon the lumbering business in general ?

A gentleman named Little has published a work on the future of the Timber trade, which though perhaps extreme in some of its statements, comprises much valuable truth.

The following remarks on the future prospects of the lumber trade may be found worthy of reflection :

1st. The increasing yearly consumption of wood goods in the United Kingdom of Great Britain and Ireland, as exhibited by the Imperial Board of Trade returns, are as follows :

Imports of all kinds of timber, except mahogany and staves, into the United Kingdom, for the years 1869 to 1874 were :

1869 .....	180,244,750	cubic feet.
1870.....	204,765,300	"
1871.....	224,856,800	"
1872.....	243,499,100	"
1873.....	274,355,650	"
1874.....	312,632,050	"

2nd. The local consumption of the Provinces of Quebec and Ontario, for building purposes, and maintenance of properties, estimated already at 87,000,000 cubic feet annually, with a rapidly settling country, increasing population, and a corresponding demand, must clearly force a conclusion that the exporting ability cannot long be maintained at its present scale, and that there probably will result annually a sensible and material advance in the price of all wood goods.

A. Is there a custom of Port, binding the master of vessel to consign his ship to the consignee of Cargo ?

No, it depends upon agreement at Port.

B. If so, is it a general business and custom, or only for business connected with the Port ?

If ship is chartered only for inward cargo, charter through Port to procure a freight.

C. What is the charge for discharge of cargo ?

Entering, \$ 2 1/2 p. c. ; Clearance, \$ 1 p. c.

D. What is the charge for lading ?

This depends upon the nature of the cargo, and the distance from the wharf to the stream.

E. If ship is chartered, does the charterer land his Cargo, or is it landed for his own interest, or for the interest of the consignee ?

In the above Bill of Lading, under a "general" Chapter of the Act, which regulates the trade.

F. What is the charge for lading ?

No, it depends on the terms of the Charter party, or agreement at Port of Loading.

B. If so, is this liability of the ship, for all custom house business and chartering transactions while in Port, or only for business connected with inward Cargo ?

If ship is consigned to Consignee of inward Cargo, it is only for inward business, unless the Captain negotiates for a charter through his inward consignee, or authorizes him to procure a freight.

C. What is under these circumstances the customary charges for doing ship business ?

Entering, \$5.00; Collecting freight,  $2\frac{1}{2}$  p. c.; Chartering,  $2\frac{1}{2}$  p. c.; Clearing, \$5.00.

D. What is considered to constitute delivery of inward cargo ?

This depends upon the wording of Charter Party or Bill of Lading; if Quebec is simply named, it would be complete when delivered on a wharf or into consignee's lighter in the stream.

E. If ship is ordered to a wharf, is the master entitled to land his Cargo as fast as he can, or must he, to protect his own interest, not land faster than carried away by consignee ?

In the absence of stipulations in the Charter Party or Bill of Lading, a Captain can discharge as fast as he likes under a "general order," but at his own risk. The 60th Chapter of the Consolidated Statutes for Lower Canada regulates the discharge of Cargoes at this Port.

F. What, if any, is the customary charge on ship for such Cargo ?

Moorage on ship according to size, and 13 cents per ton top wharfage on goods landed. Captains often protect themselves from the latter by inserting in Bill of Lading "ship free of wharfage on Cargo."

G. Ships chartered before arrival, and not through a Quebec Broker.

1st. Is there a custom of port binding the master to consign his ship to the agent of the charterer, or shipper of the cargo?

It has long been the custom for such ships to be consigned to the shipper of the Cargo.

If so, is the master under any obligation further than for custom house business?

Yes, it has long been the custom for the shipper of the Cargo to pay all the disbursements of the ship and to charge a commission for doing so.

What is under these circumstances customary charges for doing ship's business?

Entering and clearing, \$10.00; Commission on disbursements, 5 p. c.; but latterly many shippers only charged 2½ p. c.

2nd. What is considered to constitute receipt by master of outward cargo. I have been told that it is frequently absolutely impossible to count the number of pieces in a raft of floated deals, or in a bateau with bright or dry deals, and that the only practical mode of doing so is by tallying the pieces as the bateau is discharged, or, as taken in the ship?

The receipt of a Timber-tower binds the master. Floated deals can be counted at low water, when aground at the cove, but not when afloat. No receipt is ever given for deals in bateau, unless they are discharged and tallied into

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the ship. Great complaints are made that Norwegian mates often refuse to sign for correct tallies, in order to protect themselves at Port of discharge.

What is understood by the customary denominations :

- A—Floated Deals,
- B—Bright Deals,
- C—Dry Deals ?

Floated Deals are deals delivered wet, in rafts or moulinettes. Bright Deals are deals that have never been in the water, but are delivered in batteaux free alongside, except when required for broken stowage. Dry Deals are deals that were originally floated, but have since been piled and dried ; they are delivered to ships on the same condition as Bright Deals.

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STATEMENT of Beef and Pork inspected, from the 31st December, 1875, to the 31st December, 1876.

BEEF.

Mess.....	768 Barrels.
Prime Mess.....	168 "
Rejected.....	52 "
	<hr/>
	968 Barrels.

PORK.

Mess.....	5,239 Barrels.
Prime Mess.....	336 "
Extra Prime.....	354 "
Thin Mess.....	403 "
Rejected.....	183 "
	<hr/>
	6,515 Barrels.

D. NOLAN,  
*Beef and Pork Inspector.*

Quebec, 31st December, 1876.

STATEMENT of Fish and Oils, inspected within the Inspection division of Quebec, during the year ending, 31st December, 1876.

FISH.		Tierces.	Barrels.	Half Barrels.	Drafts.
Salmon.....	No. 1.....	27	579	10	.....
" .....	" 2.....	57	485	7	.....
" .....	" 3.....	13	262	1	.....
" .....	Rusty.....	.....	49	2	.....
" .....	Sour.....	.....	72	.....	.....
" .....	Refuse.....	.....	1	.....	.....
Herrings.....	No. 1.....	.....	4,714	304	.....
" .....	" 2.....	.....	689	20	.....
" .....	" 3.....	.....	17	.....	.....
" .....	Rusty.....	.....	62	2	.....
" .....	Sour.....	.....	83	.....	.....
" .....	Refuse.....	.....	14	.....	.....
Newfoundland Herrings.....	.....	.....	5,145	234	.....
Smoked Herrings....	No. 1.....	.....	945	.....	.....
" .....	Rusty.....	.....	28	.....	.....
Green Cod Fish.....	No. 1.....	.....	5,439	22	1,880
" .....	" 2.....	.....	1,860	8	103
" .....	Refuse.....	.....	54	1	17
Sea Trout.....	No. 1.....	.....	42	7	.....
" .....	" 2.....	.....	10	1	.....
" .....	" 3.....	.....	4	1	.....
Cod Fish Sounds....	" 1.....	.....	12	9	.....
Sardines.....	" 1.....	.....	61	.....	.....
Mackerel.....	" 1.....	.....	7	1	.....
" .....	" 3.....	.....	3	.....	.....
Haddock.....	" 1.....	.....	24	1	.....
Halibut.....	" 1.....	.....	9	1	.....
" .....	" 2.....	.....	1	.....	.....
Shad.....	" 1.....	.....	8	.....	.....
" .....	" 2.....	.....	2	.....	.....
Eels .....	" 1.....	.....	476	3	.....
" .....	" 2.....	.....	.....	1	.....
" .....	" 3.....	.....	.....	1	.....
Ling.....	" 1.....	.....	8	.....	.....

STATEMEN

Cod.....  
 " .....

Whale.....  
 " .....

Seal.....  
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" .....

" .....

Porpoise.....  
 " .....

" .....

Mixed.....  
 Other Fish

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STATEMENT of Fish and Oils, inspected.—*Continued.*

Half  
Barrels.  
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OILS.		Tierces.	Barrels.	Half Barrels.	Drafts.
Cod.....	A.....	781	410		
".....	B.....	5	2		
Whale.....	Pale.....	3	2		
".....	Straw.....	1	4		
Seal.....	Strictly Pale..	9	2		
".....	Pale.....	178	21		
".....	Straw.....	318	74		
".....	Brown.....	93	16		
".....	Dark Brown..	46	7		
Porpoise.....	Pale.....	18	4		
".....	Straw.....	41	6		
".....	Brown.....	3	1		
Mixed.....	A.....	3	5		
Other Fish Oil.....		34	6		

J. AULD,  
*Inspector of Fish and Fish Oils.*

Quebec, January 15th, 1877.

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REPORT of the Inspector at Quebec, on the inspection of  
Leather and Raw Hides, for the year ending 31st  
December, 1876.

Inspected..... 51,783 Sides Sole Leather.  
Measured..... 12,735 " Upper Leather.  
Inspected ..... 15,437 Raw Hides.

REMARKS.—The large diminution in quantity of sides of Upper Leather is attributable to heavy stocks remaining on hand from former years. The supply of Sole Leather, as well as Canadian Raw Hides, approximates to an average of a few preceding years.

Raw Hides have not been received for inspection this year from the United States as during former years.

A. FORTIN,  
*Inspector.*

Quebec, 15th January, 1876.



STATEMENT of Flour Inspected during the year ending  
31st December, 1876.

Superior Extra.....	1,426	Barrels.
Extra Superfine.....	1,162	"
Fancy Superfine.....	375	"
Spring Extra.....	46,236	"
Superfine.....	3,528	"
Fine.....	3,937	"
Middlings.....	2,106	"
Pollards.....	13	"
Strong Bakers.....	1,167	"
Sour.....	180	"
Rejected.....	4,385	"
	<u>64,515</u>	<u>Barrels.</u>

BENJ. ROUSSEAU,  
*Inspector of Flour and Meal.*

Quebec, 31st December, 1876.

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# DOMINION OF CANADA.

## 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, 1875 and 1876; shewing the countries from whence they came and for which they cleared, whether with cargo or in ballast; also, distinguishing the countries to which they belonged:

(Compiled by Mr. C. GOUIN, of H. M. Customs.)

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31st DECEMBER, 1875 AND 1876.				RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31st DECEMBER, 1875 AND 1876.				
	1875.		1876.		1875.		1876.	
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Men.
Total Vessels arrived.....	823	577180	18196	976	824126	21159	987	793976
Vessels with Cargoes.....	394	279459	11394	424	426514	12377	486	793913
Do in ballast.....	429	297721	6802	552	403612	8782	1	63
Total.....	823	577180	18196	976	824126	21159	987	793976
Number of Steamers.....	102	162201	6827	107	171364	6803	87	143723
Do Sailing Vessels.....	721	414979	11369	869	652762	14356	900	650253
Total.....	823	577180	18196	976	824126	21159	987	793976
British Vessels.....	527	396764	13894	618	599408	15998	538	493984
Foreign Do.....	296	180416	4302	358	224718	5161	241	448145
Total.....	823	577180	18196	976	824126	21159	588	942129
UNDER WHAT FLAGS.								
British.....	527	396764	13894	618	599408	15998	538	493984
Norwegian and Swedish.....	18	8135	227	24	12086	316	18	8312
German Empire.....	1	903	19	1	293	11	1	346
U. States.....	4	2436	57	7	2584	82	4	1821
French.....	2	1149	26	1	792	16	2	1575
Belgian.....	2	1169	28	2	1155	31	2	1613
Russian.....	3	3061	59	4	3309	69	3	3061
Danish.....	5	1723	63	2	699	28	8	2283
Italian.....	1	300	10	1	1265	21	1	351
Portuguese.....	1	300	10	1	1265	21	1	351
Austrian.....	1	300	10	1	1265	21	1	351
Dutch.....	1	300	10	1	1265	21	1	351
Total.....	823	577180	18196	976	824126	21159	819	661894
WHENCE ARRIVED.								
United Kingdom.....	553	445936	14806	756	689507	18925	751	616131
Newfoundland.....	64	3831	365	20	2382	157	39	4746
St. Pierre Miquelon.....	1	83	5	3	1060	36	2	153
United States.....	3	2204	41	5	3487	78	1	149
B. West Indies.....	8	1600	67	7	1794	63	6	2664
France.....	26	14963	378	58	25244	570	1	545
Spain.....	16	14840	298	19	13760	300	1	598
Portugal.....	6	2111	139	7	2802	82	13	3527
Belgium.....	10	5416	139	16	11688	233	2	1297
Holland.....	10	5881	134	6	4470	89	1	746
Germany.....	7	6266	122	17	14764	278	1	424
Norway and Sweden.....	102	62226	148	67	42912	991	1	914
Russia.....	1	603	14	1	588	15	1	16
Denmark.....	4	3245	76	1	1439	21	1	18153
South America.....	10	7289	163	10	7615	164	819	661894
Italy.....	1	611	14	1	611	13	1	18153
Mexico.....	1	567	13	1	567	13	1	18153
Gibraltar.....	1	271	11	1	356	10	1	18153
Africa.....	1	423	11	1	423	11	1	18153
Malta.....	1	423	11	1	423	11	1	18153
Total.....	823	577180	18196	976	824126	21159	819	661894

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



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INCLUDED in the foregoing Statement are the Vessels that have Loaded and Cleared from the following outports:—

	1875.		1876.	
	Ves- sels.	Tons.	Ves- sels.	Tons.
Chicoutimi.....	34	17266	29	16980
Tadoussac.....	5	2021	3	1258
Escoumains.....	1	651	14	6799
Sault-au-Cochon.....	6	3272	4	2061
Betsiamits.....	3	1449	6	2886
<b>Total.....</b>	<b>49</b>	<b>24662</b>	<b>56</b>	<b>29084</b>

**PORT OF QUEBEC.**

RETURN of the number of vessels entered inwards and outwards at this port, from 1849 to 1876, inclusive:

Year.	Inwards.	Outwards.
1849.....	1184.....	1243.....
1850.....	1196.....	1275.....
1851.....	1300.....	1394.....
1852.....	1234.....	1270.....
1853.....	1351.....	1406.....
1854.....	1416.....	1558.....
1855.....	759.....	853.....
1856.....	1606.....	1083.....
1857.....	1283.....	1355.....
1858.....	1997.....	1658.....
1859.....	970.....	1051.....
1860.....	1252.....	1293.....
1861.....	1571.....	1534.....
1862.....	1347.....	1319.....
1863.....	1661.....	1785.....
1864.....	1425.....	1561.....
1865.....	1396.....	1517.....
1866.....	1390.....	1410.....
1867.....	1211.....	1252.....
*1868.....	958.....	1038.....
1869.....	993.....	993.....
1870.....	1004.....	1007.....
1871.....	886.....	899.....
1872.....	1013.....	1030.....
1873.....	892.....	875.....
1874.....	1018.....	1050.....
1875.....	823.....	819.....
1876.....	976.....	987.....

\*Confederation.—All vessels trading to and from the Lower Provinces were up to this date included, but not since that year.

RETURN shewing the opening of the navigation at the Port of Quebec, in each year, from 1830 to 1876 inclusively; also, the date of closing thereof during that period:

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

CUSTOM HOUSE, Quebec, Feb. 15, 1877.

J. BELL FORSYTH & Co.'s ANNUAL CIRCULAR.

*Quebec, 7th December, 1876.*

We have again the pleasure of submitting our Annual Tabular Statements of Supply, Export and Stock wintering, which we hope will be found interesting to all engaged in the Timber Trade of this Port.

The arrivals from Sea of sailing vessels have been considerably in excess of last year, being 977 vessels, 709,126 tons against 786 vessels, 543,182 tons in 1875; we also have to note an increase in Ocean Steamers of 33,983 tons over last year.

The export has been considerable, the totals being 20,979,360 feet cubic of Square and Waney Timber, and 7,679,124 Q. Stand. Deals, against 15,075,520, feet, and 6,334,182 Deals in 1875.

The Spring Fleet was late in arriving and did not create that animation in our Market which was anticipated, in fact few transactions of any importance took place until the month of July, and from that time to the present a large amount of Timber has changed hands; the demand being chiefly for good and choice timber of all descriptions, while common has been neglected and difficult to place. The Fall Fleet was also late in arriving, and some vessels did not reach this, owing to the strong westerly gales which prevailed for many weeks, but the season has been an open one and favorable for those ships that were the last to sail from our Port.

As far as we can learn, the supply this coming season of all woods is likely to be about an average one, and if the Manufacturers act wisely, they will still curtail their operations.

The reports from the different markets of Great Britain are encouraging enough, if they are not over-supplied next season, and this is generally caused by an excessive production with low prices and a dull market here. Another reason for curtailment is the almost certainty of trouble in the East, and the fears generally entertained that Great Britain may become entangled. The effect which such a calamity would have on our trade is difficult to predict. The closing of the Baltic and greater activity in the Navy Yards of England will doubtless tend to increase the value of certain woods, but we must also be prepared for a high rate of interest, which will check speculation and paralyse many branches of trade.

**WHITE PINE—*Square.***—The supply has reached 15,994,360 feet, which is greater than it has been since 1871, when it was 17,367,361 feet, a remarkable falling off however from what it was some ten years ago, for we find the average from 1862 to 1866 to have been almost twenty millions of feet. The supply this year comprised a larger portion of common and small inferior wood than we generally looked for, and tho' the stock wintering may appear heavy when compared with 1874 and 1875, it is made up to a great extent with this description of wood which has been exceedingly difficult to dispose of during the entire season. On the other hand good timber has been scarce and in demand, the prices for Keppawa and choice Rafts from other tributaries of the Ottawa having been even higher than heretofore, and we have reason to hope remunerative to the manufacturer. The difficulty and expense of securing this wood is very great, being procurable only on a few limits where the axe has not as yet been freely used.

**WHITE PINE—*Waney Board.***—An improvement caused by a small supply of fresh timber increased the value of this wood during the month of August, and we have reason to believe that present prices will be maintained if this win-

ter's supply is moderate. We beg to caution manufacturers against sending anything but a really choice article to this market, as it will only lead to disappointment and loss.

	Supply.	Export.	Stock.
1876 { Square... 15,994,360 }			12,167,012 Square.
{ Waney... 3,249,373 }		13,883,600	2,502,317 Waney.
1875 { Square... 9,245,545 }			8,716,030 Square.
{ Waney... 1,614,098 }		10,699,000	2,684,364 Waney.

**RED PINE.**—The supply, altho' only an average one, has exceeded the requirements of the trade. A few choice lots of fresh wood brought fair tho' we believe not paying prices, while for old and inferior there has been no demand, sales having been effected with difficulty and at a great loss to the producer.

The stock has been reduced, but includes a good many lots of old and inferior, and not much large choice wood in first hands. We cannot however recommend our friends to manufacture any, unless good straight girthy wood, free from sap, 38, to 40 feet average and up.

	Supply.	Export.	Stock.
1876.....	1,709,652	1,831,260	2,614,088
1875.....	1,721,077	1,509,210	3,186,820

**OAK.**—Owing to a favorable winter, nearly all the Oak manufactured has reached market this season. It has at times been difficult of sale, and prices have not fluctuated, they close at a shade under the opening figures of last spring, with Canada rather weaker than Ohio and Michigan.

The export has been over the average, and the stock on hand is a moderate one, it includes some small and inferior wood. We understand that the quantity wintering over at Garden Island is very limited.

	Supply.	Export.	Stock.
1876.....	2,595,729	3,243,520	2,413,187
1875.....	2,873,607	2,208,910	3,307,854

**ELM.**—The supply has been very light and the export slightly in excess of last year; the stock wintering is an

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average one as to quantity, composed to a certain degree of small, inferior and old weathered timber, which cannot be expected to fetch our quotations.

	Supply.	Export.	Stock.
1876.....	426,837 .....	947,360 .....	1,157,801
1875.....	878,636 .....	619,800 .....	1,717,200

**ASH.**—The stock wintering is made up in a great measure of small and inferior, not adapted for export: the supply has been moderate. This wood cannot be disposed of to advantage, unless it is 14 inches and up of good quality and manufacture.

	Supply.	Export.	Stock.
1876.....	392,957 .....	341,480 .....	661,433
1875.....	322,339 .....	284,060 .....	703,640

**BIRCH.**—The supply has been large without a corresponding demand, and the stock is heavy.

	Supply.	Export.	Stock.
1876.....	522,389 .....	466,800 .....	275,934
1875.....	151,547 .....	238,360 .....	217,685

**TAMARAC.**—The low price of Red Pine suitable for ship-building has caused a falling off in the consumption of Tamarac, and the quantity exported is exceedingly limited. A small supply is sufficient for all requirements, and whether square or flatted, should be large girthy wood.

	Supply.	Export.	Stock.
1876.....	303,524 .....	2,960 .....	191,088
1875.....	196,142 .....	600 .....	263,561

**STAVES.—Pipe**—Have been difficult to dispose of during the past season. Sales have been effected at our quotations for immediate delivery as well as on contract for next year, while for specifications of 2½ and 3 inch a much higher price is asked.

	Supply.	Export.	Stock.
1876.....	958 .....	1,320 .....	1,397
1875.....	1,010 .....	881 .....	1,753

**STAVES—Puncheon.**—While choice Staves command our prices, old and inferior lots can be obtained at something under these rates.

	Supply.	Export.	Stock.
1876.....	565 .....	1,917 .....	3,222
1875.....	800 .....	1,488 .....	4,607

**DEALS—Pine.**—The supply, export and stocks now on hand are large, and this branch of our trade seems to be on the increase. The demand during the past season has been moderate, and good specifications have been placed at fair prices. The low rates of Lake freights permitting competition in the shape of Michigan Deals of prime specification both as regards quality and sizes, a large number have been received and shipped. Our quotations for Michigan are based on the transactions of the past year tho' at present they are not quite so firm. We have no transactions in floated to record, our quotations are nominal. We may remark that the stock is largely composed of odd sizes and third quality.

	Supply.	Export.	Stock.
1876.....	6,073,378 .....	5,632,474 .....	4,614,822
1875.....	5,730,126 .....	4,618,344 .....	4,673,918

**DEALS—Spruce.**—The market has been dull all season and sales slow at our quotations. For good specification the rates are firmer than they were.

	Supply.	Export.	Stock.
1876.....	2,574,241 .....	2,046,650 .....	1,870,910
1875.....	2,212,845 .....	1,715,238 .....	1,543,640

**FREIGHTS**—Opened at 32s. 6d. Timber, and 80s. Deals to London; 31s. 6d. Timber, and 80s. Deals to Liverpool; 29s. to the Clyde: closing at 36s. and 90s. to London; 36s. and 90s. to Liverpool, and 34s. to Clyde.

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STATEMENT of Sea-going Vessels building at the Port of  
Quebec, 31st March, 1877.

BY WHOM BUILDING.	TONNAGE.	STATE OF PROGRESS.
Samson & Dunn.....	950	Framed.
Do. ....	1,150	Ready to frame.
Charland, Jr.....	900	Planked.
Marquis.....	1,000	Planking.
Charland.....	800	Ready to launch.
Do. ....	1,000	Planking.
Gingras.....	650	Planked.
Do. ....	1,150	$\frac{7}{8}$ finished.
N. Rosa.....	900	do.
Samson Bros.....	1,350	Planking.
H. Dinning.....	1,250	do.
Do. ....	1,250	do.
Valin.....	1,150	do.
Do. ..	1,150	do.
Baldwin.....	1,250	do.
Do. ....	750	Framing.
McKay & Co.....	350	do.
Do. ....	350	$\frac{7}{8}$ finished.
		do.
	17,350	

Built in 1874.....	14 Vessels.	14,588 Tons.
Do. 1875.....	15 do.	14,270 do.
Do. 1876.....	16 do.	15,214 do.
In course of construction on 31st March, 1877.....	18 do.	17,350 do.

COMPARATIVE STATEMENT of Revenue of the Quebec  
Harbour Commission for 1875 and 1876.

	1875.	1876.	INCREASE.
Tonnage Dues.....	\$26,111 49	\$34,869 02	\$ 8,757 53
Import " .....	2,899 04	4,001 02	1,101 98
Export " .....	8,604 79	12,996 19	4,391 40
Harbour " .....	3,486 25	4,032 73	546 48
Property Revenue.....	23,330 00	23,930 00	600 00
Other sources.....	2,488 27	2,483 62	.....
	\$66,919 84	\$82,312 58	\$15,392 74

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COMPARATIVE STATEMENT OF THE SUPPLY, EXPORT AND STOCK OF LUMBER, AT THE PORT OF QUEBEC,  
For the years 1872, 1873, 1874, 1875 and 1876; also, an average for each five years, for the preceding twenty-five years.

SUPPLY.	Average of 1847 to 1851.	Average of 1852 to 1856.	Average of 1857 to 1861.	Average of 1862 to 1866.	Average of 1867 to 1871.	1872.	1873.	1874.	1875.	1876.
Timber—Oak.....feet.	1,431,380	1,696,627	1,463,930	1,436,711	2,645,538	2,471,111	4,211,404	4,505,676	2,873,607	2,595,729
Ash.....do	94,857	167,537	172,728	273,919	263,441	92,953	249,163	1,012,984	322,339	392,957
Elm.....do	1,517,807	1,628,258	1,163,775	1,840,151	1,261,991	121,495	1,438,939	2,533,038	875,636	426,837
Birch.....do	91,624	72,755	257,349	250,256	333,702	343,012	893,786	850,954	151,547	522,389
Tamarac.....do	385,585	933,453	338,354	1,148,305	140,116	90,352	60,912	324,638	196,142	303,524
White Pine, square.....do	12,176,051	19,268,244	18,301,477	19,794,238	14,161,280	11,151,347	10,443,200	7,363,547	9,245,545	15,994,360
do waney.....do				1,032,421	2,370,506	4,449,805	3,966,137	1,829,264	1,644,098	3,249,373
Red Pine.....do	3,969,832	2,657,511	2,470,008	4,441,094	1,744,279	932,614	1,711,985	3,692,869	1,721,077	1,709,652
Staves—Standard.....mille.	1,699	1,769	1,743	1,686	1,535	1,971	2,232	1,869	1,010	958
Puncheon.....do	2,232	2,373	2,721	2,922	3,250	4,149	6,856	1,293	800	565
Barrel.....do	47		19	25	33	119	101	1	5	
Deals—Pine.....Q. standard.	1,591,596	2,093,231	2,261,006	3,155,558	4,186,198	4,949,078	4,552,644	6,262,510	5,730,126	6,073,378
Spruce.....do	659,232	615,105	1,014,936	763,240	959,376	1,450,000	1,718,523	2,738,291	2,212,845	2,574,241
Lathwood, Red Pine and Hemlock.....cords.	2,161	3,633	2,857	2,974	1,286	64	45	681	920	1,281

EXPORT.	Average of 1847 to 1851.	Average of 1852 to 1856.	Average of 1857 to 1861.	Average of 1862 to 1866.	Average of 1867 to 1871.	1872.	1873.	1874.	1875.	1876.
Timber—Oak.....feet.	1,210,376	1,089,957	1,347,099	2,121,960	2,476,688	2,952,040	3,085,160	3,433,280	2,208,040	3,243,520
Ash.....do	73,464	85,334	117,866	160,240	190,736	265,080	245,280	365,560	248,080	341,480
Elm.....do	1,425,480	1,200,372	1,089,372	1,547,122	1,269,524	1,061,400	1,062,680	1,171,280	619,800	947,360
Birch.....do	127,608	105,581	259,436	346,232	397,304	399,760	737,880	749,760	238,360	466,800
Tamarac.....do	338,520	59,902	74,124	198,560	54,520	6,200	2,480	1,960	600	2,960
White Pine, square.....do	12,188,072	15,508,773	17,931,524	18,644,464	14,708,154	15,514,680	10,580,240	13,513,920	10,099,000	13,883,600
do waney.....do										
Red Pine.....do	3,994,320	2,457,121	2,331,268	3,531,336	2,105,976	1,941,160	987,840	1,413,280	1,519,240	1,831,360
Staves—Standard.....mille.	1,245	1,440	1,739	1,488	1,466	1,466	1,583	1,600	881	1,320
Puncheon.....do	2,172	2,109	2,636	2,889	2,895	2,805	2,672	1,532	1,472	1,917
Barrel.....do	108	3		8		51	21	17	16	
Deals—Pine.....Q. standard.	2,220,582	2,189,861	4,535,169	4,903,716	4,430,811	5,267,422	4,650,538	5,170,441	4,618,944	5,632,474
Spruce.....do	506,563	634,862			999,817	1,753,050	1,567,040	2,660,714	1,715,238	2,046,650
Lathwood, Red Pine and Hemlock.....cords.	4,243	5,270	5,429	5,296	2,679	1,273	1,008	1,778	1,553	1,444

STOCK 31st DECEMBER.	Average of 1847 to 1851.	Average of 1852 to 1856.	Average of 1857 to 1861.	Average of 1862 to 1866.	Average of 1867 to 1871.	1872.	1873.	1874.	1875.	1876.
Timber—Oak.....feet.	1,296,717	1,162,504	1,201,036	1,375,182	1,421,944	1,093,736	2,288,456	2,994,788	3,307,354	2,413,187
Ash.....do	79,157	132,060	108,359	291,656	23,442	92,039	70,959	849,808	703,640	661,433
Elm.....do	1,341,843	1,262,927	992,329	1,585,808	1,139,491	235,746	496,058	1,771,935	1,717,200	1,157,804
Birch.....do	74,448	27,661	73,708	93,639	58,724	9,603	180,656	300,483	217,085	275,934
Tamarac.....do	242,904	713,209	288,769	748,447	198,440	59,181	32,498	222,297	263,561	191,088
White Pine, square.....do	7,640,396	10,276,696	12,101,121	14,043,310	10,557,860	11,065,332	12,791,546	8,211,490	8,716,030	12,167,012
do waney.....do				1,817,320	1,517,433	3,617,743	4,655,215	4,053,272	2,684,364	2,502,317
Red Pine.....do	4,070,344	2,484,587	2,206,258	4,791,467	2,204,123	892,017	1,233,166	3,404,124	3,186,820	2,614,080
Staves—Standard.....mille.	951	933	1,195	892	993	961	1,695	1,658	1,743	1,397
Puncheon.....do	1,294	1,330	1,499	1,927	1,942	2,408	6,159	5,586	4,607	3,222
Barrel.....do	181	2	1	21		142	109	65	69	48
Deals—Pine.....Q. standard.	973,684	1,216,456	1,162,610	1,482,684	2,012,999	1,536,431	2,232,785	3,138,618	4,673,918	4,614,822
Spruce.....do	273,322	252,140	429,783	393,261	583,589	299,787	896,329	1,081,880	1,543,640	1,870,910
Lathwood, Red Pine and Hemlock.....cords.	5,454	1,269	1,748	1,983	2,244	179	412	296	623	460

**EXTRACTS**

Number of trips  
all parts of  
Number of men  
Aggregate Tonnage

- Apples.....
- Butter.....
- “ .....
- Barley.....
- Bricks .....
- Canada Plates..
- Corn .....
- Corn and Corn M
- “ .....
- “ .....
- Coals .....
- Cheese.....
- Calves.....
- Cod Oil.....
- Deals.....
- Flour.....
- “ .....
- “ .....
- Fish, Green.....
- “ .....
- “ Dry .....
- Flax Seed.....
- “ .....
- “ .....
- Hides, Green and
- “ .....
- “ Dry.....
- “ .....
- “ .....
- Hay.....
- Herrings .....
- Leather .....
- “ .....
- “ .....
- “ .....
- “ .....

**EXTRACTS from Quebec Harbour Commissioners' Returns.**

23rd March, 1877.

Number of trips made by Steamers, Schooners, Barges and Batteaux, from all parts of the Dominion to the Port of Quebec, during the past year..	4,277
Number of men employed.....	23,116
Aggregate Tonnage.....	246,426

**IMPORTS of the following articles were:**

Apples.....	Barrels.....	21,693
Butter.....	Tubs and Kegs.....	1,953
".....	lbs.....	277,615
Barley.....	Bushels.....	37,595
Bricks.....	Mille.....	8,585
Canada Plates.....	Boxes.....	2,684
Corn.....	Bushels.....	35,451
Corn and Corn Meal.....	Bags.....	2,322
".....	Barrels.....	215
".....	Boxes.....	410
Coals.....	Tons.....	7,050
Cheese.....	Boxes and Barrels.....	5,806
Calves.....		1,333
Cod Oil.....	Gallons.....	48,922
Deals.....		2,890,703
Flour.....	Barrels.....	120,062
".....	Bags.....	75,988
".....	Boxes.....	443
Fish, Green.....	Barrels.....	6,288
".....	Cwt.....	1,486
" Dry.....	".....	1,559
Flax Seed.....	Bags.....	281
".....	Boxes.....	22
".....	Barrels.....	1,438
Hides, Green and Dry.....		13,102
".....	lbs.....	14,192
" Dry.....	Bales.....	10
".....	Packages.....	147
".....	Tons.....	99
Hay.....	Bundles.....	360,533
Herrings.....	Barrels.....	4,887
Leather.....	lbs.....	12,411
".....	Cases.....	86
".....	Barrels.....	2
".....	Bales.....	477
".....	Rolls.....	2,139
".....	Packages.....	336

Leather.....	Crates.....	55
".....	Hhds.....	4
Lard.....	Packages.....	11
".....	Cases.....	67
".....	Tubs.....	130
".....	Kegs.....	58
".....	Tierces.....	28
".....	Pails.....	830
".....	Baskets.....	150
Lumber.....	Feet.....	970,166
".....	Pieces.....	910
" Oak.....	Feet.....	326,114
" Ash.....	".....	214,364
" Spruce.....	".....	64,092
" ".....	Pieces.....	172
Linseed.....	Bushels.....	4,569
Maple Sugar.....	Lbs.....	59,085
Mackerel.....	Barrels.....	1,032
Oats.....	Bushels.....	159,849
Oxen.....		1,518
Oysters.....	Cases.....	2,981
Plaster.....	Boxes.....	119
".....	Tons.....	896
".....	Barrels.....	336
Pork.....	".....	2,666
Pulp.....	Lbs.....	40,100
Potatoes.....	Bushels.....	70,091
Peas.....	".....	24,464
Sewing Machines.....		599
".....	Cases.....	150
Salmon.....		35
".....	Barrels.....	1,155
".....	Boxes.....	584
Shingles.....	Mille.....	4,705
".....	Boxes.....	658
Seal Oil.....	Gallons.....	8,590
Smoked Herrings.....	Dozen.....	7,600
".....	Boxes.....	2,000
".....	Barrels.....	16
Sardines.....	Tinnets.....	1,110
".....	Cases.....	56
".....	Barrels.....	99
Wood.....	Cords.....	85,569
Wheat.....	Bushels.....	17,749
Whale Oil.....	Gallons.....	325