


QUEBEC
HARBOUR COMMISSIONER'S
REPORTS
FOR THE YEAR 1893



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HARBOUR COMMISSIONERS' REPORTS

FOR THE YEAR 1893

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.

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

COMMISSIONERS

EDMOND GIROUX, Chairman,
VICTOR CHATEAUVERT, M.P.P.,
R. R. DOBELL,
JULIEN CHABOT,

WILLIAM RAE,
Hon. JOHN SHARPLES, M.L.C.,
FELIX CARBRAY, M.P.P.,
R. H. SMITH,

ARTHUR J. TURCOTTE, M.P.

JOSEPH FORTIER, President of the Corporation of Pilots—*Ex-Officio* member of the
Commission when acting as Pilotage Authority.

C. SULLIVAN, Acting Harbour Master.
ULRIC BINET, Clerk.
RAOUL RENAULT, Clerk.
JAS. F. GOLDEN, Wharfinger.
JAMES WOODS, Secretary-Treasurer.

ST. GEORGE BOSWELL, M. Inst. C. E.



QUEBEC

LEGER BROUSSEAU'S BOOK AND JOB PRINTING ESTABLISHMENT

1894.

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QUEBEC HARBOUR COMMISSIONERS' REPORTS

FOR THE YEAR 1893.

(Under 38th Victoria, Chapter 55 Section 14.)

QUEBEC, 2nd January, 1894.

To the Honorable

SIR CHARLES HIBBERT TUPPER,

Minister of Marine and Fisheries,

&c.,

&c.,

&c.,

Ottawa.

SIR,

In compliance with the requirements of the 38th Victoria, chapter 55, section 14, I have the honor to report as follows, on the doings of the Quebec Harbour Commissioners for the year 1893 :

CHIEF ENGINEER'S REPORT.

The annexed report (marked "A 1") from the Chief Engineer, Mr. St. George Boswell, conveys all the information in relation to the Harbour Works, and the various additions and repairs made to them, and to the other properties of the Commissioners during the past year.

WHARFINGER'S REPORT.

The annexed report (marked "A 2") from the Wharfinger, Mr. Jas. F. Golden, gives all the usual information regarding

the number of vessels using the Louise Docks, and the surface traffic over this portion of the Commissioners' property during the year 1893.

REVENUE AND EXPENDITURE.

The Commissioners' revenue for 1893 was sixty-seven thousand eight hundred and ninety-nine dollars and nine cents (\$67,899.09) and the working expenses, thirty-one thousand one hundred and thirty one dollars and twenty five cents (\$31,131.25), thus leaving a surplus of thirty-six thousand seven hundred and sixty-seven dollars and eighty four cents (\$36,767.84) on the year's operations. Included in this surplus of \$36,767.84 is the charge of thirteen thousand eight hundred and forty-five dollars and forty-eight cents (\$13,845.48) for rent of ground occupied by Immigration Buildings.

CAPITAL ACCOUNT.

The following amounts have been paid on capital account :

Tools and material.....	\$ 158 13
" Bulge " Embankment.....	4,945 65
Harbour Improvements.....	4,610 06
Pointe-à-Carey Wharf Reconstruction.....	3,836 62
Breakwater Wharf Reconstruction.....	1,431 29
Pointe-à-Carey Wharf — Deepening Inside face.....	31,403 63
	<u>\$46,385 38</u>

making a total of forty-six thousand three hundred and eighty-five dollars and thirty-eight cents (\$46,385.38).

PREMISES LEASED.

The only change that has taken place in the properties leased by the Commissioners is that Atkinson's Wharf, for many years in the occupancy of Mr. John Baile, was, after his death and closing up of his business, leased to Messrs. G. M. Webster & Co, coal merchants, at a slighty increased rental.

BALLAST.

Ten thousand three hundred and ninety-five (10,395) tons of ballast carried by twenty-nine (29) sailing vessels has been discharged into Pointe-à-Carcy Wharf, and utilized in the reconstruction of that property.

This ballast, a large portion of which consisted of good stone, cost the Commissioners nine hundred and fifty-five (\$955.00) dollars, or an average of about nine (9 cts) cents per ton, and would, if it had to be procured from batteau-men and others in the usual manner, cost at the least forty (40 cts.) cents per ton.

A large area of the front part of Pointe-à-Carcy Wharf yet remains to be filled, and as only two vessels can lay at the wharf at the same time for discharging purposes, it is expected that it will take at least two more seasons to complete this filling; but when this is done, the wharf will be for the first time a solid construction, and the continual yearly expense now necessary to keep it in repair, will, to a large extent, be done away with.

In addition to the above, six (6) vessels with seventeen hundred and seventy (1770) tons of ballast have discharged into the property of the Louise Wharfage and Warehouse Co., and eight (8) vessels, with two thousand and thirty-nine (2039) tons into the newly constructed wharf of the Richelieu and Ontario Navigation Company, the cost of towage and pilotage in both of these cases being paid by the owners of the properties.

The Commissioners desire, as far as it can possibly be effected, to prevent the dumping of this valuable material into the river, and to utilize it by filling their own and other properties along the river front, and at the same time not to increase the cost of discharging the ballast to the vessel.

REPAIRS TO PROPERTY.

Careful attention has been given to the properties of the Commission during the year, to maintain and bring them up to a first class condition; in this connection, it may be noted that

considerable extra work was done to Pointe-à-Carey stores and to Marmette's Wharf (forming part of Atkinson's) in resheating stores and planking wharf. The front portion of Pointe-à-Carey Wharf is still under reconstruction, and as the principal work now to be done, is the filling, it may take one or two seasons more to complete, if ballast from vessels is solely used for this purpose. Details concerning this and other properties will be found in the Chief Engineer's Report.

POINTE-A-CAREY WHARF DEEPEXING INSIDE FACE.

This work, the construction of which was authorized by the Honorable the Minister of Public Works, was commenced in July last, and since then, considerable progress has been made ; up to the close of the year, thirty-one thousand four hundred and three dollars and sixty-three cents (\$31,403.63) have been expended in the construction of the cribwork, four blocks of which are now so far advanced as to be ready to be sunk in the spring.

When completed, this work will not only do away with the dangerous shoal, now a constant source of menace to all vessels entering the docks, but will give an increased water frontage of six hundred (600) feet long for steamships drawing thirty (30) feet of water, and will largely increase the surface area and value of the Pointe-à-Carey Wharf.

GRAIN ELEVATOR AND FLOUR SHED.

On the ground conceded by Commissioners to the Canadian Pacific Railway Company, on the Louise Embankment, that Company have erected a Grain Elevator of a capacity of two hundred and fifty thousand (250,000) bushels, and it is now fully equiped and ready to be operated at the opening of navigation. A very satisfactory test of its working was made on the first December last in the presence of the Commissioners and a number of prominent business men of the City.

The brick building directly opposite the Grain Elevator, which the Commissioners purchased from Messrs. N. K. and M.

Connolly, has been sold by them to the Canadian Pacific Railway Company, who have completely remodelled it, and converted it into an excellent flour shed, here it is their purpose to handle flour in bags or barrels destined for shipment to foreign ports.

ICE BRIDGE AT CAP ROUGE.

Early in April, the ice at Cap Rouge presenting every appearance of proving a formidable barrier to the early opening of navigation, it was decided to attempt to weaken or remove it by the use of explosives, and at the request of Commissioners, this work was kindly undertaken by Lt. Col. Montizambert, Commandant R. S. A., who, on the nineteenth of same month, made an attempt to do so, which did not prove successful.

On the first of May, a large fleet of Ocean steamers, bound for Montreal, having, in the mean time, arrived in the Harbour, and being obliged to take shelter in the Louise Docks, on account of this ice, Lt. Col. Montizambert was again requested to make another attempt, if ice had not moved with the next morning's tide. This renewal of operations was not required as the ice moved away with the tide.

BY-LAW.

A by-law passed by Commissioners on the 16th day of May, 1892, giving them, through their Harbour Master, more complete control over the mooring and placing of vessels in the Louise Docks and other property under their management, received the sanction of His Excellency the Governor General in Council, on the 28th February 1893, and has since been in successful operation.

ICE CUTTING.

Permits were given to Messrs. Boswell and Bros., and Proteau and Carignan, Brewers, to cut ice in the Inner Basin, Louise Docks, on the same conditions as mentioned in the report of 1892, that is, that the ice so cut would be used for *cooling purposes only*.

Thirty-nine thousand four hundred and fifty-six (39,456) blocks of ice, all for local use, have been cut during the winter of 1892-93, an increase of eight hundred and thirteen (813) blocks over the harvest of the previous year.

To this Report are annexed the various statements conveying the information yearly forwarded to your Department in connection with the Harbour, as also a complete statement of the Commissioners' accounts for the year.

I have the honor to be,

Sir,

Your most obedient servant,

JAS. WOODS,

Secretary-Treasurer.

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HARBOUR ENGINEER'S OFFICE.

QUEBEC, January 2nd. 1894.

JAMES WOODS, Esq.,

Secretary-Treasurer,

Harbour Commission.

SIR,

I have the honor to submit the following Report, relative to the various works executed during the season of 1893 :

PRINCESS LOUISE EMBANKMENT.

The work of securing the defective portion of the Wet Dock, Quay Wall, known as the " Bulge ", and situated at its western extremity, was undertaken during the winter of 92-93, and was successfully completed, by the opening of navigation in the spring. These repairs consisted essentially, in anchoring the defective portion of the Quay Wall, by means of thirty-seven (37) two inch steel rods, to a line piling supported by a boulder wall placed on the original surface of the ground, at a distance of eighty (80) feet back from the face of the wall.

GRAIN ELEVATOR AND FLOUR STORE.

In accordance with the terms of an agreement entered into with the Harbour Commissioners, the Canadian Pacific Railway Company undertook the construction of a grain elevator of two hundred and fifty thousand (250,000) bushels capacity, and also of a large flour store on the Embankment, during the past winter. To provide facilities for expeditiously handling the grain cars destined for this elevator, without interfering with the ordinary traffic on the Embankment, it became necessary to provide an independent railway track ; this has accordingly been done by

laying down a new track on the north side of the carriage roadway, for the special use of grain cars.

The portion of the Embankment utilized for immigration purposes by the Federal Government has been fenced in by the Public Works Department, thereby isolating it from the remainder of the Embankment.

A new building of two stories in height, measuring eighty (80) by thirty-eight (38), to be used as a carpenter's shop, blacksmith's forge and store house, has been erected on the Embankment, opposite the weigh-house, and on the north side of the carriage roadway.

BALLAST WHARF SHEATHING

The sheathing of this wharf with three inch tamarac deals, on the eastern and southern fronts, and the receiving of the finders on the same portion, was completed during the past season.

DEEP WATER FACE TO THE POINTE-A-CARCY WHARF

The construction of the foundation cribwork blocks for this work was begun early in August last; since which date four (4) blocks, measuring one hundred and fifty (150) feet long by forty (40) feet wide and twenty-five (25) feet high, each, have been completed, and are now being wintered in the Tidal Basin.

POINTE-A-CARCY WHARF

The eastern and southern faces of this wharf have been sheathed with three inch tamarac deals, a large portion of the interior of the wharf filled up to coping level with ship's ballast, and a new railway siding placed along the southern face of the Quebec Harbour Commissioners' warehouse No. 1, during the past season.

The Canada plate sheathing of the two (2) warehouses Nos. 1 and 2, situated on this wharf, has been repaired and renewed, and the buildings painted.

The sheathing on one-half of the roof of store No. 2 was also renewed. Minor repairs have been made to the various buildings owned by the Commissioners, and the sheathing of the stores Nos. 4, 7, 8 and 11, when found to be defective, has been renewed. The wharf known as Marmette's, and occupied by Messrs. A. R. Pruneau & Co., as a coal wharf, has been replanked with four inch pine deals.

The cross-wall draw bridge was operated, for the first time for the season, on April 18th, and for the last time, on December 4th. The water was retained in the Wet Dock, for the first time during the season, on May 29th, and for the last time, on November 15th.

On October the 17th and 18th, the entrance gates to the Wet Dock were not opened for the day tide. The water, on the 17th having only risen to nine (9) feet three (3) inches above low water mark, and on the 18th, to nine (9) feet seven (7) inches above the same datum.

I have the honor to be,

Sir,

Your most obedient servant,

ST. GEORGE BOSWELL,

Chief Eng.

A 2.

HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 2nd January, 1894.

JAMES WOODS, Esq.,

Secretary-Treasurer,

Harbour Commission,

Quebec.

SIR,

I have the honor to submit the following with reference to the traffic of the Louise Docks and wharves.

During the past season sixty-nine (69) Ocean Mail Steamers of one hundred and seventy thousand two hundred and twenty-nine (170,229) tons register, used the Docks for landing Immigrants, baggage, and five thousand two hundred and forty-six (5,246) tons Quebec and Western freight. Also twenty three (23) Steamships lightered six hundred and six (606) tons Quebec freight and landed their Immigrants.

Seventeen (17) Ocean Steamers, of twenty six thousand six hundred and eighty six (26,686) tons register, landed four thousand (4000) tons Quebec freight.

Eleven Steamers of eleven thousand and eighty one (11,081) tons register, used the Docks discharging their full cargoes of twenty one thousand eight hundred and forty seven (21,847) tons coal.

Twelve (12) Sailing Ships of eleven thousand eight hundred and twenty six (11,826) tons register, landed fourteen thousand and ninety eight (14,098) tons coal, and (7) Barges of six hundred and fifty (650) tons register, discharged one thousand five

hundred and eighty five (1,585) tons coal. Seven (7) Schooners of seven hundred and sixty-seven (767) tons register, discharged one thousand and two (1,002) tons coal.

Twenty-six (26) Sailing Ships, of twenty-eight thousand four hundred and thirty-nine (28,439) tons register have used the Docks loading full cargoes timber and deals, six Ocean (6) Steamers of seven thousand eight hundred (7,800) tons register, have also used the Docks loading full cargoes timber and deals, and the surface traffic has required the employment of three thousand five hundred and fifty (3,550) Railway cars.

IMMIGRATION TRAFFIC

During the past season, the different Ocean Mail Steamers landed twenty-six thousand (26,000) steerage passengers at the Immigration Station, Louise Docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of cabin passengers.

The SS. "Blue Star," and SS. "Lycia" deal loaded outward, having collided in the Harbour, off the City, the latter having only sustained slight damage was put into Outer Basin, repaired and proceeded to sea.

The SS. "Blue Star" having sustained considerable damage, the survey found it necessary to put her into the Inner Basin, where she discharged a large portion of her cargo on the Dock, before repairing; same being made, she was reloaded there, and proceeded to sea.

The SS. "Alcides" in a damaged condition having grounded on her way inwards, with a full general cargo, off East Point, Anticosti, after being got off, was towed into Louise Basin and discharged there, prior to going into Graving Dock.

The SS. "Oxen Holm" on her outward trip collided with and sunk Barque Columbus off Cape Magdalen, was towed into Louise Docks, having previously discharged her cattle cargo.

After completing repairs and reloading her cattle, she proceeded to sea.

The following Ocean Steamers on arrival in Port, took shelter in Louise Docks, to await the departure of Cap Rouge ice, from arrival to 3rd May, the date on which channel cleared.

ARRIVAL

April 20th S. S. " Charrington "
" 27th S. S. " Lake Huron "
" " S. S. " Fremona "
" 30th S. S. " Euskaro "
" " S. S. " Texas "
May 1st S. S. " Sardinian "
" " S. S. " City of Lincoln "

The freight sheds on the Cross Wall are utilized during the winter months for storing flour and salt, which the owners are obliged to remove before the opening of navigation.

The Docks are used from the 20th November for wintering a large number of ocean and local vessels of various tonnage, where they find safe quarters to the opening of navigation.

I have the honor to be,

Sir,

Your most obedient servant,

JAS. F. GOLDEN,

Wharfinger.

PORT OF QUEBEC.

Returns of the number of vessels entered inwards and outwards at this port, from 1848 to 1898 inclusive :

Year.	Arrivals from Montreal Steamers.	Date.	Arrivals from Sea.	Date.	Sailed for Sea.	Year.	Inwards.	Outwards.
1890	April 17	April 26	December 4	1849	1184	1348		
1881	" 21	April 26	December 4	1850	1196	1279		
1882	" 20	May 4	November 30	1851	1300	1394		
1883	" 18	May 10	"	1852	1294	1394		
1884	" 18	" 8	"	1853	1357	1270		
1885	May 11	" 2	"	1854	1416	1406		
1886	" 11	" 8	"	1855	1470	1588		
1887	" 1	" 11	"	1856	1006	858		
1888	April 28	April 28	"	1857	1288	1358		
1889	" 21	May 8	"	1858	1007	1058		
1890	" 19	April 25	"	1859	970	1053		
1841	May 1	April 25	"	1860	1252	1203		
1842	April 21	May 3	"	1861	1571	1534		
1843	May 5	April 18	"	1862	1347	1319		
1844	April 24	May 1	"	1863	1861	1739		
1845	" 25	April 18	"	1864	1425	1289		
1846	" 17	April 1	"	1865	1306	1301		
1847	May 8	April 24	"	1866	1300	1310		
1848	" 8	May 1	"	1867	1211	1252		
1849	" 25	April 28	"	1868	958	1038		
1850	" 25	May 28	"	1869	988	998		
1851	" 30	" 28	"	1870	1004	1007		
1852	" 22	" 28	"	1871	886	899		
1853	" 28	" 15	"	1872	1013	1080		
1854	May 5	December 4	November 26	1873	892	875		
1855	" 6	May 6	"	1874	1018	1050		
1856	April 27	April 30	"	1875	823	819		
1857	" 17	April 30	"	1876	976	987		
1858	" 18	" 28	"	1877	982	992		
1859	" 22	" 28	"	1878	664	672		
1860	" 26	" 28	"	1879	628	640		
1861	" 26	" 29	"	1880	849	842		
1862	" 30	" 22	"	1881	678	720		
1863	" 30	" 29	"	1882	610	630		
1864	May 8	May 4	"	1883	713	702		
1865	" 21	April 27	"	1884	564	565		
1866	" 26	April 29	"	1885	580	579		
1867	May 8	December 1	"	1886	501	484		
1868	May 28	November 29	"	1887	412	425		
1869	April 28	"	"	1888	509	495		
1870	" 25	"	"	1889	480	478		
1871	" 25	December 2	"	1890	481	458		
1872	May 6	November 27	"	1891	473	328		
1873	" 10	"	"	1892	473	414		
1874	" 9	"	"	1893	481	345		
1875	" 9	May 6	"					
1876	" 9	"	"					
1877	April 28	April 25	"					
1878	" 21	"	"					
1879	May 2	"	"					
1880	" 1	May 1	"					
1881	April 27	"	"					
1882	" 28	"	"					
1883	May 6	"	"					
1884	April 30	"	"					
1885	May 7	"	"					
1886	April 27	"	"					
1887	May 3	April 23	"					
1888	" 4	"	"					
1889	April 23	"	"					
1890	" 23	"	"					
1891	" 29	"	"					
1892	" 25	"	"					
1893	May 6	"	"					

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

Returns showing the opening of the navigation at the Port of Quebec, in each year, from 1890 to 1898 inclusively; also the date of closing thereof during that period :

Years.	Arrivals from Montreal Steamers.	Date.	Arrivals from Sea.	Date.	Sailed for Sea.
1890	April 17	April 26	December 4	1849	1184
1881	" 21	April 26	December 4	1850	1196
1882	" 20	May 4	November 30	1851	1300
1883	" 18	May 10	"	1852	1294
1884	" 18	" 8	"	1853	1357
1885	May 11	" 2	"	1854	1416
1886	" 11	" 8	"	1855	1470
1887	" 1	" 11	"	1856	1006
1888	April 28	April 28	"	1857	1288
1889	" 21	May 8	"	1858	1007
1890	" 19	April 25	"	1859	970
1841	May 1	April 25	"	1860	1252
1842	April 21	May 3	"	1861	1571
1843	May 5	April 18	"	1862	1347
1844	April 24	May 1	"	1863	1861
1845	" 25	April 18	"	1864	1425
1846	" 17	April 1	"	1865	1306
1847	May 8	April 24	"	1866	1300
1848	" 8	May 1	"	1867	1211
1849	" 25	April 28	"	1868	958
1850	" 25	May 28	"	1869	988
1851	" 30	" 28	"	1870	1004
1852	" 22	" 15	"	1871	886
1853	" 28	" 28	"	1872	1013
1854	May 5	December 4	November 26	1873	892
1855	" 6	May 6	"	1874	1018
1856	April 27	April 30	"	1875	823
1857	" 17	April 30	"	1876	976
1858	" 18	" 28	"	1877	982
1859	" 22	" 28	"	1878	664
1860	" 26	" 28	"	1879	628
1861	" 26	" 29	"	1880	849
1862	" 30	" 22	"	1881	678
1863	" 30	" 29	"	1882	610
1864	May 8	May 4	"	1883	713
1865	" 21	April 27	"	1884	564
1866	" 26	April 29	"	1885	580
1867	May 8	December 1	"	1886	501
1868	May 28	November 29	"	1887	412
1869	April 28	"	"	1888	509
1870	" 25	"	"	1889	480
1871	" 25	December 2	"	1890	481
1872	May 6	November 27	"	1891	473
1873	" 10	"	"	1892	473
1874	" 9	"	"	1893	481
1875	" 9	May 6	"		
1876	" 9	"	"		
1877	April 28	April 25	"		
1878	" 21	"	"		
1879	May 2	"	"		
1880	" 1	May 1	"		
1881	April 27	"	"		
1882	" 28	"	"		
1883	May 6	"	"		
1884	April 30	"	"		
1885	May 7	"	"		
1886	April 27	"	"		
1887	May 3	April 23	"		
1888	" 4	"	"		
1889	April 23	"	"		
1890	" 23	"	"		
1891	" 29	"	"		
1892	" 25	"	"		
1893	May 6	"	"		

The J. B. Bell Forsyth & Co.'s
PRICES CURRENT OF TIMBER, DEALS, &c.

QUEBEC, 12TH DECEMBER, 1893.

	\$	cts.	\$	cts.		
WHITE PINE, in the Raft, for inferior and ordinary	according to average quality, &c., measured off.	0	14	@ 0 18		
for Fair average quality,	do do &c.,	0	16	@ 0 20		
for Good and Good Fair average,	do do &c.,	0	23	@ 0 27		
for Superior,	do do &c.,	0	28	@ 0 31		
In shipping order,	do do &c.,	0	29	@ 0 35		
Waney board, 18 to 19 inch,	do do &c., measured off.	0	30	@ 0 36		
do 19 to 21 "	do do &c., do	0	37	@ 0 43		
RED PINE, in the Raft, measured off, according to average and quality	do do	0	14	@ 0 22		
in Shipping order, 35 to 45 feet do do	do do	0	22	@ 0 30		
OAK, Michigan and Ohio, by the Draun, according to average and quality	do do	0	45	@ 0 51		
ELM, do do do do	do do	0	30	@ 0 32		
Do do do do	do do	0	25	@ 0 28		
ASH, 14 inches and up, do do do do	do do	0	30	@ 0 32		
BIRCH, 16 inch average do do do do	do do	0	20	@ 0 23		
TAMARAC, Square, according to size and quality	do do	0	17	@ 0 19		
Flatted, do do do do	do do	0	15	@ 0 18		
STAVES, Merchantable Pipe, according to quality and specification	do do	\$	30	@ \$30		
do W. O. Puncture. Merchantable do	do do	\$	30	@ \$100		
DEALS, Bright, according to Mill Specification	do do	\$40 to \$43	for 1st, \$78 to \$82	for 2nd, \$40 to \$42	for 3rd quality.	
Do Bright Spruce, do	do do	\$40 to \$43	for 1st, \$27 to \$28	for 2nd, \$23 to \$25	for 3rd, and \$19 to \$21	for 4th quality. F. O. B. batteries.

N. B.—Parties in England will bear in mind, that timber sold in the Raft subjects the purchaser to great expense in dressing, butting, and at times heavy loss for culls—if sold in shipping order, the expense of shipping only to be added.

ARRIVALS and TONNAGE at the Port of Quebec
FOR THE YEARS:

1889.		1890.		1891.		1892.		1893.	
SAILING VESSELS FROM SEA.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
302	326,706	381	320,093	251	233,327	316	307,301	211	190,419
OCEAN STEAMSHIPS.									
Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.
324	596,598	341	642,874	313	623,858	379	733,379	415	835,876
LOWER PROVINCES.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
371	196,269	442	311,242	519	275,084	570	310,425	695	335,440

COMPARATIVE STATEMENT of SAILING VESSELS cleared at the Port of Quebec, for Sea, Lumber laden, 1878 to 1893, from the opening to the close of navigation:

1878		1879		1880		1881		1882		1883		1884		1885		1886		1887		1888		1889		1890		1891		1892		1893								
476	Vessels.	390,833	Tons.	325	Vessels.	250,635	Tons.	325	Vessels.	206,172	Tons.	227	Vessels.	195,928	Tons.	240,892	Tons.	250	Vessels.	238,102	Tons.	182,615	Tons.	244	Vessels.	225,008	Tons.	146,970	Tons.	20	Steamers.	28,685	Tons.	1893	46	Steamers.	67,731	Tons.

OFFICERS OF THE HARBOUR COMMISSION.

Commissioners:
EDMOND GIROUX, Chairman;
R. R. DOBELL,
JULEN CHABOT,
WILLIAM RAE,
R. H. SMITH,
JOS. FORTIER, Sr., President of the Corporation of Pilots;
Ex-officio member of the Commission when acting as Pilotage authority.
C. SULLIVAN, Acting Harbour Master;
Jas. F. GOLDEN, Wharfinger;
R. RENAUD, Clerk;
URIGO BINEZ, Clerk;
St. Geo. BOSWELL, M.I.C.E., Chief Engineer.

JAMES WOODS,
 Secretary-Treasurer.

J. Bell Forsyth & Co.'s Circular.

QUEBEC, 12th December, 1893.

At the close of another season we beg to lay before you the usual Trade Returns, comprising the Supply, Export and Stock of Timber, Deals, &c., at the Port, together with Comparative Statements, &c., &c., for the past Season. We are sorry that the business of the Port for the present year compares unfavorably with the Statement of last year; this is due in a great measure to the limited demand of the Home Market, to the constant strikes, as well as to the money stringency.

In opposition to last year's Statement, that the business of the Port, for the Season, had increased, we now notice that during the present year fewer vessels were chartered for Quebec, and the Spring fleet considerably reduced, as were also the Summer and Autumn arrivals. You will notice there has been a marked decrease in the arrivals of Sailing Vessels from the Sea this year; but an increase of Ocean Steamers, as shown by the Statement compiled by Mr. F. Johnston. There has been a steady increase in the number of Craft from the Lower Provinces, viz: the total arrivals being 695 vessels, including Steamers.

WHITE PINE.—The timber merchants were fairly stocked and there was little demand on the opening of navigation, owing to the small requirements for the Spring fleet. As the season advanced prices were more firm and a few rafts changed hands. Good and superior woods are always in demand, particularly choice waney of good average girth and lined.

The supply of waney as well as square Timber has been moderate, as compared with former years. We have not yet seen the Statements for next year's production, but from present appearance they will fall short of last year's, as will also the stock wintering.

The difficulty in procuring choice standing Pine, especially in the United States, is so great, that a further rise in prices is looked for. It must be remembered that the bulk of the new wood cannot reach market till the season is well advanced. We hear there will be about 750,000 feet Square and Waney Pine wintering on the Ottawa, whereas last year the quantity there was very much larger and not included in the stock we now publish.

	Supply.	Export.	Stock.
1893 Square	1,121,102		2,134,281 Square.
Waney	3,117,285	4,092,280	1,627,336 Waney.
1892 Square	2,379,825		2,853,010 Square.
Waney	2,739,573	5,300,440	1,617,650 Waney.

RED PINE.—The supply this season has been moderate; as we noticed last year, this wood is not in great request and is becoming scarce.

The stock wintering will average about the same as last year's.

	Supply.	Export.	Stock.
1893	303,391	312,640	339,489
1892	293,701	370,680	336,455

OAK.—The quantity measured this season shows a slight increase, while the shipments have been on a slightly larger scale. The stock wintering over in Quebec, with that at Garden Island and Collins' Bay, is smaller than usual.

	Supply.	Export.	Stock.
1893	1,156,746	1,013,160	376,143
1892	915,913	1,127,580	291,341

ELM.—There has not been much demand for this timber; but what has been shipped to Great Britain realized fair prices. The manufacture of this wood has greatly decreased during the past few years. That wintering is considered ample for next year's shipments.

	Supply.	Export.	Stock.
1893	388,478	421,840	391,452
1892	706,843	637,800	181,811

Large timber of choice and good quality is difficult to procure.

Large timber of choice and good quality is difficult to procure.

	Supply.	Export.	Stock.
1893	172,136	168,810	56,761
1892	198,806	177,880	49,009

BIRCH.—Has been dull of sale with a moderate enquiry at times for prime fresh wood. The demand is very slack at present, and the stock wintering light.

	Supply.	Export.	Stock.
1893	164,478	121,480	29,254
1892	411,219	345,840	45,668

STAVES.—There is little to report in this branch of our trade; the receipt and shipment of Staves having almost ceased at this Port. Our quotations are nominal.

	Supply.	Export.	Stock.
1893	5		
1892	16		

PINE DEALS.—As will be seen by the Statement figures, the business in Pine Deals has, to a great extent, left Quebec. This arises from the increased shipments from Montreal, only a sufficiency to ship with Timber in mixed cargoes, is now brought to Quebec.

The stocks in Ottawa and Montreal are light. The American demand has taken large quantities of fourths this year, and as Trade in the States revives, it seems probable the lower grade deals will largely go in that direction.

First and seconds have been in good demand all the season for English export, and latterly thirds have moved off largely to same markets.

	Supply.	Export.	Stock.
1893	931,583	728,300	145,616
1892	979,796	861,945	142,633

SPRUCE DEALS.—Have been rather dull and neglected this season, and at present time it is difficult to effect sales. We believe the production will be small unless higher figures can be procured in Great Britain, which seems doubtful at present, owing to the low prices of North of Europe woods and other causes.

	Supply.	Export.	Stock.
1893	4,905,160	3,540,000	814,718
1892	3,250,391	3,629,783	379,558

SAWN LUMBER.—The market this season has been depressed for shipment to the United Kingdom. The American market is in a very unsettled state owing to the position of the Silver question and the prospect tariff revision. The Trade of some of the South American Republics has also been dull, caused by the revolutionary state of the country. Pine is quoted at \$13 to \$17 per 1000 feet B. M.; Spruce is quoted at \$11 to \$14 per 1000 feet B. M., according to quality, sizes, &c., &c.

FREIGHTS.—Opened at 15s. 9d. for Timber and 40s. for Deals. Closed at 18s. for Timber and 50s. to 52s. 6d. for steam tonnage from Montreal, and 42s. 6d. for sail tonnage from Quebec.

HARBOUR COMMISSIONER'S OFFICE.

QUEBEC, 31st December 1893.

STATEMENT showing the movement of the coasting trade of the Harbour for the season of navigation of 1893 (as reported at this office) :

Cargoes by Schooners	869
“ “ Batteaux.....	488
“ “ Barges.....	89
“ “ Steamboats	251
Tonnage.....	334,278
Crews, men.....	15,364
Passengers.....	59,758

QUEBEC HARBOUR COMMISSION

COMPARATIVE STATEMENT of the Revenue of the Commission for
the years 1892 and 1893.

	1892	1893	Difference in 1893.	
Tonnage Dues.....	14,922 71	12,768 18	2,154 53	Decrease
Import "	2,451 71	2,736 17	284 46	Increase
Export "	4,965 45	3,608 19	1,357 26	Decrease
Harbour "	2,412 49	2,377 08	35 41	Decrease
Property Receipts.....	44,662 26	43,080 87	1,581 39	Decrease
Interest	1,397 64	1,353 56	44 08	Decrease
Beach & Deep Water Lots	1,977 37	1,953 04	24 33	Decrease
Sundries.....	8 90	22 00	13 10	Increase
	72,798 53	67,899 09	4,899 44	Decrease

QUEBEC HARBOUR COMMISSION

STATEMENT showing the cost of the Quebec Harbour Works up to the 31st December 1893.

Nature of Works.	Total expenditure including interest, etc., etc.	Reduction effected under 51 Vic. Cap. 6, representing Interest and Sinking Fund paid out of Capital.	Amount of Harbour Commissioners Sinking Fund and accumulations which by 51 Vic. Cap. 6, has become part of Consolidated Revenue of Canada.	Net reduction.	Net cost of works.	Total amount received from Federal Government.	Total amount voted.	Designation of Statutes authorizing expenditure.	Amount available.	REMARKS.
Harbour Improvements.....	\$3,290,974 25	\$378,670 05 Int. 17,329 95 S. F.	\$223,929 23	\$154,750 82 Int. 17,329 95 S. F.	\$3,136,233 43	\$2,889,802 42	\$3,252,000 00	36 Vic. Cap. 62 43 Vic. Cap. 17 45 Vic. Cap. 47 47 Vic. Cap. 9 49 Vic. Cap. 19 50-51 Vic. Cap. 41	\$362,187 58	The debt of the Commission amounting to \$723,000.00 redeemed under 36 Vic. Cap. 62, is not included in this statement.
		396,000 00		172,070 77						

HARBOUR COMMISSIONERS' OFFICE, }
Quebec, 2nd January, 1894. }

Certified,

JAS. WOODS,

Secretary-Treasurer.

Dr. BALANCE SHEET OF 31st DECEMBER 1893. Cr.

	\$	cts.	\$	cts.
To Office Furniture.....		3,572	57	
" Amounts at debit Grantees.....				
" Beach and Deep Water Lots.....		40,387	48	
" Amount at debit Sundries.....				
" for Rents, Wharfage, etc.....				
" including unsettled claims.....				
" against Government.....	127,394	65		
" Breakwater Wharf.....	225,470	83		
" Point-a-Carcy.....	285,902	97		
" East India.....	48,552	99		
" Grand Trunk.....	15,740	32		
" Wellington.....	86,541	85		
" Atkinson's.....	51,103	20		
" Reynar's.....	9,918	29		
" Harbour Improvements.....	3,196,293	43		
Carried forward.....	4,030,828	58		
By Beach and Deep Water Lots.....				
" Receiver General.....				
" Harbour Debentures.....				
" Profit and Loss.....				
Carried forward.....			4,090,566	97

BALANCE SHEET.—(Continued).

Dr. Cr

Brought over.....	4,080,828 58	4,080,566 97
" Point-à-Carcy " Deepening "	31,403 63	-
" Cash on hand.....	888 01	
" " on deposit.....	20,661 46	
" Jackscrews Account	21,769 47	
" Tools Account	394 87	
" Anchor Account	1,904 41	
" Bills Receivable	245 50	
" Materials Account.....	1,142 80	
" Suspense Account :—	124 63	
" Rents, Wharf and Storage	1,776 56	
" Arrears Beach & Deep Water Lots.	976 52	
	2,753 08	
	4,080,566 97	4,080,566 97

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1893, and that the above is a correct copy of the balance sheet.

A. GABOURY, }
A. AHERN, }
Auditors.

JAS. WOODS, *Secretary-Treasurer*,

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1893, and that the above is a correct copy of the balance sheet.

A. GABOURY, }
A. AHERN, } Auditors.

JAS. WOODS, Secretary-Treasurer.

STATEMENT of Assets and Liabilities, Per Balance Sheet of Date—Quebec, 31st of December 1893.

ASSETS.	\$	cts.	\$	cts.	LIABILITIES.	\$	cts.	\$	cts.
<i>Real Estate:</i>									
Breakwater Wharf.....	225,470	83			Quebec Harbour Debentures.....	3,612,802	42		
Point-a-Carey "	285,902	97			Receiver General.....	43,380	00	3,656,182	42
East India "	48,552	90			SURPLUS.				
Grand Trunk "	15,740	32			<i>Composed as follows:</i>				
Wellington "	80,541	85			Beach and Deep Water Lots..	54,223	53		
Atkinson's "	51,103	20			Profit and Loss.....	380,161	02	434,384	55
Reynar's "	9,918	29	723,230	45					
<i>Harbour Improvements.....</i>			3,136,293	43					
<i>Cash:</i>									
On hand.....	828	01							
" Deposit.....	20,831	46	21,769	47					
Carried forward.....			3,881,293	85	Carried forward.....			4,090,566	97

STATEMENT of Assets and Liabilities,—Continued.

	%	cts.	\$	cts.	\$
Brought over			3,281,223 85		4,000,566 97
<i>In re Beach & Deep Water Lots:</i>					
Capital due by Proprietors.....	34,756 84				
Arrears of Interest to date.....	6,617 16		41,374 00		
<i>Rents, Wharfage and Storage:</i>					
Due on same to date, as per Balance Sheet including un- settled claims against Go- vernment.....			129,171 21		
<i>Point-à-Carey:</i>					
Deepening.....			31,403 63		
<i>Jackers:</i>					
On hand.....			394 87		
<i>Anchors:</i>					
On hand.....			245 50		

Tools:
On hand..... 1,904 41

Material:

Anchors:
 On hand..... 245 50

<i>Tools:</i>		
On hand.....	1,904 41	
<i>Material:</i>		
On hand.....	124 63	
<i>Office Furniture</i>	3,572 57	
<i>Bills Receivable</i>	1,142 80	
		4,080,566 97

We hereby certify that we have examined the Statements of Assets and Liabilities of the Quebec Harbour Commission on the 31st December 1893 and that we have found the same correct.

A. GABOURY, }
 A. AHERN, }
 Auditors.

JAS. WOODS,
Secretary-Treasurer.

REVENUE AND EXPENDITURE.

Dr.	1893	\$	cts.	1893	%	cts.	Cr.
Dec. 31 To Tonnage Dues.....		12,768	18	Dec. 31 By Officers Salaries.....		8,388	06
" Import		2,736	17	" Reporters "		562	01
" Export		3,608	19	" Legal Expenditure.....		864	02
" Harbour		2,377	08	" Auditors for 1892.....		200	00
" Property Receipts.....		43,080	87	" Property Expenditure.....		16,161	71
" Beach and Deep Water Lots.....		1,353	04	" Commissioners Attendance.....		2,310	00
" Interest.....		1,353	56	" Report and Annexures.....		636	75
" Sundries.....		22	00	" Harbour Master's Service.....		276	35
				" Gas accounts 12 months.....		97	74
				" Removing Snow.....		75	00
				" Stationary.....		189	32
				" Hardware.....		141	25
				" Carpets		74	24

" Sundries..... 1,154 21
 " Surplus over the working expenses. 36,767 84

" Carpets

" Sundries.....	1,154 21
" Surplus over the working expenses.	36,767 84
	<hr/>
	67,899 09

MEMO :—Included in this surplus of \$36,767.84 is the unsettled annual charge of \$13,845.48 against the Department of the Interior for the rent of the ground occupied by the Immigration Buildings.

JAS. WOODS,
Secretary-Treasurer.

QUEBEC, 18th January, 1894.

To the

CHAIRMAN AND COMMISSIONERS,

Quebec Harbour Commission.

Gentlemen,

We beg to report that we have audited the books and vouchers of the Commission for the year 1893, and we are pleased to state that we have found everything in order.

We have to thank the Secretary for having given us all the facilities possible.

We have the honour to be,

Gentlemen,

Your obedient servants,

(Signed) A. GABOURY, }
A. AHERN, } Auditors.

QUEBEC HARBOUR COMMISSIONERS' REPORT

AS PILOTAGE AUTHORITY, FOR THE YEAR 1893.

QUEBEC, 2nd January, 1894.

To the Honorable

SIR CHARLES HIBBERT TUPPER, K. C. M. G.,

Minister of Marine and Fisheries,

etc., etc., etc.,

Ottawa.

SIR,

In compliance with the requirements of the "Pilotage Act," 36 Victoria, chapter 54, section 4, I have the honor to submit the following report from the Quebec Harbour Commissioners, as Pilotage Authority, for the year 1893.

SERVICE OF THE PILOT STATIONS.

The operations of the year began by the departure, on the 17th April, by the Intercolonial Railway, of seven (7) pilots to join the Pilot Schooner No. 2.

On the 29th of April, eleven (11) left in the Pilot Schooner No. 1, and these were followed, on May 2nd and 11th, by thirteen (13) and seven (7) respectively, in both cases going to their destinations by the cars.

On the 5th of May, Pilot Schooner No. 5 was dispatched to the pilotage grounds with sixteen (16) pilots on board.

As usual, all the Pilot Stations have been provided with pilots during the season, through the Intercolonial Railway and the Pilot Schooners, and the service has been performed to the satisfaction of the Commissioners.

OLD PILOTS.

Previous to the opening of navigation, all the old pilots, thirteen (13) in number, who had attained the age of sixty-five (65) and over, were summoned before the Commissioners under the 36th section of the "Pilotage Act," in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. After the usual examination, twelve (12) of them were found able to remain in the active service, and their licences were accordingly renewed for one year.

The other, Mr. Antoine Lapointe, Branch Pilot No. 8, was declared unable to perform his duties, and was consequently placed on the pension list.

PILOTS SUPERANNUATED.

In addition to the above named pilot : Antoine Lapointe, superannuated at the yearly examination, only one other : Mr. Edouard Genest, Pilot No. 2, has been placed on the pension list during the year.

Both of these pilots close their term of service with very honorable records. Lapointe had attained the age of seventy-two (72) years and had served fifty (50) years, while Mr. Genest was seventy-five (75) years, and had been in active service for fifty-four (54) years. Mr. Genest's record is perfectly clear neither casualty or complaint, and there is only one entered against Mr. Lapointe, and this almost at the close of his term of service.

TRIALS.

Four (4) pilots have been brought before the Pilotage Authority during the season of navigation—all on complaints made by shipmasters or their agents.

In the above cases, two (2) were found guilty, and two (2) acquitted, and in one of the cases, the offence was considered by the Commissioners as deserving the greatest punishment that it was in their power to inflict, and, consequently, pilot Cyrille Lapointe, No. 30, was dismissed from the Pilotage Service, and deprived of his Branch.

A statement annexed to this Report conveys all the particulars, as to the nature of the complaint and the result of the investigation in each case.

APPRENTICE PILOTS.

No change has taken place in relation to the apprentice pilots and they remain the same as in the Report for 1892.

Although the present list contains eight (8) names, only six (6) are to be counted, as Messrs. Dugal and Nolet, through their long absence, are considered to be dead.

These six (6) apprentices cannot be admitted to pass their examination before the number of pilots is reduced to one hundred and twenty-five (125), as provided for in section 8 of 43 Victoria, chapter 32.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting held the 11th day of December last, the Pilots elected the following directors to their Corporation for the ensuing year :

Messrs. Edmond Larochelle, sr., Joseph Fortier, Laurent Godbout, Jos. Phil. Couillard, Arbel Bernier, and Jean-Baptiste Tremblay, and at a meeting of the new Board held the 12th day of December, Mr. Joseph Fortier was elected President.

Annexed to the present Report are various statements not herein alluded to, which contain all the information yearly conveyed to your Department by the Commissioners in their capacity of Pilotage Authority.

I have the honor to be,

Sir,

Your most obedient servant,

JAS. WOODS,

Secretary-Treasurer.

HARBOUR ENTREPRISE AT QUEBEC

EXTRACT FROM THE "TRANSPORT"

A weekly Review of Docks and Harbours, Canals and Railways, Shipping and Shipbuilding, Published in London, England.

(Friday, January 19th, 1894).

The prominent position taken by the Dominion of Canada at the Chicago World's Fair, and the wonderful exhibit of her magnificent resources, there displayed, have naturally attracted public attention to that splendid territory stretching from the Atlantic to the Pacific, and from the shores of the St. Lawrence and the Great Lakes to the Arctic Ocean. The enterprise, exemplified by the Canadian exhibitors, reflects the general characteristics of the people. The constantly expanding commerce, the rapid advancement of native industries, and the magnitude of the public works undertaken for the purpose of developing the resources of the country, and affording facilities for intercommunication between the various provinces, show that Canadians are animated by that go-ahead spirit which has achieved so much on the American continent. What Columbus searched for in vain—"the shortest route to Cathay"—has been given to the world by the constructors of the Canadian Pacific Transcontinental Railway, the shortest route across the American continent, from Europe to Japan, by 925 miles.

The summer terminus of this great railway system is Quebec, which possesses the finest natural harbour on the St. Lawrence, if not in America. Before describing the harbour, however, just a word about the province, port and city. Jacques Cartier is venerated as the founder of the great French colony of Canada; but he was only the discoverer of the St. Lawrence. This was in the year 1535. Wintering in Quebec he lost many of his crew by cold and hunger, and although he opened relations with the

Indians, he formed no permanent settlement. The real founder of Canada did not appear until seventy years later. This was Samuel de Champlain, one of the striking group of characters to which the sixteenth century gave birth, who combined the force, hardihood, and romance of feudalism with a practical spirit of commercial enterprise, shrewdness, and foresight, which prepared the way for the material development of the modern world. The man would have been a crusader in the thirteenth century who in the sixteenth was a maritime adventurer and the founder of a colony. By energy, industry, and intelligence, a new France was built up on the shores of the St. Lawrence. The early settlers were men of fortitude and sincere enthusiasm, who braved the dangers and hardships of the wilderness, and who endured the horrors of life in the Indian hut. In constant peril of famine and of the tomahawk the pioneers of Western civilization did their work. For long the staple industry was the fur trade, but as time wore on the fields were tilled, although the tillers worked with the loaded arquebuse by their side. In due course came the city of Quebec and its great rival Montreal.

Quebec is situated on a promontory near the confluence of the St. Lawrence and St. Charles Rivers, terminating sharply in Cape Diamond, which stands 333 feet high, and on the low banks below the rocks along the margin of both streams. The city, which is 400 miles from the mouth of the St. Lawrence, is divided into the upper and lower towns. The citadel occupies the highest elevation in the neighbourhood, and a conspicuous object it looks from the river, in a position strong by nature and rendered all but impregnable by the strength of the fortifications. On the same plain with the upper town lies the suburb of St. John, and to the south-west are the memorable Plains of Abraham. The city has a quaint and antique appearance, the streets being narrow and rather irregular. There are many imposing buildings, the chief structures being the Houses of Parliament, the Roman Catholic cathedral, the Protestant cathedral, the Hôtel Dieu, nunnery and hospital, Laval University, and the New Frontenac Hotel, situated on the site of the Governor's Palace during the French regime, and commanding one of the finest views of river

and mountain scenery imaginable. The lower town is the seat of business. The banks of the river are lined with warehouses and with wharves jutting into the stream, along which the largest vessels can lie. There are shipbuilding yards and iron foundries at Quebec, which is also one of the principal centres of the timber trade. The shipping trade of Quebec is important. Seven hundred and sixty-nine vessels of 945,403 tons entered and cleared last year. Forty-two ocean mail steamers of 110,575 tons used the Princess Louise docks and wharves, and landed freight in the year 1892. Nineteen ocean steamers of 29,978 tons register landed 8,787 tons of Quebec freight. Fifteen steamers of 11,998 tons register used the docks, discharging their full cargoes of 22,981 tons of coal. Eleven sailing ships of 11,443 tons register landed 8,082 tons of coal. Nearly 6,000 tons of coal were discharged by barges and small steamers. Forty-six sailing ships of 41,480 tons register used the docks loading full cargoes of timber and deals. The Harbour Commissioners revenue for 1892 amounted to \$72,798, an increase over that of 1891 of \$14,593. The working expenses were \$27,800, a decrease as compared with those of 1891 of \$5,031. The net result for 1892 was a surplus of \$44,998 receipts over working expenses. The exports from Quebec last year amounted in value to \$5,861,411, and the imports to \$2,881,519.

The harbour extends for about eight miles above and six miles below the city proper, but the greater portion of this extensive river frontage has, for many years, been devoted almost exclusively to the timber trade, which requires for its accommodation very extensive premises for the reception of rafts, and the subsequent classification and handling of the timber. Such was the condition of affairs at the completion of the North Shore Railway, now a part of the Canadian Pacific main line, the first railway actually terminating in Quebec. It then became apparent that some provisions would have to be made in the harbour for the new business, which it was foreseen would be developed by direct railway **connection with** the west. It was with this object in view that the construction of the Princess Louise Embankment and Docks on the Québec side, and the graving Dock on the

Levis side of the river (plans of which accompany this issue of TRANSPORT), were undertaken by the Harbour Commissioners. Of the two shipping docks, the tidal or outer harbour has a water area of 20 acres, with a quay frontage of 3,400 feet, and accommodate vessels drawing 25 feet of water. A new deep water frontage, 800 feet long, to the south side of this dock is now under construction, for the use of vessels drawing 30 feet of water. The inner or wet dock has a water area of 40 acres, and a quay frontage of 3,700 feet. It can accommodate vessels drawing up to 25 feet of water. Provision has been made for increasing the quay frontage by 1,200 feet along the south side of the dock, contiguous to the terminus of the Quebec and Lake St. John Railway, for the use of vessels drawing 30 feet of water. The total expenditure on the whole of the Harbour Works, including interest, was, up to the end of last year, three and a quarter million dollars.

The embankment enclosing these two basins has a surface area of about 38 acres, which will be increased by about 3 acres on the completion of the quay frontage extension, on the south side of the docks. The possession of this large area of unincumbered ground has enabled the Commissioners to afford special facilities to the shipping trade of Quebec, for handling all kinds of goods in the cheapest and most expeditious manner. In fact, this system of docks is so well adapted to meet modern requirements, that the Federal Government has selected a large section at the eastern end of the main embankment, on which they have erected very extensive and costly immigration buildings, and quarantine disinfecting establishments. Here all the ocean passenger vessels and immigrants bound for the west via the Canadian Pacific Railway. This Company, ever eager to secure all the shipping connection available for their rapidly-increasing business, have also obtained a site on the main embankment, on which they have just erected a 250,000 bushel grain elevator and a large brick flour store. The Commissioners have themselves caused to be constructed freight sheds for perishable goods, on that part of the embankment known as the Cross Wall, and have had specially prepared an extensive area

at the western end of the main embankment for the reception of coal cargoes.

The four Railway Companies terminating in the city of Quebec, viz : the C. P. R., the Q. and L. St. J., the Basses Laurentides, and the Q. M. and C. Railways have all access, on equal footing, to the Commissioners' tracks on the Embankment, which aggregate over four miles in length, and are so arranged that cars can be placed immediately alongside vessels at any part of the quay frontage. Along the northern side of the Embankment extends a quay wall of some 4,000 feet in length, which is used exclusively for river and local craft.

The docks, situated as they are at the confluence of the Rivers St. Lawrence and St. Charles, are in the immediate vicinity of all the principal shipping offices, banks, and business portion of the city, and are lighted throughout by electricity. The Graving Dock, of which I am also enabled to furnish my readers with a plan, is situated on the Levis side of the harbour. It was also constructed by the Harbour Commissioners and opened in 1886. It has a depth of 25½ feet on the entrance sill at high water spring tide, and a width of 62 feet at entrance. The Princess Louise Docks, as well as eight wharves and twelve warehouses in other parts of the harbour, are owned and administered by the Harbour Commissioners, who, with their officers, are as follow :—Mr. Edmond Giroux, chairman ; Mr. Victor Chateauvert, M.P.P. ; Mr. R. R. Dobell ; Mr. Julien Chabot ; Mr. William Rae ; Hon. John Sharples, M.L.C. ; Mr. Felix Carbray, M.P.P. ; Mr. R. H. Smith, and Mr. Arthur J. Turcotte, M.P. ; Mr. James Woods, Secretary Treasurer ; and Mr. St. George Boswell, M. Inst. C.E., Chief Engineer.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held, during the year 1893, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 35 Viet., Chap. 54, and 45 Viet., Chap. 32, sec. 4.

Names of Pilots Tried.	Nature of Complaints.	Date of Trials.	Result.
Elzéar Godbout.....	For having on the fourteenth day of May, grounded S. S. "Wandrabim" on Apple Island.	June 3rd.	Found Guilty.—Suspended for ten months.
Charles Francis Brown.....	For grounding the Barque "Prince Arthur" on Red Island on the 27th of June.	July 8th and 11th.	Acquitted.
Paul Paquet.....	For causing S. S. "Crane" to run ashore near Bic on the 4th day of July.	July 12th	Acquitted.
Cyrille Lapointe.....	For causing a collision between S. S. "Blue Star" and S. S. "Lycia" in the Harbour of Quebec on the 5th day of August.	August 11th	Found Guilty.—Dismissed from the pilotage service and deprived of his Branch as a duly Licensed Pilot.

**HARBOUR COMMISSIONERS' OFFICE, }
Quebec, 2nd January 1894.**

Certified,

**JAS. WOODS,
Secretary-Treasurer.**

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December 1893.

Number.	NAMES.	When Indentured.	REMARKS.
1	George Dugal.....	11th April 1871	Absent since the fall of 1877.
2	Ernest Nolet.....	19th March 1874	Absent since the fall of 1878.
3	Adélaré Vézina	23rd May 1883	It is stipulated in the indentures of these apprentices that they will not be admitted to pass their examination before the number of Pilots is reduced to 125 as provided for by the Act 45 Victoria, Chap. 32.
4	Jean-Bte. Pouliot.....	do do do	
5	Joseph Thivierge.....	do do do	
6	Léonidas Lachance	do do do	
7	Eudore Langlois.....	do do do	
8	F.-X. Eustache <i>alias</i> Wm. Doiron.	12th July do	

HARBOUR COMMISSIONERS' OFFICE, }
 Quebec, 2nd January 1894. }

Certified,

JAS. WOODS

Secretary-Treasurer.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the 31st December 1893.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List, on the 31st December 1893, the number who 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, etc., etc.

Number	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movings.	
1	Régis Ménard.....	78	St. Valier.....	5	5	5	Pensioned the 1st July. Discontinued on the 14 Aug. on account of sickness.
2	Edmond Genest.....	75	St. Pierre, Orléans.....	2	1	1	
3	Joseph Dick.....	74	St. John, do.....	4	2	3	
4	David Bouffard.....	75	St. Laurent, do.....	5	3	4	Discontinued on the 1st Oct. on account of sickness. One of the Director of Corpora- tion of Pilots, re-elected at last election.
5	Jos. Phil. Couillard.....	71	Quebec.....	0	0	0	
6	Jérémie Dufresne.....	77	do.....	6	5	3	Employed at the Allan Line. Employed by a Collier. Sick during 36 days. Discontinued the 11th of Aug. on account of sickness. Discontinued the 5th of Aug.
7	Antoine Gobeil.....	65	St. Laurent, Orléans.....	11	10	12	
8	Pierre Fontaine.....	65	Quebec.....	12	12	3	
9	Victor Demers.....	68	Lauzon, Lévis.....	6	4	4	
10	Joseph Plante.....	63	St. Paul's Bay.....	4	2	3	
11	Louis Thivierge.....	69	St. John, Orléans.....	3	3	3	

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, etc.—Continued.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movings.	
12	Charles Francis Brown.....	66	Quebec.....	6	7	1	
13	Paul Paquet.....	62	St. John, Orleans.....	6	6	3	
14	Joseph Pouliot.....	67	do do.....	6	5	3	
15	George Normand.....	63	Croise Island.....	6	5	4	
16	David Damour.....	61	Trois-Pistoles.....	6	6	4	
17	Charles Vézina.....	59	St. Michel, Bellechasse.....	11	10	3	Employed by the Allan Line.
18	Numa Lachance.....	59	do do.....	9	11	2	Employed by the Allan Line.
19	Annibal Baquet.....	58	Québec.....	14	14	2	Master of S.S. "Miramichi".
20	Joseph Gravel.....	64	do do.....	6	5	3	Employed by a Collier.
21	Auguste Couillard Després.....	57	Lauson, Lévis.....	12	12	3	Discontinued the 1st October
22	Jean-Baptiste Pouliot.....	52	St. John, Orleans.....	6	6	3	on account of sickness.
23	Jean Gobeil.....	57	do do.....	4	5	4	Employed by a Collier.
24	Joseph Paquet.....	56	do do.....	12	12	3	Employed by the Hamburg
25	Louis Edmond Morin.....	55	Québec.....	25	23	2	Line.
26	Moïse Lachance.....	56	St. John, Orleans.....	6	6	3	Employed by the Dominion
27	Joseph S. Brown.....	59	Québec.....	11	14	3	Line.
28	Hubert Raymond.....	54	Bienville, Lévis.....	5	8	4	
29	Achille Damour.....	54	St. Vallier.....	7	8	4	

30	Cyrille Lapointe.....	54	St. Laurent, Orleans.....	3	2	3	Dismissed from pilotage service.
31	Joseph Pouliot.....	50	St. John, do	6	6	4	Director of Corporation of Pilots.—Re-elected at last election.
32	Edmond Larochelle.....	50	St. Michel, Bellechasse.....	0	0	0	
33	Antoine Thomas Chouinard	59	Pointe-au-Percé.....	6	7	5	Director of Corporation of Pilots.—Re-elected at last election.
34	Laurent Godbout.....	50	St. Laurent, Orleans.....	0	0	0	Employed by the Dominion Line.
35	Adelme Poutliot.....	54	do do	13	12	3	
36	Bart. Perin dit Lachance..	48	St. John, do	6	7	5	
37	Frs.-Xav. Delisle.....	48	St. Romuald	5	6	4	
38	Jos. Pepin dit Lachance..	59	Québec	6	6	4	
39	Damien Eugène Boulanger	50	Tadoussac	1	0	0	Master of the Saguenay Station.
40	Cyprien Langlois.....	59	St. John, Orleans.....	7	5	5	
41	Jean Delisle.....	48	St. John, Orleans.....	6	5	3	Master of SS. Tiber.
42	Nazaire Curdeau.....	46	Québec	6	8	4	
43	Charles Normand.....	47	do do	6	6	4	
44	Napoléon Rioux.....	48	St. Pétronille, Orleans.....	11	10	3	Employed by a Collier.—Elected Director at last election.
45	Jean-Bapt. Tremblay	50	Québec.....	9	8	3	Employed by the Beaver Line.
46	Ray. Baquet d. Lamontagne	48	Notre-Dame, Lévis.....	15	16	3	
47	Frs.-Xav. Lamarre.....	47	St. Valier.....	5	6	4	
48	Moïse Pouliot.....	45	St. John, Orleans.....	13	9	3	
49	Paul Gobeil.....	47	do do	6	6	5	
50	Chas. Alary Raymond.....	45	Châteaug-Richer.....	6	5	3	
51	Victor Vézina.....	48	Québec.....	14	13	3	Employed by the Thomson Line.
52	Louis Honorius Lachance..	55	St. Michel, Bellechasse.....	0	0	0	Master of the Tug Lake.
53	L.B.O.Goutron d. Larochelle	47	do do	11	10	3	Employed by the Allan Line.
54	Chas.Hermicatus A.Bernier	48	do do	0	0	0	Director of the Corporation of Pilots.—Re-elected at last election.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, etc.—Continued.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
55	Louis Robert Demers.....	47	Quebec.....	0	0	0	Master of Government Steamer Dreuil.
56	Vital Ephrem Chamberland.....	53	St. Michel, Bellechasse.....	6	6	15	Employed by the Allan Line.
57	Joseph G. Dupil.....	46	Quebec.....	10	11	3	Employed by a Collier part of the season.
58	Jean-Bc. Talbot.....	48	Berthier.....	7	8	3	Director of Corporation of Pi- lots.—Re-elected at last elec- tion.
59	Joseph Fortier.....	49	St. John, Orleans.....	0	0	0	
60	Nestor Lachance.....	48	do.....	6	6	4	
61	Cyrille Audet dit Lapointe.....	48	St. Michel, Bellechasse.....	6	5	4	
62	Joseph Lapointe.....	50	St. Laurent, Orleans.....	6	5	5	
63	Pierre Papin dit Lachance.....	44	Montreal.....	11	11	3	Employed by a Collier.
64	Théophile Gourdeau.....	49	Lanzon, Lévis.....	11	11	3	Employed by a Collier.
65	Isidore Noël.....	43	St. John, Orleans.....	4	4	4	
66	Jean Evariste Adam.....	49	Trois Sommues.....	6	5	4	
67	Alfred Larochelle.....	43	St. Michel, Bellechasse.....	17	14	5	Employed by the Beaver Line.
68	Théophile Corriveau.....	46	Quebec.....	6	5	5	Suspended for ten months from 3rd June 1883.
69	Eizear Godbout.....	45	do.....	1	1	1	
70	George Couillard Després... ..	45	Bienville, Lévis.....	6	6	5	

71	Pierre Goblet.....	45	St. John, Orleans.....	6	5	4	Employed by a Collier.
72	Théodule Pepin d. LaChance.....	48	Montreal.....	9	6	3	
73	Achille Tréché Simard.....	42	St. Joseph, Levis.....	5	7	3	
74	Jean-Bte. Patoiné.....	42	Bienvenue, do.....	9	9	3	Employed by a Collier.
75	Narcisse Lavoye.....	44	St. Luc, Rimouski.....	0	0	3	Master of Pilot Schooner No. 2.
76	Joseph Emilio Couillard.....	42	Quebec.....	8	7	3	Master of S.S. Greetlands
77	Louis Albert Royer.....	48	St. John, Orleans.....	6	7	4	
78	Adélaïde Saunsterre.....	43	St. Michel, Bellechasse.....	12	9	3	Employed by the Allan Line.
79	Onésime Noël.....	41	St. John, Orleans.....	12	14	3	Employed by the Thomson Line.
80	Napoléon Baillargeon.....	43	Stc. Pétronille, Orleans.....	5	7	4	
81	Jos. Frs.-X. Bernier.....	41	Quebec.....	13	18	3	Employed by the Donaldson & Ross Lines.
82	Frs.-X. Demeule.....	41	St. John, Orleans.....	0	0	0	Master of Pilot Schooner No. 5.
83	Louis Honoré Lapierre.....	43	Notre-Dame, Levis.....	3	8	5	Master of Pilot Schooner No. 1 part of season.
84	Jcs. Eugène LaChance.....	39	St. John, Orleans.....	6	6	5	
85	David Arthur Buffard.....	39	St. Laurent, Orleans.....	6	6	5	
86	Jean Théophile St. Laurent.....	42	Quebec.....	11	13	3	Employed by the Dominion Line.
87	Jacques Georges Dugas.....	41	do.....	6	5	3	
88	Joseph Vézina.....	46	Stc. Pétronille, Orleans.....	9	10	3	Employed by a Collier.
89	Louis Adolp. Tréché Delisle.....	39	Trois-Pistoles.....	0	0	0	Master of the Red Island Light-ship.
90	J.-Bte. Couillard.....	42	Cap. St. Ignace.....	6	5	3	Sick all the season.
91	Chs. Pothier.....	43	St. Michel, Bellechasse.....	6	0	0	
92	Jcs. Adolp. Philéas Langlois.....	47	St. John, Orleans.....	6	6	5	
93	Nazaire Delisle.....	44	do.....	6	5	2	
94	J.-E. Bonaventure Lavoye.....	44	Stc. Luc, Rimouski.....	7	7	3	
95	Adjudor Baillargeon.....	40	Stc. Pétronille, Orleans.....	8	10	3	Employed by a Collier.
96	Sammuel Rioux.....	39	Quebec.....	10	10	2	Employed by the Allan Line.
97	Chs. Oct. Clave.....	39	St. Michel, Bellechasse.....	12	11	3	Employed by a Collier.
98	Joséph. Dion.....	37	Notre-Dame, Levis.....	11	10	2	Employed by a Collier.
99	Paul LaChance.....	37	Quebec.....	13	14	2	Employed by a Collier.
100	Arcadius Jovvin.....	35	Stc. Luc, Rimouski.....	6	5	5	

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, etc.—Continued.

Number.	Name.	Age.	Residence.	Number of Pilages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movings.	
101	Léon Labrecque.....	43	St. Laurent, Orleans.....	6	5	5	Master of Steamer Polino. One of the Director of Corpora- tion of Pilots.—Not re-elected at last election.
102	Paul Lachance.....	38	St. John, Orleans.....	9	9	3	
103	Joseph Poutliot.....	37	do do.....	0	0	0	
104	Joseph Larochelle.....	33	St. Michel, Bellechasse.....	6	6	3	Employed by the Donaldson & Ross Lines.
105	Adjutor Lachance.....	35	do do.....	17	13	2	
106	Frs. Gaudreau.....	42	Quebec.....	6	8	5	Employed by a Collier part of the season.
107	Arthur Kœnig.....	42	L'Islet.....	12	11	3	Employed by a Collier.
108	David Dumas.....	40	Notre-Dame, Lewis.....	7	5	5	Master of Pilot Schooner No. 1 part of season.
109	Jos. Lachance.....	39	St. Laurent, Orleans.....	4	2	3	
110	Paul Pâquet.....	35	St. John, do.....	6	6	4	Employed by the Donaldson & Ross Lines.
111	Alphonse Poutliot.....	41	do do.....	6	5	4	
112	Eizéar Normand.....	34	L'Islet, do.....	6	5	5	
113	Jean Bernier.....	34	do do.....	18	13	3	
114	Joseph Pâquet.....	32	St. John, Orleans.....	6	6	5	Employed by the Donaldson & Ross Lines.
115	Jean A. Lachance.....	31	St. Henri, Co. Lewis.....	6	5	4	

116 Arthur Baillargeon..... 36 (St. Pedronville, Orleans) 4 5 3
 Master of Pilot Schooner No. 1

116	Arthur Baillargeon.....	36	St. Patronille, Orleans.....	4	5	3	Master of Pilot Schooner No 1 part of season.
117	Joseph Vézina.....	32	St. Laurent, Orleans.....	5	6	5	
118	Herménégilde Guéhard.....	35	St. Thomas, Montmagny.....	6	7	5	
119	Elzéar Desrosiers.....	40	Quebec.....	9	8	3	Employed by a Collier. Sick during 34 days.
120	John J. A. Irvine.....	36	Green Island.....	6	4	5	
121	Fred. Bouffard.....	37	St. Laurent, Orleans.....	6	6	5	
122	Julés Asselin.....	32	St. Michel, Bellechasse.....	7	5	5	
123	Prudent Marmen.....	34	Beaufort.....	5	5	3	
124	Lacten Lachance.....	32	Notre-Dame, Lévis.....	10	9	3	Employed by a Collier.
125	Alfred Dion.....	35	Green Island.....	6	7	4	
126	Camille Bernier.....	35	St. Michel, Bellechasse.....	12	13	3	Employed by the Dominion Line.
127	Moïse Blouin.....	42	St. John, Orleans.....	6	5	5	
128	Moïse alias Laurent Godbout.....	35	Quebec.....	5	7	5	
129	Alfred Godreau.....	40	Cap St. Jacques.....	5	7	5	
130	Alfred Raymond.....	32	Kamouraska.....	6	5	3	
131	Philéas Lachance.....	35	St. John, Orleans.....	10	9	3	Employed by a Collier.
132	Joseph H. Talbot.....	31	Berthier.....	10	11	3	Employed by a Collier.
133	Moïse Arthur Lachance.....	30	St. John, Orleans.....	6	5	4	
134	Louis Frs. Thivierge.....	27	do do.....	6	5	4	
135	Frs. alias Joseph N. Dallaire.....	32	St. Laurent, Orleans.....	6	6	4	
136	J. Em. alias Emile Lachance.....	27	St. John, do.....	6	6	5	
137	Alphonse Asselin.....	28	St. Michel, Bellechasse.....	13	13	3	Employed by a Collier. Employed by a Collier.
138	Edmond Larochelle.....	27	do do.....	12	12	3	
139	Joseph Pilon.....	27	St. Paul's Bay, do.....	6	6	5	
140	Alphonse Pilon.....	27	St. John, Orleans.....	6	6	5	
141	Paul alias Napoléon Pouliot.....	34	do do.....	6	7	7	
142	Arthur Doiron.....	37	St. Joseph, Lévis.....	5	7	5	
143	Adélaïde Bernier.....	32	Quebec.....	11	13	3	

HARBOUR COMMISSIONERS' OFFICE,
Quebec, 2nd January 1893.

Certified,

JAS. WOODS,

Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION

MEMORANDUM regarding the opening and closing of navigation and the formation of the ice in the Harbour of Quebec for the year 1893.

Schooner Anna McGee with passengers from Seven Islands arrived in Port the 1st April.

The ice in the Tidal Basin and Wet Dock broke up the 18th April.

The River St. Charles and Orleans ice broke up and cleared the 30th April.

Steamboat "Quebec" of the Richelieu and Ont. Line arrived in Port the 6th May.

The first Ocean Steamers S. S. "Charrington" arrived on the 20th April and the second the S. S. "Lake Huron" arrived on the 26th April.

The first ship Bark "H. B. Cann" arrived in Port May 5th.

The last Ocean Mail Steamer S. S. "Brazilian" left Port the 20th November.

The last freight Steamer S. S. "Thames" left Port the 24th November.

The last sailing vessel "Kings County" left the Port on 22nd November.

On the 4th December both the River St. Charles and the two Basins were frozen over.

The ice Bridge formed to Island of Orleans on the 14th December.


JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONER'S OFFICE, }
Quebec, 2nd January 1894. }

QUEBEC HARBOUR COMMISSION

TIDE Register for 1893 from a gauge at the Levis Dry Dock, the zero of which is level with the sill of the dock or 7 feet below low water spring tides.

- January —Highest tide : 25 feet 10 inches on 31st, 6.15 P. M.
Lowest “ 5 “ 0 “ “ 30th, 5.10 “
West wind during 24 days.
East “ “ 7 “
Lowest temperature, 14° on 12th.
Highest “ “ 34° on 2nd.
- February —Highest tide : 27 feet 4 inches on 19th, 9.00 A. M.
Lowest “ 4 “ 6 “ “ 17th, 7.10 “
West wind during 22 days.
East “ “ 6 “
Lowest temperature, 10° on 8th.
Highest “ “ 30°.
- March —Highest tide : 27 feet 3 inches on 21st, 8.25 A. M.
Lowest “ 5 “ 0 “ “ 17th, 7.15 “
West wind during 17 days.
East “ “ 12 “
North “ “ 2 “
Lowest temperature, 0° on 19th.
Highest “ “ 41° on 13th.
- April —Highest tide : 28 feet 6 inches on 18th, 7.00 A. M.
Lowest “ 6 “ 0 “ “ 2nd, 7.15 “
West wind during 19 days.
East “ “ 11 “
Lowest temperature, 8° on 6th.
Highest “ “ 56° on 17th.

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- May —Highest tide : 30 feet 0 inches on 17th, 6.40 A. M.
Lowest “ 7 “ 3 “ “ 1st, 6.30 “
West wind during 17 days.
East “ “ 14 “
Lowest temperature, 35° on 2nd.
Highest “ 77° on 11th.
- June —Highest tide : 28 feet 6 inches on 15th, 6.30 A. M.
Lowest “ 9 “ 0
West wind during 16 days.
East “ “ 14 “
Lowest temperature, 56° on 3rd.
Highest “ 88° on 30th.
- July —Highest tide : 27 feet 0 inches on 15th, 7.35 A. M.
Lowest “ 8 “ 6 “
West wind during 28 days.
East “ “ 3 “
Lowest temperature, 62° on 7th.
Highest “ 93° on 2nd.
- August —Highest tide : 26 feet 9 inches on 12th, 6.35 A. M.
Lowest “ 7 “ 9 “ “ 10th, 4.45 “
West wind during 17 days.
East “ “ 14 “
Lowest temperature, 55° on 31st.
Highest “ 94° on 11th.
- September—Highest tide : 26 feet 8 inches on 28th, 8.20 P. M.
Lowest “ 8 “ 0 “ “ 9th, 5.30 A. M.
West wind during 23 days.
East “ “ 7 “
Lowest temperature, 40° on 30th.
Highest “ 75 on 14th.
- October —Highest tide : 27 feet 0 inches on 26th, 7.00 P. M.
Lowest “ 8 “ 6 “ “ 8th, 5.35 A. M.
West wind during 20 days.
East “ “ 11 “
- 

October —Lowest temperature, 30° on 30th.
Highest “ 67° on 13th.

November—Highest tide : 26 feet 8 inches on 22nd, 5.15 P. M.
Lowest “ 7 “ 7 “ “ 25th, 7.35 “
West wind during 23 days.
East “ “ 7 “
Lowest temperature, 12° on 26th. “
Highest “ 52° on 4th.

December—Highest tide : 27 feet 6 inches on 25th, 8.08 P. M.
Lowest “ 6 “ 8 “ “ 21th, 4.38 A. M.
West wind during 20 days.
East “ “ 11 “
Lowest temperature, 16° on 14th.
Highest “ 36° on 10th.

The observations for temperature are taken at 7.00 A. M. and
3.00 P. M. in the shade.

U. VALIQUET,

Supdt. Dry Dock.

January, 4th 1894.

RATES of Pilotages for the Harbour of Quebec and below, as per By Law passed by the Quebec Harbour Commissioners on the 18th June 1891, and sanctioned by His Excellency the Governor General in Council, on the 26th of June 1891.

TABLE I.
RATES of Pilotages for the Harbour of Quebec and below, for Each foot of Draught of Water.

From.	To.	From the 1st May to the 10th Nov.	From the 10th Nov. to the 19th Nov.	From the 19th Nov. to Nov. to the 1st March.	From the 1st March to the 1st May.
Bic Island or any place below the anchorage of Brandy Pits off Hare Island.....	Anchorage or mooring ground in the Basin or Harbour of Quebec.....	\$6.87	\$4.95	\$6.02	\$4.41
The anchorage ground at the Brandy Pits off Hare Island or any place above the said anchorage ground and below St. Roch's Point.....	do.....	of this sum. $\frac{1}{3}$	of this sum. $\frac{1}{3}$	of this sum. $\frac{1}{3}$	of this sum. $\frac{1}{3}$
St. Roch's Point on any place above this Point and below the Point-aux-Pins, on Crane Island, Pointe-aux-Pins or Crane Island or any place below St. Patrick's Hole.....	do.....	do	do	do	do
The anchorage or mooring ground in the Basin or Harbour of Quebec.....	do.....	do	do	do	do
Bic Island or the place where the Pilot shall be discharged in the river below Quebec.....	Bic Island or the place where the Pilot shall be discharged in the river below Quebec.....	\$3.40	\$4.46	\$5.54	\$3.93

..... \$1.40 \$1.04 \$3.16

TABLE II.
 RATES of Pilotages for the Harbour of Quebec and below.

From.	To.	\$ cts.
Any Wharf in the Harbour of Quebec between Point-à-Carey, below, and the West End of the Allain's Wharf above, both inclusive.....		2 50
Any place in the Harbour of Quebec, not being a wharf, within the above mentioned limits.....		5 00
	Any Wharf other within said limits.....	
	Any other place in the said Harbour not being a Wharf, within the said limits.....	

Pilots taking charge of vessels at St. Patrick's Hole or above it, shall be entitled to no more than the sum allowed in the Table II for piloting vessels from one part of the Harbour to another.

EDM. GIROUX, *Chairman.*
 JAS. WOODS, *Acting Secretary-Treasurer.*

LA CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1893.

RECETTES.			
A balance de 1892.....	\$ 7831 70	François Noël.....	\$ 100 00
A pourcentage ou contribution des Pilotes.....	9376 80	Thomas Després, <i>opc.</i>	75 00
A intérêts sur placements.	3078 00	Pierre Lapierre.....	100 00
A intérêts par Caisse d'Economie.....	218 06	Jean Pouliot.....	100 00
		Gabriel Lachance.....	100 00
		Joseph Pepin.....	100 00
		Dominique Girard.....	100 00
		Marcel LeBel.....	100 00
		François Vézina.....	100 00
	\$20504 56	Louis Dugal.....	100 00
		J.-Bte Talbot.....	100 00
		Jean Chassé.....	100 00
		F.-X. Dallaire.....	100 00
		Joseph Pouliot.....	100 00
		Antoine Lapointe, à sa pension du 10 avril 1893	55 83
		George Audet dit Lapointe, à sa pension du 20 octobre 1892.....	103 05
		Edouard Genest, à sa pension du 1er juillet 1893.....	33 33
			\$ 1667 21
PENSIONNAIRES A LA CHARGE DU FONDS DE SECOURS.		5 Pilotes à \$92.	
Jean Gobeil.....	\$ 55 50	Dominique Verreault.....	\$ 92 00
Victor Demers.....	34 66	Louis Fontaine.....	92 00
Edouard Genest.....	42 66	Edouard Labrègue.....	92 00
Louis Thivierge.....	82 66	François Thivierge, décédé le 16 mai 1893.....	50 08
Charles Pelletier.....	32 00	Julien Dion.....	92 00
Joseph Dick.....	24 00		
Joseph Plante.....	24 00		
	\$ 205 48		\$ 418 08
PENSIONNAIRES A LA CHARGE DU FONDS		5 Pilotes à \$84.	
Montant payé à chacun d'eux pour l'année, du 1 ^{er} novembre 1892 au 1 ^{er} novembre 1893.		François Godreau, décédé le 10 août 1893.....	\$ 65 23
		Clovis Anetil.....	84 00
		Abraham Després.....	84 00
		Alexis Vézina.....	84 00
		Amable St-Laurent.....	84 00
18 Pilotes à \$100.			
Laurent Tremblay.....	\$ 100 00		\$ 401 28.

LA CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes
pour le Fonds des Pilotes Invalides de Québec durant l'année
1893.—(Suite.)

<i>2 Pilotes à \$82.</i>			
Joseph Lavoie.....	\$ 82 00	Veuve Paul Langlois.....	58 00
Ovide Dick.....	82 00	“ Alexis Delisle.....	58 00
	\$ 164 00	“ Paul Blouin.....	58 00
<i>2 Pilotes à \$80.</i>		“ Yves Sylvestre.....	58 00
F.-X. Coriveau.....	\$ 80 00	“ Edouard Pettigrew..	58 00
Frs. Pelletier.....	80 00	“ Charles Dumas, <i>qrc.</i> ..	43 50
	\$ 160 00	“ Charles Brown.....	58 00
<i>3 Pilotes à \$73.</i>		“ Edouard Marceau....	58 00
Léandre Raymond.....	\$ 73 00	“ Laurent Goubout.....	58 00
Pierre Charost.....	73 00	“ J.-Bte Bernier.....	58 00
Paul Pouliot.....	73 00	“ Laurent Larochelle..	58 90
	\$ 219 00	“ Frs Dumas.....	58 00
<i>1 Pilote à \$47.</i>		“ Hilaire Jouvin.....	58 00
James Forbes, arrérages... \$ 11 75		“ Gilbert Baillargeon,	
“ <i>qrc.</i> 35 25		décédée le 14 sep-	
	\$ 47 00	tembre 1893.....	52 65
		“ Louis Jos. Lavoie....	58 00
			\$ 1368 45
		<i>18 Veuves à \$55.</i>	
<i>VEUVES DE PILOTES.</i>			
<i>25 Veuves à \$58.</i>		Veuve Pierre Ruelland....	\$ 55 00
Veuve J.-Bte Dion.....	\$ 58 00	“ Paul Larochelle, dé-	
“ Charles Pouliot.....	58 00	cédée le 12 février	
“ Louis Laprise.....	58 08	1892.....	1 83
“ Maximin Caron, ar-		“ Joseph Raymond....	55 00
rérages..... 14 50		“ Pierre Laprise.....	55 00
“ Maximin Caron, <i>qrc</i>	43 50	“ F.-X. Delisle.....	55 00
“ Alexis Pelletier.....	58 00	“ Michel Guénard.....	55 00
“ Pierre Pepin, rema-		“ Barthélemi Lachan-	
riée le 12 août 1893	45 39	ce.....	55 00
“ Alex. Vaillancourt..	58 00	“ Hubert Dumas.....	55 00
“ Magloire Delisle....	58 00	“ Cyprien Langlois....	55 00
“ Charles Bernier, dé-		“ Pierre Lemieux, ar-	
cédée le 7 août		rérages..... 13 75	
1893..... 44 61		“ Pierre Lemieux, an-	
“ Frs. Thivierge, à sa		née..... 55 00	
pension le 16 mai		“ Jean Coulombe.....	55 00
1893, décédée le 11		“ Jean Frs. Lamarre..	55 00
octobre 1893.....	22 30	“ Isidre Marticotte....	55 00
			\$ 895 58

LA CORPORATION DES PILOTES.

ÉTAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1893.—(Suite.)

16 Veuves à \$54.		12 Veuves à \$50.	
Veuve Pierre Gourdeau, décédée le 27 janvier 1893..... \$	12 90	Veuve Fabien Langelier... \$	50 00
" Nicolas Fortin.....	54 00	" Pierre Ross.....	50 00
" Gabriel Plante.....	54 00	" Amable Fournier, arrérages.....	25 00
" Eustache Doiron.....	54 00	" Amab. Fournier, <i>aqc</i>	37 50
" Joseph Lapointe.....	54 00	" J.-Bte Laroche.....	50 00
" J. E. Adam, <i>aqc</i>	40 50	" Thomas Dick.....	50 00
" Michel Fournier.....	54 00	" Joseph Simpson.....	50 00
" J.-Bte Paquet.....	54 00	" Dennis Glynn.....	50 00
" Edouard Demers.....	54 00	" Frédéric Simpson.....	50 00
" Louis Ol. Leclerc.....	54 00	" Henri Noël.....	50 00
" François Godreau, à sa pension du 10 août 1893.....	12 00	" A. Lavoie (L. M.).....	50 00
" Damase Babin.....	54 00	" Wm. Irvine.....	50 00
" Paschal Dick.....	54 00	" Julien Langlais, <i>aqc</i>	37 50
" Bénoni Normand, décédée le 20 avril 1893.....	25 50		\$ 600 00
" François Rioux.....	54 00	9 Veuves à \$48.	
" Amable Genest, arrérages.....	13 50	Veuve Joseph Lévesque, <i>aqc</i> \$	36 00
" Amable Genest, <i>aqc</i>	40 50	" Benj. Pineau.....	48 00
	\$ 738 90	" François Côté.....	48 00
		" C. F. Kœnig.....	48 00
		" Ovid Lachance.....	48 00
		" Jean Dion.....	48 00
		" L. Langlais (E. D.), décédée le 25 octobre 1893.....	47 20
		" Jean Pelletier.....	48 00
		" Germain Caron.....	48 00
			\$ 419 20
		5 Veuves à \$40.	
		Veuve Edouard Turgeon... \$	40 00
		" Célestin Côté.....	40 00
		" Paul Blouin.....	40 00
		" Frs.-X. Lachance (M. L.).....	40 00
		" P. Desrosiers, arrérages.....	10 00
		" P. Desrosiers, année.....	40 00
			\$ 210 00
	\$ 605 18		

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LA CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes
pour le Fonds des Pilotes Invalides de Québec durant l'année
1893.— (Suite.)

6 Veuves à \$34.	2 Pilotes (a) \$ 82..... \$ 164 00
Veuve Jacques Dandurand \$ 34 00	2 " (a) 80..... 160 00
" Henri Verrault..... 34 00	3 " (a) 73..... 219 00
" Guill. Morency..... 34 00	1 " (a) 47..... 47 00
" André Keable..... 34 00	36 Pilotes.
" David F. Pelletier... 34 00	25 Veuves (a) \$ 58..... 1368 45
" Pierre Rouleau..... 34 00	18 " (a) 55..... 895 98
\$ 204 00	16 " (a) 54..... 738 90
7 Veuves à \$32.	12 " (a) 52..... 605 18
Veuve Magloire Côté..... \$ 32 00	12 " (a) 50..... 600 00
" Louis Langlois(A.R.) 32 00	9 " (a) 48..... 419 20
George Simard, arré- rages..... 8 00	5 " (a) 40..... 210 00
" George Simard, aje.. 16 00	6 " (a) 34..... 204 00
" Alfred Turgeon..... 32 00	7 " (a) 32..... 216 00
" Fabien Caron..... 32 00	110 Veuves.
" Antoine Fortier..... 32 00	15 Enfants à \$15, \$12,50 et \$10..... \$ 208 08
" Thomas McNeil..... 32 00	161 Pensionnaires..... \$ 8541 91
\$ 216 00	

ENFANTS.

Enf D. Charest, inf. (1)... \$ 15 00
" H. Couillard, inf. (1) arréages..... 18 75
" H. Couillard, aje..... 11 25
" Ths Boutin, inf. (1)... 15 00
" P. Toussaint, " (1)... 15 00
" F. Dupuis, " (1)... 15 00
" N. Fortin, " (1)aje 7 50
" P. S. Laprise, " (3)... 37 40
" Isaac Forbes, " (2)... 27 48
" Jean Dugas, " (1)... 13 74
" Jos. Langlois, inf. (1) arréages..... 1 87
" Jos. Langlois, année.. 15 00
" J. Jahan, inf. (1)..... 15 00
\$ 208 08

RÉSUMÉ DES PENSIONS.

18 Pilotes @ \$100.....\$ 1667 21
5 " @ 92..... 418 08
5 " @ 84..... 401 23

ÉTAT DU FONDS.

Argentis prêtés.....	\$53752 71
" dans la Caisse d'E- pagnes.....	10600 00
" dans les mains du Séc.-Trésorier ...	117 17
	\$64469 88
A déduire les arréages de pension dus ce jour.....	303 23
	\$64166 65

Québec, 30 décembre 1893.

F.-X. DION,

Sec.-Trés.

Nous, soussignés, certifions avoir
examiné minutieusement les livres

LA CORPORATION DES PILOTES.

F.-X. DION en compte courant avec la Corporation des Pilotes de Québec, au 31 décembre 1893.

<p>et comptes du Fonds des Pilotes Invalides de Québec, et les avoirs trouvés corrects.</p>		<p>Par gages de cuisiniers.....</p>	<p>\$ 442 47</p>
		<p>Par interdiction... Par indemnité aux directeurs... Par indemnité aux capitaines..</p>	<p>1130 75 600 00 296 00</p>
<p>THOMAS BOISSINOT, Comptable.</p>		<p>Par indemnité pour la Station du Saguenay....</p>	<p>225 00</p>
<p>FRANCOIS GAUDREAU, } HUBERT RAYMOND, } Auditeurs.</p>		<p>Par parts de bateaux-pilotes ... Par intérêts : sur emprunt.....</p>	<p>600 00 51 80</p>
<p>ACTIF.</p>		<p>Par emprunt : payé a/c sur \$1100.....</p>	<p>100 00 107 37</p>
<p>A balance de 1892.....</p>	<p>\$ 887 40</p>	<p>Par assurances..... Par pilotage : re- mises..... Par salaires des employés.....</p>	<p>772 00 1550 00</p>
<p>A fonds de réserve de 1892.....</p>	<p>500 00</p>	<p>Par fonds des Pi- lotes.....</p>	<p>9252 06</p>
<p>A douane de Montréal.....</p>	<p>68229 50</p>	<p>Par fonds de ré- serve..... Par dividendes..... Par balance.....</p>	<p>500 00 113179 00 1153 68</p>
<p>" des Trois-Rivières.....</p>	<p>1933 84</p>		
<p>" de Chicoutimi....</p>	<p>840 97</p>		
<p>" de Tadoussac.....</p>	<p>504 68</p>		
<p>" de Sorel.....</p>	<p>1333 36</p>		
<p>" de Batiscan.....</p>	<p>1247 79</p>		
<p>A intérêts Banque Nationale.....</p>	<p>165 60</p>		
<p>A amendes.....</p>	<p>120 00</p>		
<p>A temps perdu.....</p>	<p>3345 31</p>		
<p>A pilotage : perçu à Québec.....</p>	<p>58581 13</p>		
	<p>\$137739 67</p>		<p>\$137739 67</p>
<p>PASSIF.</p>		<p>Québec, 30 décembre 1893.</p>	
<p>Par dépenses des bateaux-pilotes.....</p>	<p>\$1938 72</p>	<p>F.-X. DION, Sec.-Trés.</p>	
<p>Moins.....</p>	<p>20 04</p>		
	<p>\$ 1918 67</p>		
<p>Par dépenses des Pilotes.....</p>	<p>764 00</p>	<p>Nous, soussignés, certifions avoir examiné minutieusement les livres et comptes de la Corporation des Pilotes et les avoir trouvés corrects.</p>	
<p>Moins.....</p>	<p>3 65</p>		
	<p>760 44</p>		
<p>Par dépenses générales.....</p>	<p>1260 98</p>		
<p>Par provisions.....</p>	<p>1876 73</p>		
<p>Moins vendues.....</p>	<p>39 52</p>	<p>THOMAS BOISSINOT, Comptable.</p>	
	<p>1837 21</p>		
<p>Par loyer.....</p>	<p>406 64</p>		
<p>Par gages des matelots.....</p>	<p>1594 99</p>	<p>FRANCOIS GAUDREAU, } HUBERT RAYMOND, } Auditeurs.</p>	

PORT OF QUEBEC

RECAPITULATION of the total exports for the year ending
31st December 1893 Showing the Countries whence
imported; with a comparative Statement of the previous
year 1892.

Nos.	COUNTRIES.	VALUE	VALUE	TOTAL
		1892	1893	
1	Great Britain.....	5,051,051	4,322,899	9,373,914
2	United States.....	329,556	281,739	611,295
3	Newfoundland.....	56,953	69,962	126,915
4	Argentine Republic.....	68,083	60,999	129,082
5	Portugal.....	32,696	17,251	49,947
6	Pay-Sandu, S. A.....		1,966	1,966
7	France.....	20,668	19,703	40,371
8	British Africa.....	9,441	14,873	24,314
9	British Australia.....	16,188		16,188
10	St Pierre Miquelon.....	20,755	11,611	32,366
11	Spain.....	18,801	7,553	26,354
12	Norway.....	46,480		46,480
13	British West Indies.....	1,950		1,950
14	Germany.....	1,412	80	1,492
15	Brazil.....	28,652	9,088	37,740
16	Holland.....	17,874		17,874
17	China.....	135,175	168,000	303,175
18	Uruguay S. A.....	5,712	20,291	26,003
	Grand Total.....	\$5,861,411	\$5,006,015	\$10,867,426

Compiled by W. E. EDGE, Esq., of H. M. Customs.

PORT OF QUEBEC

20 YEARS OF TRADE

STATEMENT of the Total Value of Imports and Exports of Merchandises into and from this Port, during twenty years from 1st January 1874 to 31st December 1893, divided in four periods of five years each, showing the Countries whence imported and to which Exported.

Nos.	COUNTRIES.	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports	Total	Total
		from 1874 to 1878, inclusively 5 years.	from 1874 to 1878, inclusively 5 years.	from 1879 to 1883, inclusively 5 years.	from 1879 to 1883, inclusively 5 years.	from 1884 to 1888, inclusively 5 years.	from 1884 to 1888, inclusively 5 years.	from 1889 to 1893, inclusively 5 years.	from 1889 to 1893, inclusively 5 years.	Imports for the last 20 years.	Exports for the last 20 years.
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1	Great Britain	15,098,933	51,152,389	15,023,802	41,079,708	10,888,461	26,672,908	9,305,446	25,564,266	50,316,642	144,469,271
2	United States	5,651,516	204,611	5,616,985	1,577,850	5,283,816	1,771,013	4,740,796	1,442,250	21,233,093	4,895,724
3	France	473,311	337,056	428,462	406,884	483,526	180,612	580,816	138,257	1,971,115	1,051,309
4	St. John Newfoundland	143,650	421,457	34,351	340,062	55,540	415,734	43,141	235,451	276,712	1,412,644
5	Brit: West Indies	446,458	4,464	644,618	205,007	571,420	4,044	620,638	19,494	2,233,134	33,034
6	Germany	150,285	46,640	205,007	5,026	40,233	402,164	38,995	19,000	1,021,743	109,959
7	Holland	268,149	92,022	89,808	24,173	255,652	27,318	273,500	38,995	1,020,108	182,508
8	Belgium	153,743	229,122	89,808	67,216	193,676	35,487	234,999	12,223	671,323	344,033
9	Spain	268,149	40,079	107,011	67,432	115,635	66,108	173,753	120,868	524,661	294,457
10	Portugal	34,418	312,774	13,656	301,442	10,431	179,214	10,956	173,338	68,861	966,768
11	China	1,724	27,832	1,724	37,679	18,004	2,529	88,884	303,175	136,264	303,175
12	Norway	14,685	188,186	1,724	37,679	2,529	52,210	6,021	175,230	24,959	408,314
13	Span: West Indies	18,938	2,010	30,419	142,875	12,434	12,727	12,974	105,826	74,755	2,010
14	St. Pierre Miquelon	27,109	30,419	1,899	164,039	109,490	138,749	3,562	17,988	17,988	385,290
15	British Australia	70,199	37,852	37,852	229	64,541	2,906	12,109	79,778	12,109	452,756
16	British Africa	13,955	5,246	30	5,000	81	2,906	407	29,739	636	146,137
17	Brazil S. A.								87,219	30	95,371
18	Brit: East India									81	5,000
19	Italy	52,555		48,240		35,375		44,769		180,939	
20	Japan			56,393		37,404		45,904		138,701	
21	Turkey in Asia							28,301		28,301	
22	Sicily	12,753						9,557		22,310	
23	Denmark							14,187		14,187	
24	Greece			2,813		5,739		4,003		12,618	
25	Austria							4,761		7,162	
26	Asia	180		1,177		2,401		7,640		8,987	
27	Switzerland	2,239				1,665		2,185		2,174	
28	Vienna							2,174		6,099	
29	India Britania	1,953						20		1,717	
30	Smyrna in Asia							654		1,648	
31	Java	994						20		462	
32	Sweden			55		387		36		36	
33	Buenos Ayres									363,099	
34	Argentine Republic S. A.									474,081	
35	Uruguay S. A.		17,018		68,872		401,561		351,248		251,236
36	Peru S. A.		71,932		152,507		103,639		26,003		92,749
37	Gibraltar		181,696		30,898		20,750		6,601		92,521
38	Labrador		34,300		16,643		6,123		3,866		68,056
39	U. States of Columbia		65,889		41,927		26,229				11,885
40	Pay Sandu S. A.										11,739
41	Algeria (Africa)										13,152
42	Chili		2,842		11,739		10,350				287
43	Danish West-Indies										
	Total	22,654,746	53,455,929	22,555,120	44,657,249	13,259,160	30,398,269	16,672,521	28,974,767	80,141,547	157,477,314

IMPORTS.

EXPORTS.

Total of Trade during 20 years.....\$80,141,347. ————— \$157,477,214. ————— Grand Total.....\$237,618,761.

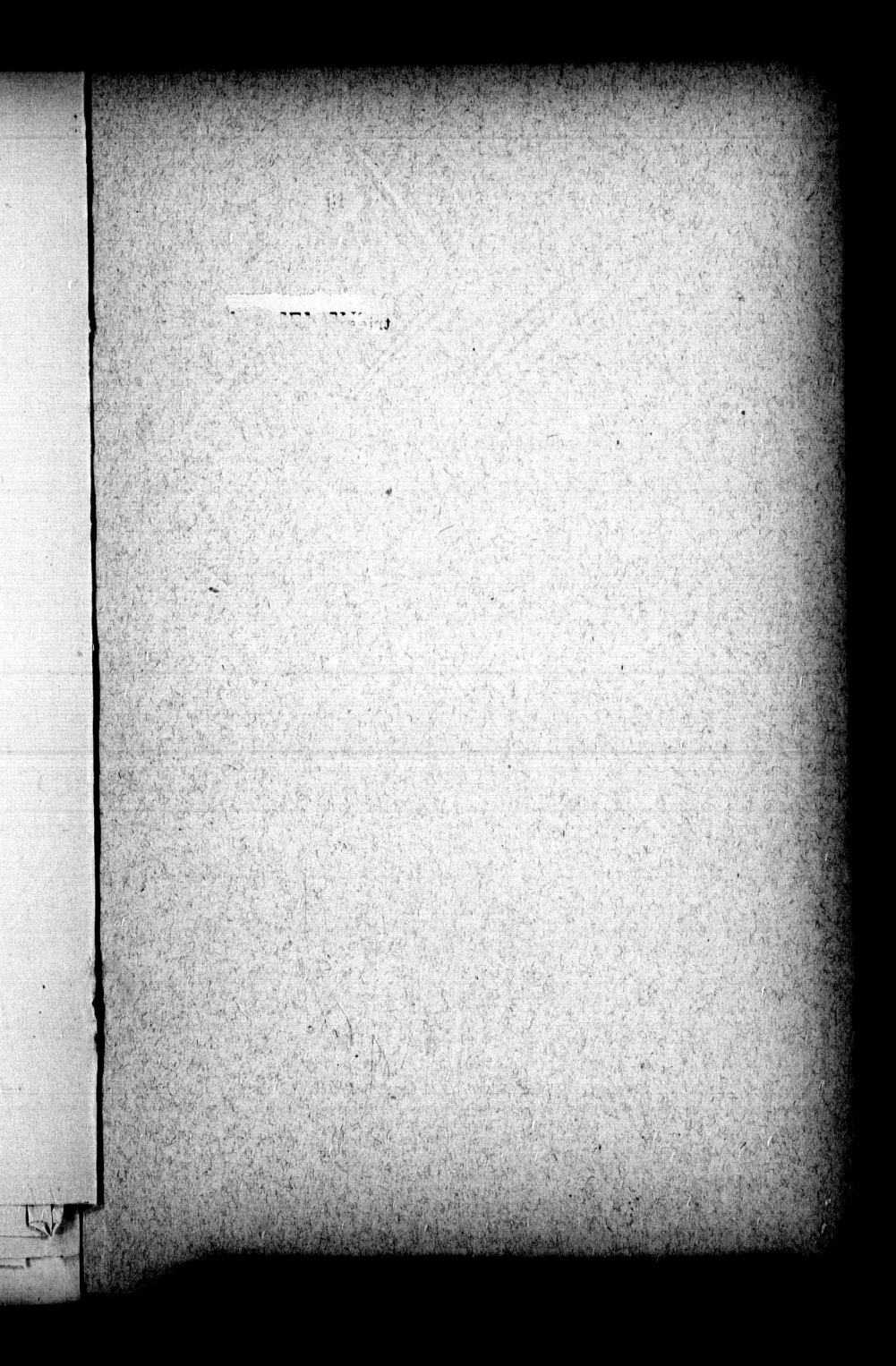
Excess of Total Exports over Total Imports.....\$77,336,667.


Compiled by W. E. EDGE of H. M. CUSTOMS.

PORT OF QUEBEC

DESCRIPTION of the principal Merchandise Exported from the Port of Quebec to the under mentioned Countries, during the last 20 years from 1874 to 1893, inclusive

1	Great Britain.....	New Ships built and Sold to, Timber, Square, Pine red and white, Elm, Ash, Maple, Oak, Birch, &c., Deals pine and spruce, Planks and boards &c. Horned cattle, sheep &c. Furs, Opium and leather, Cheese and eggs &c., &c.
2	United States.....	Lumber, Planks and boards, Laths, Palings and Pickets, Shooks box, Sleepers and Railroad ties, Wood manufactured, Horned cattle, sheep, &c., Maple sugar, hair, Balsam &c.
3	France.....	Timber, Square, Pine red and white, oak, Elm, Birch, Ash, Staves ; Deals, pine and spruce, Planks and boards, Wood manufactured, &c., &c., &c.
4	St. John Newfoundland.....	New Ships built and sold to ; Lumber, Planks and boards, Staves, Pine and spruce deals, masts and spars, &c. Flour, Biscuits, Pork, lard and butter, Leather boots and shoes &c.
5	Brit : West Indies.....	New Ships built and sold to ; Lumber, Deals pine and spruce, Shooks box, Grain, hay, Leather boots and shoes, &c., &c.
6	Germany.....	New Ships built and sold to ; Timber, Square, Pine red and white, &c., Bass-wood, deals pine and spruce, Planks and boards &c. & phosphates &c. &c.
7	Holland.....	Timber, Square, Pine red and white &c., Hickony, Bass-wood &c. Deals pine and spruce, Planks and boards &c., &c., &c.
8	Belgium.....	Timber, Square, Pine red and white, Maple, Elm, Birch, &c., Masts and spars ; Deals pine and spruce, Lath wood, Planks and boards, Bass-wood &c. &c. Lobsters and salmon canned
9	Spain.....	Timber, Square, Pine red and white, Oak, Maple, Elm, Birch, &c., Masts and spars ; Staves, Deals pine and spruce, Planks, boards and Joists &c., &c.
10	Portugal.....	Timber, Square, Pine red and white, Oak, Maple, Elm, Birch, Ash &c. ; Bass-wood, Deals pine and spruce, Planks and boards, Staves, Masts and spars &c., &c. Butter &c., &c.
11	China.....	Cottons.
12	Norway.....	New Ships built and sold to, Timber, Square, Oak, Elm, &c., &c.
13	Span ; West Indies.....	Wood manufactured and agricultural products.
14	St. Pierre Miquelon.....	New Ships built and sold to ; Lumber, Planks and boards, Staves, Masts and spars &c., &c. Flour, Butter, Pork and lard &c. Biscuits, Tobacco and leathers boots and shoes &c.
15	British Australia.....	New Ships built and sold to ; Lumber, Planks and boards, Pine deals and spruce, Staves, Laths, Palings and Pickets, Wood manufactured, Salmon and lobsters canned, &c.
16	British Africa.....	Lumber, Pine deals and spruce, Planks and boards, Laths, Palings, scantlings, Staves, Wood manufactured &c., &c.
17	Brazil.....	Lumber, Pine deals and spruce, Planks and boards, Laths, Joists, Palings, Scantlings, Shooks box and wood manufactured, Biscuits &c., &c.
18	Brit : East India.....	New Ships built and sold to—
19	Argentine Republic S. A.....	New Ships built and sold to, Lumber, Planks and boards, Pine deals and spruce, Laths, Palings, Scantlings, Masts and spars Shooks box, Wood manufactured &c., &c., Salmon and lobsters canned &c., &c.
20	Uruguay S. A.....	Timber, Square, Pine ; Planks and boards, Laths, Palings and Pickets, Joists, Masts and spars, Shooks box, Wood manufactured, &c., &c., Salmon and Lobsters canned &c.
21	Peru S. A.....	Timber, Square, Oak ; Pine deals and spruce, Plank and boards, Joists, Scantlings, Laths, Palings and Pickets, Staves and wood manufactured &c., &c.
22	Gibraltar.....	Timber, Square, Pine red and white, Oak, Elm ; Masts and spars, Pine deals and spruce, Planks and boards, Staves, Wood manufactured &c. &c.
23	Labrador.....	Lumber, Pine deals and spruce, Planks and boards, Staves, Wood manufactured, Salt, Pork, Lard, &c., Butter, Flour, Biscuits, Leather boots and shoes, Tobacco &c. &c.
24	United States of Columbia.....	Lumber, Planks and boards and wood manufactured.
25	Pay-Sandu S. A.....	Lumber, Planks and boards, Laths, Palings and Pickets, Shooks box, &c., &c.
26	Algeria.....	Timber, Square, Oak, Elm, Ash ; Pine deals and spruce.
27	Chili.....	Lumber, Pine deals and spruce, Planks and boards, &c., &c.
28	Danish West Indies.....	Lumber, Pine deals and spruce, Wood manufactured, biscuits.





QUEBEC. LEGER BROUSSEAU. BOOK AND JOB PRINTER

