QUEBEC

HARBOUR COMMISSIONERS' REPORTS

FOR THE YEAR 1879.

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

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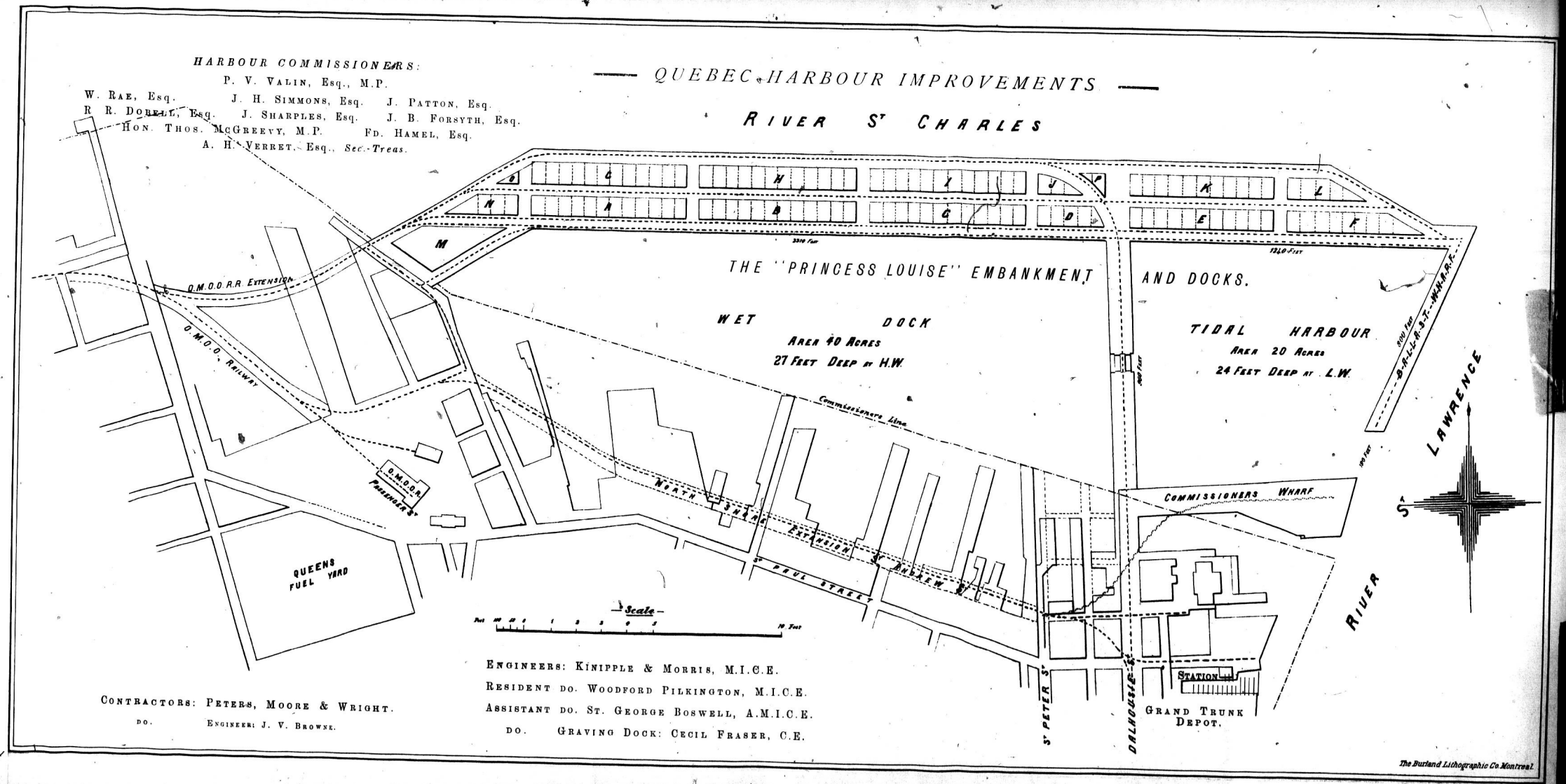
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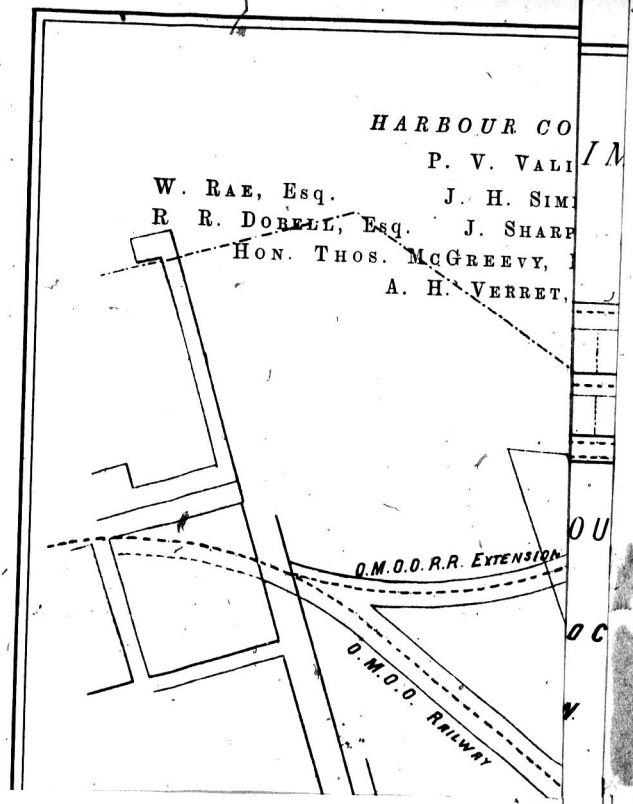
QUEBEC HARBOUR IMPROVEMENTS
RIVER ST CHARLES
THE "PRINCESS LOUISE" EMBANKMENT AND DOCKS.
WET DOCK
AREA 40 ACRES
27 FEET DEEP AT H.W.
TIDAL HARBOUR
AREA 20 ACRES
24 FEET DEEP AT L.W.
O.M.O.O.R.R. EXTENSION
O.M.O.O. RAILWAY
O.M.O.O.R. PASSENGER ST
QUEENS FUEL YARD
NORTH SHORE EXTENSION
ST PAUL STREET
ST ANDREW ST
COMMISSIONERS WHARF
COMMISSIONERS LINE
ST PETER ST
DALHOUSIE ST
STATION
GRAND TRUNK DEPOT.
RIVER ST LAWRENCE
Scale
CONTRACTORS: PETERS, MOORE & WRIGHT.
DO. ENGINEER: J. V. BROWNE.
ENGINEERS: KINIPPLE & MORRIS, M.I.C.E.
RESIDENT DO. WOODFORD PILKINGTON, M.I.C.E.
ASSISTANT DO. ST. GEORGE BOSWELL, A.M.I.C.E.
DO. GRAVING DOCK: CECIL FRASER, C.E.
The Burland Lithographic Co. Montreal.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O.M.O.O. RAILWAY

QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1879.

(Under the 38th Victoria, Chap. 55, Sec. 14.)

QUEBEC, 14 January, 1880.

To the Honorable J. C. POPE,
Minister of Marine and Fisheries
&c. &c. &c.
Ottawa.

SIR,—I have the honor to report as follows on the doings of the Quebec Harbour Commissioners for the year 1879.

Having transmitted to the Public Works Department reports on the works of the Harbour Improvements and the Graving Dock and on the operations of the Lifting Barge for the year just ended, I beg leave to state that under these headings, I will repeat what I have already reported to the aforesaid Department.

Harbour Improvements, River St. Charles.

The working season of 1879 opened fully a month later than that of 1878.

The contractors' plant was removed in on May the 6th, and work fairly commenced about the 15th of that month.

The winter ice had pratically no effect on the crib work and concrete foundations of the quay wall of the Tidal Basin, no sensible settlement or movement being apparent in the whole line of points fixed as bench marks for testing the work at the end of the previous season, the Portland cement concrete having set with its well known hydraulic properties like stone under water, holding the projecting cogging stones in positions against all the friction of the heavy ice.

The outside low crib work suffered some damage, the indraught current setting in the direction of the Harbour entrance at Pointe-à-Carcy, having given force to abrasion and pressure of the batture so as to crush it completely at this point.

The damage done to that portion of the works has been repaired and the whole length of the outer face has been carried up to coping level and will be banked in so that the ice can have no action upon it beyond that which similar structures are known to resist.

The Commissioners had determined at an early stage of progress with these works to adopt the alternative method of construction, provided for by the contract, of employing stone for the construction of the quay walls from four feet above low water mark, and the first section of 1,240 feet has been brought up higher than the tidal range for almost the entire length and up to coping level for a section of 150 feet.

The coming winter will test its power of resistance, of which no doubt is entertained.

This season has witnessed the commencement of the piling, and sinking the rear cribwork of the foundation of the Wet Dock section of these works. For less difficulty than attended the sinking of the deep cribs of the tidal basin has been experienced; scarcely a hitch of any kind has occured and the whole work bids fair to be a complete success.

The piles have been driven in true line, any deviation which has taken place in removing temporary walls and fixing the caissons in rear having been at once taking up by back strutting until the con crete has filled in.

Subject only to such modification as facilitated the progress of the work, this section of the improvements in progress is being carried through strictly in conformity with the original design, the principal object being to construct a wet dock in the upper reach or section of the works which shall provide float water of uniform depth of 24 feet at all times of the tide alongside the quays and wharves inside; so that vessels and steamers may discharge subject to no inconvenience from rise and fall of water or strong current, with a tidal basin on the outside.

The works have already so far advanced as to demonstrate the advantage of these harbour appliances to the Port of Quebec, it being, even now, safe for a valuable ship to winter under the protection of the embankment completely cutting off all ice shove, such as the "Aurora" had to contend with some years ago, so that with the completion of the graving dock, Quebec will have advanced towards being one of the most convenient naval stations in the Dominion.

It is well to bear in mind that these works are being constructed in a tide way, having a rise and fall of 18 feet at Springs with no protection to cofferdam for fixed profiles for carrying the line and batter; each fresh staging point having to be fixed by transit, yet the whole work as so far been carried on with only a very minimum error, one of these on a small portion of the masonry being partly due to the movement and vibration of the transit station point by the filling in of the ballast wharf.

The contractors have been allowed to correct this by small offsett where the angular deflection occurred, to be dressed down and taken into a true batter in place of removing the masonry which, owing to its being laid in Portland cement, could not have been done without breaking and damaging much of the stone.

Piling of the foundation of the Wet Dock wall, has, for a distance of 1,500 feet, as shewn on the Progress Plan No. 1, been most successfully and skilfully driven in nearly a perfect line against which the small cribwork caissons have been brought home by screw bolts through guage piles, strutting walls and sheet piles for the entire distance, with the elm capping in position. All damages of the piles, will, it is expected, be entirely prevented by pressure of ice.

I am happy to state that the contractors for these works, Messrs. Peters, Moore and Wright have shewn great ability and skill in the execution of ther contract and that the Commissioners are satisfied with the progress they have made.

Graving Dock.

The Graving Dock has not made such progress as was anticipated, the difficulty of transporting plant early in the season from the contractor's former works, at St. Catherines, Lachine Canal, contributed to the delay. But for the special character of the entrance works, floating plant and special machinery were required for which provi sion had to be made.

The sill of the Graving Dock and the work beneath it being situated below the level of the old Government wharf, the side of that work had to be cased in with sheet piling. This has been effected subject only to the ordinary difficulty and risk that might be expected to arise from the settlement of the wharf from footings having to be removed to drive the piles to the depth of protection required, as an auxiliary portion of the cofferdam.

The excavation of the dock pit, the piling and the filling with concrete of the wing wall foundations are shewn on Progress Drawing No. 3 with such of the filling as has been tipped in place.

The Government Engineers at Ottawa and the Engineer of the Montreal Harbour Commission having inspected and approved these plans and the method of construction which have proved so successful elsewhere, little will remain but to give the contractors, Messrs. Larkin Connolly & Co. credit for every intention to do their best although the progress so far as seemed somewhat slow to bring this most important work to a successful completion.

Mr. Morris of the firm Kinniple and Morris, Engineers in chief both to the Harbour and Graving Dock works, when recently in Quebec, on his usual visit of inspection, expressed himself well pleased with the progress and the manner in which the works generally were being carried out. Mr. Morris also spoke in praise of the ability and care displayed by the Resident Engineer, Mr. Woodford Pilkington, M. I. C. E., in the superintendence of the works.

Many engineers have visited theese works and all, without exception, speak in high terms of the first class character of the work that is being executed.

Lifting Barge.

In the beginning of the month of May, the Lifting Barge was towed from her winter quarters to the Commissioners' Wharf and, immediately after, a sufficient number of men, forming part of the former crew, was placed on board under the charge of Captain Claude Giguère, who had been previously re-engaged, and the work of preparing her for the resumption of her operations was proceeded without delay.

On the 27th of the same month, she left the Commissioners' Wharf for the Fly Bank where Captain Giguère had been directed to go with instructions to work at the boulders till the weather would permit him to return to the wreck known as *L'Orignal* upon which the barge was engaged the previous year, from the 24th September to the close of navigation.

Just as Captain Giguère was to make fast one of the largest

boulders the master of a ship in the Harbour reported one of his anchors fast at the bottom, stating in the meantime that he had broken his windlass in attempting to secure his anchor.

The master of the Lifting Barge was, thereupon, directed to make a survey in order to ascertain the nature of the obstruction reported. Having reported that the anchor in question was caught in a nest he was immediately ordered to proceed to the spot with the barge in order to secure this nest which was not known as existing.

The nest, consisting of only two anchors and 98 fathoms of chain, was raised in a few days.

One of these anchors with 30 fathoms of chain was claimed by and delivered to the master of the ship *President* upon proof that he was the owner of the same.

The work of raising the boulders was afterwards resumed and continued till the 30th June, during which period twenty-two boulders were secured of the following approximate weights:

1	weighing about	50	tons.	
1	do	25	do	
2	do	6	do	each.
3	do	4	do	do

and the remainder of the average of about 2 tons each.

With the kind permission of Mr. John Roche, the two largest of these boulders were landed and blasted with dynamite at his cove. The fragments were then placed in *bateaux* and conveyed to the Commissioners' wharf where they were discharged. The others were deposited in a depth of 200 feet of water in the south channel opposite St. Joseph de Levis.

On the 30th June the barge was towed on the wreck known as *L'Orignal* where she worked without interruption until the 2nd October, at which date the remainder of the wreck was safely landed inside Blais' booms.

During the operations dynamite has been used in the same manner and with the same effect as last year.

The immence raising power of the Lifting Barge, combined with the help of that powerful explosive material have been the sole agents that have proved so successful in the removal of such an obstruction and its disappearance has been learnt with the greatest satisfaction by all parties interested.

One anchor and about ten fathoms of chain have been found in the wreck.

From the 2nd October to the close of the navigation the barge has been steadily engaged in raising the boulders inside the Fly Bank, during which time 99 have been secured of the average weight of about 2 and 3 tons, giving a total of 121 boulders raised this year. By adding the 18 boulders raised the previous year it gives a total of 139 to date taken from inside the Fly Bank.

Although we might be induced to infer from this that the obstructions caused by the boulders have ceased, it has been established, by a careful survey, that there are still a larger number in existence.

Since the Commissioners have undertaken the dredging of the channel inside the Fly Bank the removal of all the boulders in this

channel has become a necessity. The Commissioners are therefore in hope that the Government will place in their Estimates for next year a sum of ten thousand thousand dollars, in order to enable them to complete the work of clearing the harbour.

In compliance with the instructions conveyed by the letter from the Secretary of your Department, dated the 13th October last, tenders have been invited for the purchase of the balance on hand of the anchors, chains and skackles raised by the Lifting Barge.

The following is a statement of the tenders received :—

1. Pillow, Hersey & Co.
   75 cts. per 100 lbs. for chains and shackles, and 60 cts. for anchors.
2. J. Parke & Sons.
   6¼ cts. per 100 lbs. for chains and 1 ct. per lb. for shackles
3. Walter Grose.
   $17 per gross ton for chains and $15 per gross ton for anchors.
4. Carrier, Lainé & Co.
   $16 per gross ton for chains and anchors.
5. Jas. McDonald.
   $16.50 per gross ton for anchors and chains.
6. W. & R. Brodie. No. 1.
   $18 per ton of 2000 lbs. for 100 tons of chains, and $20 per ton of 2000 lbs. for anchors.
7. W. & R. Brodie. No. 2.
   $16 per ton of 2000 lbs. for chains, and $20 per ton of 2000 lbs. for anchors.
8. C. & W. Wurtele.
   $8.50 per ton of 2000 lbs. for chains and shackles.
9. Ross & Co.
   $15.50 per ton of 2240 lbs. for anchors and chains.

Messrs. W. & R. Brodie's Tender No. 2, being the most advantageous, has been accepted. The tender was made for the Nova Scotia Coal Company.

On account of the advanced stage of the season it has been impossible for the tenderers to take away the stock they had purchased, and all the chains with only five anchors have been delivered.

The Commissioners are obliged to keep the remainder free of charge till the month of May next.

The annexed No. 1 comparative statement will give you full particulars as to the cost of the Lifting Barge and her yearly working expenses from the begining of her operations in 1875, as also the yearly quantity of anchors, chains, boulders, &c., secured by her during the same period.

I beg leave to state that the repairs made to the barge, last year, under the supervision of the Port Warden, Captain Dick, have proved so efficient that none have been needed this year.

I am most happy in conclusion, to have to state also that Captain Giguère has given, this year, the same satisfaction, as formerly, in the execution of his duties as master of the barge.

Ballast.

The By-Law of 1877 respecting the ballast has continued to give the same satisfaction as during the previous years.

Eleven thousand four hundred and ninety tons (11,490) of filling material, representing the ballast of thirty-two vessels, have been discharged into the breakwater during the season of navigation.

The aggregate quantity of ballast secured, since the By-Law has been in operation, amounts to forty-five thousand six hundred and thirty-three tons (45,633) being the ballast of one hundred and twenty-one (121) vessels.

The Pointe-à-Carcy Wharf, more commonly known as the Commissioners' Wharf, has been furnished with all the ballast that could be obtained. The quantity secured during the year, for this wharf amounts to four thousand six hundred and eighty-six (4,686) tons.

It is estimated that it will take close to ten thousand tons more of material to complete the ballasting of that property.

As stated already in my report for 1878, the filling up of the whole Pointe-à-Carcy wharf is considered as a necessity, and the Commissioners will loose no time in having such an improvement completed, provided they can secure the filling material which is not always easy to have.

The roadway mentioned in my last Report has been completed during the summer and is now considered as the most important improvement for the safety of the large number of heavily loaded vehicles circulating continually on the wharf.

The expenditure connected with the ballast of the breakwater and of Pointe-à-Carcy wharf amounts to seventeen hundred and seventy-two dollars and eighty-two cents ($1,772.82) for the year divided as follows:

Breakwater	$905 20
Pointe-à-Carcy	867 62

Repairs to Property.

The usual necessary repairs have been done to the property of the Commission.

At the opening of the navigation, the Breakwater having been carefully surveyed it was ascertained that a portion of its planking was rotten and that a great number of beams were broken. The whole has been repaired at a cost of thirteen hundred and sixty-eight dollars and fifty-six cents ($1,368.56.)

The main portion of the Breakwater is now in a very good condition. The northern end, called L, will have to be repaired during next summer. On account of the works of the Harbour improvements, which were started from that part, it has not been possible to do anything there, up to the present in the shape of repair.

A sum of fourteen hundred and sixty-five dollars and fifty-nine cents ($1,465.59) has been expended on the property known as Reynar's Wharf. It has been necessary to renew the whole front of the wharf from a line of four feet below low water mark to a depth of forty feet.

The repairs to that wharf are not not completed and it is estimated that it will require a further expenditure of about two hundred dollars ($200) to put it in a perfect condition at the opening of navigation.

It has required a very small amount to keep in good order the remainder of the property belonging to the Commission.

The Commissioners have decided to repair the south face of Atkinson's wharf which is in a very delapidated condition. They have not yet been able to carry out their decision on account of the coals that were stored on the wharf at the close of the navigation; but as soon as the weather will permit, next Spring, the repairs in question will be effected.

Wharf for the Grand Trunk Ferry.

During the Winter of 1878-79 the Grand Trunk authorities applied for the lease of the portion of the Commissioners' property comprised between East India wharf and Wellington wharf in order to use it for their ferry. As the greatest part of the property applied for was a pond, the conditions of the proposed lease were that the Commissioners would undertake to build a wharf with the necessary slips, suitable for the ferry, the rest of the necessary buildings, comprising offices, freight shed, etc., to be at the charge of the Grand Trunk Company.

Negotiations have resulted in an agreement by which the Commissioners undertook to build a wharf, according to the plan agreed upon, and to grant a lease of the same to the Grand Trunk Company for a period of ten years at the rate of two thousand dollars [$2,000] per annum.

An expenditure of fifteen thousand six hundred and twelve dollars and fifteen cents [$15,612.15] has been incurred for the building of the wharf, including the filling up of the pond in rear.

The wharf with all its dependencies were duly delivered to the Grand Trunk on the 8th of the month of July.

The area of the premises rented comprises a frontage of 98 feet with a depth of 300 feet.

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

The negociations, mentioned in my last report, respecting the Q. M. O. & O. Railway Terminus to deep water have since made no progress.

Notwithstanding, the Commissioners have decided, in the interest of the Harbour Improvements, to build a cribwork on the north face of the embankment for the purpose of bringing the railway to deep water. The cribwork is completed and the Commissioners are now prepared to enter into an agreement with the Government for the granting of the right of way on the new works.

The Government have made an arrangement with the tenant of the Pointe-à-Carcy wharf for the running of their railway; but this tenant having become insolvent since the arrangement was effected

and the premises occupied by him having been surrendered to the Commission, a new arrangement will have to be made with the Commissioners if the railway is to continue to use the wharf.

Dredging of the channel inside the Fly Bank.

The Commissioners have had, for the last year, under their consideration the question of the dredging the channel inside the Fly Bank. The necessity of this improvement having been established, tenders to perform the work were invited and the contract has been awarded to Mr. Pierre Fradet, of this City.

The channel way to be dredged measures 500 feet in length by 70 feet in width to a depth of 16 feet below low water.

The contractor is paid sixty cents per cubic yard, scow measurement, and is bound to deposit all the material dredged in such part of the works of the Harbour Improvements now being constructed as may be directed by the contractors of the Harbour Improvements.

The contractor has already dredged 2,953 cubic yards, and as soon as the weather will permit, in May next, he will resume his work which he expects to complete in July or August.

Open Exchange.

The filling up of the piece of ground opposite the Custom House, transferred to the Commission by the Government for the purpose of turning it into an open exchange has commenced, and three thousand six hundred and sixty [3,660] tons of material have been deposited into that spot. Unless the material could be secured in large quantities it is probable that it will still take two or three years to complete this improvement.

Coasting and Foreing Trade.

The following is a statement of the arrivals of the season in connection with coasting trade :

Cargoes by	Schooners	1,042
" "	Bateaux	1,602
" "	Barges	239
" "	Steamboats	346
	Total	3,229

representing an aggregate tonnage of 286,354 tons inwards, being an increase of 3,877 tons on the previous year.

Forty-five thousand six hundred and twenty-four (45,624) passengers have been landed at the port, during the season by the vessels engaged in the coasting trade, representing an excess of 3,024 passengers on the arrivals of 1878.

The annexed comparative statement No. 2, prepared by Mr. Belleau, one of the Custom Officers, contain the usual information respecting the Foreing Trade of this port for this year and the previous years therein mentioned.

Annex No 3, prepared by the chief clerk, contains a statement of the various inwards entries made by the coasting vessels for the season of 1879.

Annex No. 4, also prepared by the chief clerk, contains a statement of lightered cargoes inwards and outwards for the same season.

The various statements annexed respectively numbered 5, 6, 7, 8 and 9, convey the information of the same nature that your Department have been hitherto supplied with.

Revenue.

The following is a Comparative Statement of the Revenue of the Commission for the two last years.

	1878	1879	Difference in 1879.	
	$ cts.	$ cts.	$ cts.	
Tonnage Dues	24,677 12	25,631 33	954 21	Increase.
Import do	2,993 47	2,549 37	444 10	Decrease.
Export do	6,105 86	5,969 84	136 02	do
Harbour do	3,834 23	3.397 42	436 81	do
Property Revenue	23,652 24	21,867 99	1,784 25	do
Interest	2,916 54	2,654 37	262 17	do
B. & D. Water Lots	2,175 37	2,175 37	.....	
Sundries	1 00	136 17	135 17	Increase.
Anchors and Chains	.....	339 59	339 59	do
Total	66,355 83	64,721 45	1,634 38	Decrease.

In spite of the continued depression of business and the fact that, during the past season, the arrivals were even smaller than in 1878, the Commissioners have established with satisfaction that the surplus of the Revenue over the Expenditure of the year is represented by the sum of five thousand eight hundred and eleven dollars and seventy-nine cents ($5,811.79).

The whole respectfully submitted.

A. H. VERRET.

Secretary Treasurer.

QUEBEC HARBOUR COMMIS

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

Cost of the Lifting Barge built in 1874-75.	Working expenses in 1875.	Working expenses in 1876, including repairs.	Working expenses in 1877, including repairs.	Working expenses in 1878, including repairs.	Working expenses in 1879.	Quantity of Anchors, Chains, Boulders, &c., raised in				
						1875	1876	1877	1878	1879
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.					
35,184 56	1,735 29	15,301 79	11,766 00	10,555 23	9,832 73					
						Four anchors and about 250 fathoms of chain.				
							57 anchors and 1,425 fathoms of chain.			
								101 anchors and 3,291 fathoms of chain.		
									Eight anchors, 96 fathoms of chains, 18 boulders, the wreck of the steamer "Bidder," and about one-fourth of the wreck known as "l'Orignal."	
										Three anchors, 100 fathoms of chain, 121 boulders and remainder of the wreck known as "L'Orignal."

N. B.—One of the anchors, with thirty fathoms of chain, raised in 1879, were chains and scrap has been disposed of in 1879, only the chains with five anchors and will be delivered in May, 1880, according to agreement.

SIONERS' LIFTING BARGE.

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

Quantity of Anchors, Chains, &c., disposed of in					Quantity of Anchors, Chains, &c., on hand the 31st December, 1879.	Proceeds of the sale of Anchors, Chains, &c, in				
1875	1876	1877	1878	1879		1875	1876	1877	1878	1879
						$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
None.						None.	839 88	1,761 53	1,447 18	3,400 25
	11 anchors and, 3,231 lbs. of chain.									
		36 anchors and 99,074 lbs. of chain and broken anchors sold as scrap.								
			14 anchors, 79,080 lbs. of chain, seven shackles and one stock.							
				All the stock on hand of anchors, chains and scrap.						
					176 shackles.					

claimed and delivered to the owner. Although the whole stock on hand of anchors, the scrap were delivered. The remainder of the stock, consisting of anchors only,

Certified

A. H. VERRET,
Secretary-Treasurer.

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, 1878 and 1879; showing 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.

Return of Vessels inwards for the Years ending 31st December, 1878 and 1879.

	1878.			1879.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total Vessels arrived..	666	616,523	15,892	628	611,918	15,842
Vessels with cargoes..	325	357,804	10,372	314	372,519	10,916
do in ballast.....	341	258,719	5,520	314	239,399	4,926
Total..	666	616,523	15,892	628	611,918	15,842
Number of Steamers...	107	277,672	6,517	130	221,258	7,747
do Sailing Vessels.	559	438,851	9,375	498	390,760	8,095
Total..... ..	666	616,523	15,892	628	611,918	15,842
British Vessels	475	482,551	13,020	419	474,941	12,869
Foreign do	191	133,972	2,872	209	136,977	2,973
Total..... ..	666	616,523	15,892	628	611,918	15,842
Under what Flag.						
British.....	475	482,551	13,020	419	474,941	12,869
United States.....	6	4,378	85	3	3,006	47
French.....	5	1,618	62	1	424	15
Norwegian & Swedish.	165	116,762	2,484	198	128,764	2,808
German Empire.....	11	15,951	146	4	2,786	60
Portuguese.....	1	1,509	23	.....	.....	.....

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, 1878 and 1879; showing 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.—(*Continued*).

Return of Vessels Inwards for the Years ending 31st December, 1878 and 1879.

	1878.			1879.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Russian	.....	.....	.....	2	1,070	25
Danish	2	2,249	38	1	927	18
Belgian	1	1,505	34	.....	.....	.....
Total	666	616,523	15,892	628	611,918	15,842
Whence arrived.						
United Kingdom	544	542,021	14,145	461	509,178	13,557
Newfoundland	13	2,015	121	9	1,211	75
St. Pierre Miquelon	4	608	30	1	68	4
United States	4	2,473	57	1	1,187	19
British West Indies	9	1,950	70	17	3,472	132
France	24	15,226	355	31	19,290	430
Spain	2	1,243	31	9	8,661	165
Portugal	6	3,258	77	2	623	19
Belgium	5	4,704	104	7	5,297	112
Holland	6	4,225	92	7	4,133	97
Norway and Sweden	28	18,202	403	57	33,876	770
Italy	6	7,867	142	5	5,666	102
Germany	8	6,731	139	9	8,405	150
South America	.....	.....	.....	2	1,108	26
Africa	.....	.....	.....	3	2,452	54
Gibraltar	.....	.....	.....	2	1,443	31
Brazil	4	3,069	69	3	3,560	58
Sicily	1	133	6	1	282	9
Greece	1	1,320	26	1	2,006	32
Egypt	1	1,478	25	.....	.....	.....
Total	666	616,523	15,892	628	611,918	15,842

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

PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed entered Inwards and Outwards, for the Years ending on the 31st December, 1878 and 1879; showing 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.—(*Continued.*)

Return of Vessels Inwards for the Year ending 31st December, 1878 and 1879.

	1878.			1879.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total Vessels cleared..	672	603,705	15,473	640	589,493	15,003
Vessels with cargoes..	672	603,705	15,473	640	589,493	15,003
do in ballast.....	.....	.....	.....	.....	.....	.....
Total..	672	603,705	15,473	640	589,493	15,003
Number of Steamers ..	93	157,461	5,993	104	184,243	6,566
do Sailing Vessels.	579	446,244	9,480	536	405,250	8,437
Total..	672	603,705	15.473	640	589,493	15,003
British Vessels.....	489	475,779	12,727	436	457,784	12,105
Foreign do	183	127,926	2,746	204	131,709	2,898
Total..	672	603,705	15,473	640	589,493	15,003
Under what Flag.						
British.....	489	475,779	12,727	436	457,784	12,105
United States.....	6	4,775	80	2	2,055	33
French.....	5	2,763	61	1	404	15
Norwegian & Swedish	159	109,911	2,412	191	122,959	2,709
German Empire.....	9	6,539	123	5	2,672	63
Portuguese.....	2	1,689	32	1	414	12

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, 1878 and 1879; showing 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.—(*Continued*).

Return of Vessels Outwards for the Years ending 31st December, 1878, 1879.

	1878.			1879.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Russian	.....	.....	.....	1	470	11
Danish	2	2,249	38	1	927	18
Italian	.....	.....	.....	2	1,808	37
Total	672	603,705	15,473	640	589,493	15,003
For what Country.						
United Kingdom	588	574,839	14,626	548	562,000	14,180
Newfoundland	30	3,940	211	36	4,441	244
St. Pierre Miquelon	8	788	44	14	973	67
British West Indies	.....	.....	.....	1	181	7
France	21	9,067	250	8	5,181	113
Portugal	5	2,554	59	9	3,681	98
Belgium	3	1,898	44	1	460	11
Holland	1	871	16	3	1,601	35
Germany	2	777	23	.....	.....	.....
Gibraltar	1	459	12	1	665	15
South America	5	1,639	45	11	4,560	120
Africa	1	228	9	1	227	9
Peru	3	2,022	48	2	1,935	39
Australia	4	4,623	86	2	2,696	41
Isle of Man	.....	.....	.....	3	892	24
Total	672	603,705	15,473	640	589,493	15,003

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

Comparative Statement of Vessels entered Inwards and Outwards at the Port of Quebec, showing the Number of Vessels, Tonnage, and number of men employed, distinguishing the number of Vessels Entered and Cleared at Out-Ports, for the years 1875, 1876, 1877, 1878 and 1879.

INWARDS.

	1875.			1876.			1877.			1878.			1879.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels	Tons.	Men.	Vessels.	Tons.	Men.
Port of Quebec	775	552,627	17,661	920	795,531	20,42[illegible]	928	836,822	20,135	606	580,642	15,050	579	582,952	15,197
Out-Port of Chicoutimi	34	17,292	442	29	16,081	[illegible]39[illegible]	27	17,945	[illegible]400	32	22,620	485	28	17,400	381
do Tadou ac	5	2,021	57	3	1,258	37	5	3,215	72	7	2,737	77	6	2,583	67
do Escoumains	1	654	14	14	6,799	173	1	271	9	5	1,752	59	.....	.....	.....
do Saule-au-Cochon	6	3,272	78	4	2,061	50	8	4,141	105	8	3,745	102	5	3,631	73
do Betsiamits	3	1,449	39	6	2,886	77	13	9,406	198	8	5,027	119	10	5,352	124
Grand Total for Quebec	824	577,315	18,291	976	824,616	21,164	982	872,100	20,919	666	616,523	15,892	628	611,918	15,842

OUTWARDS.

Port of Quebec	770	637,232	17,525	930	743,088	19,313	938	828,739	19,845	610	567,069	14,612	585	559,767	14,319
Out-Port of Chicoutimi	35	17,401	448	29	16,081	399	27	17,945	400	33	22,802	49[illegible]	34	18,160	420
do Tadousac	5	2,021	57	3	1,258	37	5	3,215	72	8	3,310	89	6	2,583	67
do Escoumains	1	654	14	14	6,799	173	1	271	9	5	1,752	59	.....	.....	.....
do Sault-au-Cochon	6	3,272	78	4	2,061	50	8	4,441	105	8	3,745	102	5	3,631	73
do Betsiamits	3	1,449	39	6	2,886	77	13	9,406	198	8	5,027	119	10	5,352	124
Grand Total for Quebec	820	662,029	18,161	986	772,173	20,049	992	864,017	20,629	672	603,705	15,473	640	589,493	15,003

DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards, by vessels from all parts of the Dominion, at this Port, for the Season ending 30th November, 1879.

—		November.	Previously Repaired.	Total.
Schooners		88	954	1,042
Batteaux		218	1,384	1,602
Barges		9	230	239
Steamers		30	316	346
Tonnage		33,990	253,363	287,353
Crews		1,437	14,358	15,795
Passengers		1,352	44,272	45,624
IMPORTS.				
Apples	brls.	4,961	12 257	17,218
Ale and Porter	"	490	2,361	2,851
do	hhds.	303	1,417	1,720
Almonds and Nuts	bags.	54	704	758
Agricultural Implements	pkgs.	.....	399	399
Axes	boxes	183	922	1,105
Biscuits	"	916	6,455	7,371
do	brls.	.....	217	217
Brandy	cases.	165	2,131	2,296
do	qr casks	.....	158	158
Boots and Shoes	cases.	103	790	893
Blacking	"	492	7,409	7,901
Beef	brls.	132	2,033	2,165
do	tircs.	.....	6	6
Barley	bush.	996	3,836	4,832
Bran	tons.	333	3,420	3,753
do	bags.	.....	377	377
Brooms	pkgs.	317	2,333	2,650
Butter	lbs.	38,540	102,795	141,335
do	kegs.	.....	2,471	2,471
Books	cases.	38	493	531
Baking Powder	"	616	9.469	10,085
Bricks	M	289	2,053	2,342
Boards	pcs.	16 200	79 661	95,861
Bark	cords.	722	5,924	6,646
Balsam	gails.	.....	1,430	1,430
Beans	bush	131	278	409
Blueberries	boxes.	.....	15 058	15.058
Cigars	cases.	24	600	624
Cheese	boxes.	356	22,727	23,083
Coals	tons.	.....	2,370	2,370
Crockery	bris.	3	578	581
do	ca es.	.....	78	78
Coffee	bris.	18	557	575
do	bags.	119	1,056	1,175
Currants	bris.	18	333	351

DOMINION IMPORTS AT QUEBEC.—*Continued.*

REPORT of Principal Entries inwards, by vessels from all parts of the Dominion, at this Port, for the Season ending 30th of November, 1879.

—		November.	Previously Reported.	Total.
IMPORTS.—*Continued.*				
Cattle	No.	168	3,536	3,704
Carpets	bales.	27	223	250
Cordage	"	72	1,213	1,285
Canada Plates	cases.	351	4,964	5,315
Champagne	"	27	368	395
Candles	boxes.	62	302	364
Cedar Beams	No.	.....	391	391
Clocks	cases.	24	331	355
Corn	bush.	16,572	43,070	59,642
Confectionrey	Cases and bris.	67	810	877
Cows	No.	.....	40	40
Coal Oil	galls.	4,615	25,510	30,125
Drugs	Cases and boxes.	476	4,349	4,825
do	bris.	4	356	360
do	crates.	.....	212	212
Deals	pieces.	9,733	701,395	711,128
Dry Fish	cwts.	.....	1,050	1,050
Eggs	doz.	8,010	76,973	79,983
do	brls.	.....	358	358
Eels	"	504	131	635
Flour	"	7,950	64,764	72,714
do	bags	6,124	93,092	99,216
Feathers	"	384	2,948	3,332
Furniture	loads.	31	391	422
Fruit	brls.	.....	1,387	1,387
do	cases.	38	3,797	3,835
Fowls		1,040	14,022	15,062
Glue	brls.	7	323	330
Gin	"	.....	43	43
do	cases.	275	3,568	3,845
do	hhds.	6	52	58
Grain	bush.	1,006	10,408	11,414
Glassware	brls.	14	441	455
do	crates.	.....	99	99
do	cases.	2	270	272
Glass	boxes.	800	7,854	8,654
Gravel	bush.	.....	6,621	6,621
Geesse		184	8,260	8,444
Green Fish	brls.	434	2,062	2,496
do	cwts.	.....	364	364
Hides	pkgs.	3,300	32,368	35,668
Horses		35	794	829
Hardware	hhds.	70	876	946
do	brls.	14	633	647
do	cases and boxes.	434	3,762	4,196

DOMINION IMPORTS AT QUEBEC.—*Continued.*

REPORT of Principal Entries inwards, by vessels from all parts of the Dominion, at this Port, for the Season ending 30th of November, 1879.

—		November.	Previously Reported.	Total.
IMPORTS.—*Continued.*				
Hardware	kegs.	70	120	190
Hoops		3,000	23,000	26,000
Herrings	brls.	.....	1,603	1,603
Hay	bdls.	33,176	202,974	236,150
Hops	bales.	36	216	252
Iron	pkgs.	6,200	60,523	66,723
Leather	"	58	4,327	4,385
Lard	kegs.	210	2,150	2,360
Linseed	bush.	2,425	2,574	4,994
Molasses	puns.	.....	108	108
do	brls.	.....	418	418
Machinery	brls.	.....	122	122
do	pkgs.	34	1,563	1,597
do	pieces.	.....	5	5
Maccaroni	boxes.	2,000	17,474	19,474
Matches	cases.	106	5,441	5,547
Mineral Water	brls	4	188	192
Maple Sugar	lbs.	.....	11,450	11,450
Mackerel	brls.	244	346	590
Marble	pkgs.	33	768	801
Nails and Spikes	brls.	507	3,116	3,623
do	kgs.	510	8,750	9,260
do	boxes.	.....	2,474	2,474
Oats	bush.	6,332	74,065	80,387
Oakum	bales.	126	2,522	2,648
Old Iron	cwt.	100	228	328
Potatoes	bush.	14,080	32,110	46,190
Pork	brls.	216	2,668	2,884
Pease	bush.	360	9,588	9,948
Perch and Pickets		1,500	8,350	9,850
Phosphate	tons.	.....	1,216	1,216
Raisins	brls.	16	10,398	10,414
do	boxes.	2,416	3,791	6,207
Rice	brls	148	194	342
Rakes	pkgs.	.....	2,426	2,426
Rags	cwts.	.....	27	27
Rosin	brls.	371	885	1,256
Refrigerators		.....	91	91
Sugar	hhds.	.....	217	217
do	brls.	700	2,583	3,283
Smoked Herring	doz.	.....	22,000	22,000
Shingles	M.	.....	2,929	2,929
Salmon	boxes.	.....	295	295
do	brls.	58	424	482

DOMINION IMPORTS AT QUEBEC.—*Continued.*

REPORT of Principal Entries inwards, by vessels from all parts of the Dominion, at this Port, for the Season ending 30th of November, 1879.

—		November.	Previously Reported.	Total.
IMPORTS.—*Continued.*				
Sewing Machines	crates.	55	795	850
Starch	boxes.	800	7,832	8,632
Soap	cases.	.....	1,165	1,165
do	boxes.	2,200	13,883	16,083
Steel	pkgs.	316	8,352	8,668
Seeds	bags.	232	2,133	2,364
Seal Oil	galls.	.....	36,558	36,558
Sealskins		.....	3,450	3,450
Sheep		496	2,673	3,169
Stones	toises	55	763	818
Slabs	loads.	130	2,734	2,864
Straw	bdls.	300	1,125	1,425
Spices	boxes.	1,116	2,885	4,001
Shovels & Spades	pkgs.	48	1,810	1,858
Soda Carb	brls.	82	415	497
Scales	cases.	33	310	343
Scythe handles	pkgs	.....	251	251
Stationery	cases	70	432	502
Spokes of wheels		.....	1,300	1,300
Tea	boxes.	1,816	6,852	8,668
do	catties.	.....	144	144
Tobacco	cad.	.....	.....	.....
do	brls.	.....	1,734	1,734
do	cases.	300	4,807	5,107
do	boxes.	.....	3,248	3,248
do	kegs.	.....	250	250
Trout	brls.	4	18	22
Tin	boxes	910	5,395	6,305
Turpentine	brls	34	236	320
Tar	"	58	974	1,052
Wine	cases.	.....	1,018	1,018
do	brls.	275	866	1,141
do	qr-casks	.....	70	70
do	hhds.	.....	78	78
Whiskey	brls.	.....	361	361
do	hhds.	.....	46	46
Wheat	bush.	30	3,040	3,070
Wood	cords.	6,398	44,366	50,764
White Birch Bark		.....	87,400	87,400
Washboards	pkgs.	100	232	332

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd December, 1879.

JAMES WOODS,
Chief Clerk.

LIGHTERED CARGOES.

ALLAN LINE—INWARDS.

Date.		Name of Steamer.	Number of Tons.	Amount.
1879				$ cts.
April	30...	Circassian	76	7 60
do	30...	Waldensian	8	0 80
May	5...	Sardinian	77	7 70
do	7...	Phœnecian	19	1 90
do	15...	Canadian	21	2 10
do	19...	Peruvian	28	2 80
do	19...	Manitoban	2	0 20
do	12...	Caspian	58	5 80
do	26...	Polynesian	38	3 80
June	2...	Sarmatian	9	0 90
do	4...	Prussian	1	0 10
do	14...	Sardinian	39	3 90
do	17...	Phœnecian	8	0 80
do	21...	Moravian	34	3 40
do	21...	Scandinavian	8	0 80
do	23...	Canadian	16	1 60
do	20...	Peruvian	96	9 60
July	1...	Corinthian	30	3 00
do	7...	Nestorian	12	1 20
do	7...	Manitoban	37	3 70
do	2...	Polynesian	145	14 50
do	14...	Prussian	1	0 10
do	14...	Sarmatian	175	17 50
do	10...	Circassian	306	30 60
do	19...	Waldensian	102	10 20
do	24...	Phœnecian	99	9 90
do	28...	Sardinian	276	27 60
Aug.	1...	Scandinavian	38	3 80
do	4...	Moravian	181	18 10
do	5...	Canadian	72	7 20
do	9...	Peruvian	347	34 70
do	12...	Corinthian	52	5 20
do	18...	Manitoban	61	6 10
do	18...	Polynesian	173	17 30
do	25...	Sarmatian	196	19 60
do	30...	Waldensian	22	2 20
Sept.	1...	Circassian	194	19 40
do	8...	Sardinian	125	12 50
do	10...	Phœnecian	44	4 40
do	15...	Canadian	28	2 80
do	15...	Moravian	143	14 30
do	22...	Peruvian	136	13 60
do	29...	Manitoban	30	3 00
do	29...	Polynesian	145	14 50
Oct.	6...	Corinthian	6	0 60
do	17...	Prussian	376	37 60
do	17...	Sarmatian	683	68 30
do	10...	Waldensian	43	4 30
do	13...	Circassian	71	7 10
do	20...	Sardinian	65	6 50
		Forward	4,952	495 20

LIGHTERED CARGOES—*Continued.*

ALLAN LINE—INWARDS.

Date.		Name of Steamer.	Number of Tons.	Amount.
1879				
		Brought forward	4,952	495 20
Oct.	20	Phœnecian	41	4 10
do	22	Scandinavian	6	0 60
do	28	Moravian	46	4 60
Nov.	3	Peruvian	46	4 60
do	4	Manitoban	41	4 10
do	11	Polynesian	84	8 40
do	12	Prussian	2	0 20
do	15	Corinthian	52	5 20
		Total	5,270	527 00

DOMINION LINE—INWARDS.

June	29	Teutonia	40	4 00
July	14	Brooklyn	26½	2 65
do	25	Quebec	10	1 00
Aug.	4	Texas	20	2 00
do	11	Dominion	32	3 20
do	19	Mississipi	6	0 60
do	25	Brooklyn	14	1 40
Sept.	8	Quebec	9	0 90
do	10	Teutonia	2	0 20
do	17	Texas	12	1 20
Oct.	1	Brooklyn	89	8 90
Nov.	4	Dominion	500	50 00
do	8	Brooklyn	1,011	101 10
		Total	1,771½	177 15

BEAVER LINE—INWARDS.

July	23	Lake Champlain	732	73 20
Nov.	10	Lake Winnipeg	700	70 00
		Total	1,432	143 20

SUNDRY STEAMERS—INWARDS.

July	15	Lucerne	86	8 60
Aug.	26	do	59	5 90
Nov.	29	Bellona	60	6 00
		Total	205	20 50

LIGHTERED CAROGES.—*Continued.*

ALLAN LINE—OUTWARDS.

Date.		Name of Steamers.	Number of tons.	Amount.
1879.				$ cts
May	16...	Sardinian	10	0 50
July	7...	Scandinavian	176	8 80
do	16...	Nestorian	259	12 95
do	17...	Manitobau	428	21 40
do	18...	Moravian	364	18 20
do	18...	Polynesian	470	23 50
do	22...	Prussian	482	24 10
do	25...	Sarmatian	534	26 70
Aug.	1...	Circassian	552	27 60
do	8...	Sardinian	577	28 85
do	9...	Scandinavian	317	15 85
do	15...	Canadian	218	10 90
do	22...	Corinthian	142	7 10
do	22...	Peruvian	311	15 55
do	25...	Nestorian	400	20 00
do	29...	Manitoban	454	22 70
do	29...	Polynesian	760	38 00
Sept.	6...	Prussian	737	36 85
do	5...	Sarmatian	983	49 15
do	10...	Waldensian	363	18 15
do	12...	Circassian	901	45 05
do	19...	Phœnesian	75	3 75
do	20...	Sardinian	917	45 85
do	20...	Scandinavian	824	41 20
do	25...	Canadian	279	13 95
do	26...	Moravian	515	25 75
Oct.	3...	Nestorian	519	25 95
do	3...	Peruvian	341	17 05
do	11...	Polynesian	920	46 00
do	7...	Manitoban	133	6 65
do	14...	Corinthian	210	10 50
do	14...	Rrussian	925	46 25
do	17...	Sarmatian	510	25 50
do	19...	Waldensian	92	4 60
do	25...	Circassian	822	41 10
do	25...	Phœnesian	90	4 50
do	31...	Sardinian	1,005	50 25
do	31...	Scandinavian	953	47 65
Nov.	22...	Corinthian	80	4 00
do	7...	Moravian	822	41 10
do	13...	Nestorian	945	47 25
do	14...	Peruvian	376	18 80
do	17...	Manitoban	216	10 80
do	22...	Prussian	607	30 35
do	22...	Polynesian	1,049	52 45
		Total	22,663	1,133 15

LIGHTERED CARGOES.—*Continued.*

BEAVER LINE—OUTWARDS.

Date.		Names of Steamers.	Number of Tons.	Amount.
1879.				$ cts.
Oct.	11...	Lake Winnipeg	350	17 50
do	24...	Lake Nipegon	300	15 00
Nov.	10...	Lake Champlain	200	10 00
do	20...	Lake Nipegon	250	12 50
		Total	1,100	55 00

DOMINION LINE—OUTWARDS.

July	1...	Viking	200	10 00
Aug.	9...	Scotland	440	22 00
do	18...	Texas	415	20 75
do	29...	Teutonia	303	15 15
Sept.	4...	Brooklyn	590	29 50
do	4...	Quebec	712	35 60
do	26...	Scotland	520	26 00
Oct.	3...	Dominion	789	39 45
do	13...	Brooklyn	842	42 10
do	25...	Mississippi	636	31 80
do	31...	Quebec	662	33 10
Nov.	1...	Viking	850	42 50
do	1...	Brooklyn	1,095	54 75
do	8...	Texas	654	32 70
do	14...	Dominion	1,100	55 00
do	18...	Scotland	900	45 00
		Total	10,708	535 40

SUNDRY STEAMERS—OUTWARDS.

July	24...	Lucerne	70	3 50
Aug.	28...	Imbros	147	7 35
Sept.	23...	Ocean King	347	17 35
do	25...	Erl King	370	18 50
do	28...	Nebo	214	10 70
Oct.	13...	Bernard Castle	108	5 40
do	21...	Annie	110	5 50
do	23...	Mathew Curters	390	19 50
do	23...	Thames	160	8 00
do	31...	Standard	60	3 00
Nov.	8...	Ocean King	195	9 75
do	11...	Castlefield	500	25 00
do	12...	Riversdale	400	20 00
do	16...	Nebo	500	25 00
do	22...	Mildred	1,600	80 00
do	19...	Erl King	300	15 00
do	25...	Govino	454	22 70
do	25...	Bedouin	200	10 00
do	26...	Bernard Castle	392	19 60
		Total	6,517	325 85

LIGHTERED CARGOES—*Concluded.*

SAILING VESSELS—OUTWARDS.

Date.	Name of Steamers.	Number of Tons.	Amount.
1879.			
Nov. 7...	Schr. Mary, Queen of the Seas	108	5 40
do 10...	Ship Lake Superior	80	4 00
do 12...	do Chippewa	335	16 75
	Total	523	26 15

RECAPITULATION.

——	Amount	Total Amount.
	$ cts	$ cts.
Allan Line—Inwards	527 00	
do Outwards	1,133 15	
		1,660 15
Dominion Line—Inwards	177 15	
do Outwards	535 40	
		712 55
Beaver Line—Inwards	143 20	
do Outwards	55 00	
		198 20
Sundry Steamers—Inwards	20 50	
do Outwards	325 85	
		346 35
Sailing Vessels—Outwards		26 25
		2,943 40

JAS. WOODS,
Chief Clerk.

DR.

REVENUE AND EXPENDITURE.

CR.

1879.		$ cts.	1879.		$ cts.
Dec. 31.	To Tonnage dues	25,631 33	Déc. 31.	By Officers' salaries, for year	6,083 31
	Import do	2,549 37		Schooner Reporters, for year	800 00
	Export do	5,969 84		Commissioners' attendance	2 030 00
	Harbour do	3,397 42		Auditors for 1878	150 00
	Breakwater, rent	5,010 00		Breakwater, expenses	1,368 56
	Point-à-Carcy Wharf, rent	7,288 53		Pointe-à-Carcy Wharf, expenses	881 08
	Wellington Wharf, rent	2,713 34		Wellington Wharf, expenses	554 45
	East India do do	3,389 39		East India do do	530 18
	Atkinson's do do	1,848 99		Atkinson's do do	834 84
	Grand Trunk do do	963 53		Grand Trunk do do	200 00
	Reynar's do do	654 21		Reynar's do do	252 75
	Beach and Deep-Water Lots	2,175 37		Legal expenses	265 80
	Interest	2,654 37		Notarial expenses	138 40
	Anchors and chains	339 59		Printing Commissioners' Report	75 00
	Sundries	136 17		Hardware	93 93
				Fixing radiators	32 88
				Harbour Master's service, printing, advertising, cleaning office and sundries	1,238 38
				One year's interest and Sinking Fund on $723,000 debentures	43,380 00
				Excess of Revenue	5,811 79
		64,721 45			64,721 45

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

Dr. BALANCE SHEET of 31st December, 1879. 1879.

	$ cts.		$ cts.
To Office furniture	1,271 03	By Beach and deep water lots	43,932 50
Amount at debit of grantees of beach and deep water lots	39,837 40	Quebec Harbour Debentures	1,073,000 00
Amount at debit of lesses wharves and warehouses	10,442 07	Sinking Fund	53,914 66
Amount at debit of sundry parties for harbour dues	894 43	James Boyd	50 00
West India and Wellington Wharves	84,605 75	Philip Quigley & Son	49 50
East India Wharf	48,331 79	Charles H. Reynar	50 00
Atkinson's Wharf	50,945 20	Excess of Revenue	56,108 00
Grand Trunk Wharf	14,612 15	J. C. Rogers	50 00
Reynar's Wharf	9,918 29	Dominion Government for harbour improvements	50,000 00
Pointe-à-Carcy Wharves	269,540 77	Dominion Government for Graving Dock	125,000 00
Breakwater	216,198 60		
Peters, Moore & Wright	411,322 74		
Larkin, Connolly & Co	56,744 65		
Wigham, Richardson & Son	17,520 00		
Harbour improvements	54,283 41		
Graving Dock	20,998 11		
Dominion Government	6,954 46		
Receiver General of Canada, "Sinking Fund"	53,914 66		
Jackscrews account	394 87		
Kinipple & Morris	8 00		
Moore & Wright	113 17		
Open exchange	340 85		
Fly Bank Channel	39 01		
Fradet & Desrochers	1,350 22		
Alleyn & Chauveau	130 00		
W. & R. Brodie	1,299 79		
Cash	768 50		
La Banque Nationale	28,133 60		
Suspense Account	1,241 44		
Total	1,402,154 98	Total	1,402,154 98

A. H. VERRET,
Secretary-Treasurer.

JOS. WOODS,
Bookk-eeper.

QUEBEC, 27 FEBRUARY 1880.

We hereby certify that we have examined the Books and Vouchers duly certified of the Quebec Harbour Commission for the year ending the 31st December last past and that the Balance sheet as copied on folios 486, 487, 488 and 489 is correct in every particular.

A. GABOURY,
JOHN Y. WELCH,
Auditors.

STATEMENT of Assets and Liabilities, per Balance Sheet.—Quebec, 31st December, 1879.

ASSETS.	$ cts.	$ cts.
Real Estate :—		
West India and Wellington Wharves	84,605 75	
East India Wharf	48.331 79	
Atkinson's Wharf	50,945 20	
Grand Trunk Wharf	14,612 15	
Reynar's Wharf	9,918 29	
Pointe-à-Carcy Wharves	269,540 77	
Breakwater	216,198 60	
		694,152 55
In re Beach and Deep-Water Lots :		
Capital at Debit of sundry parties	35,348 49	
Arrears of interest to 24th June, 1878	4,488 91	
do do 24th December, 1878	1,241 44	
		41,078 84
Harbour Improvements :—		
Peters, Moore & Wright	411.322 74	
Engineering and sundries	54,283 41	
		465,606 15
Graving Dock :—		
Larkin, Connolly & Co	56.744 65	
Wigham, Richardson & Son	17,520 00	
Engineering and sundries	20,998 11	
		95,262 76
Fly Bank Channel :—		
Advertising, etc	39 01	
Fradet & Desrochers	1,350 22	
		1,389 23

LIABILITIES.	$ cts.	$ cts.
Quebec Harbour Debentures		1,073,000 00
Dominion Government:—		
On account Harbour Improvements	50,000 00	
do Graving Dock	125.000 00	
		175,000 00
Sundry Competitors :—		
Deposits for copies of Specification		199 50
Surplus—compared as follows :—		
Beach and Deep-water Lots at Credit	43,932 50	
Sinking Fund	53,914 66	
Excess of Revenue	56,108 32	
		153,955 48

Cash :—		
On hand	768 50	
In La Banque Nationale	28 133 60	

Fradet & Desrochers	39 01					
	1,350 22					
		1,389 23				

Cash :—						
On hand	768 50					
In La Banque Nationale	28,133 60					
		28,902 10				
Sinking Fund :—In hands of Receiver-General		53,914 06				
Rents :—Due by sundries, as per Balance Sheet		10,442 07				
Harbour Dues :—Due by sundry, as per Balance Sheet		894 43				
Dominion Government :—Due by them		6,954 48				
Office Furniture		1,271 03				
Jackscrews :—On hand		394 87				
Kinipple & Morris :—Due by them		8 00				
Moore & Wright :—Due by them		113 17				
Alleyn & Chauveau :—Due by them		130 00				
W & R. Brodie :—Due by them		1,299 79				
Open Exchange:		340 85				
		1,402,154 98				1,402,154 98

JAS. WOODS,
Book-keeper.

A. H. VERRET.
Secretary-Tresurer.

HARBOUR COMMISSIONNERS' OFFICE,
QUEBEC, 16th January, 1880.

QUEBEC, 27th February 1880.

We hereby certify that we have examined the Statement of Assets and Liabilities of the Quebec Harbour Commission, as detailed on folios 491, 492 and 493, and that we found the same in all particulars a faithfull Record of the position of the Trust on that day.

A. GABOURY,
JOHN Y. WELCH.
Auditors.

QUEBEC HARBOUR COMMISSION

STATEMEET of Contracts awarded by the Quebec Harbour Commissioners in connection with the Harbour Improvements and the Graving Dock, showing the Amounts received from the Dominion Government on account of same, and Total Expenditure connected with same previous to the 31st December, 1879; as also the cost of additions to said Contracts.

Nature of Contact.	Date of Contract.	Date of completion of Contract.	To Whom Awarded	Not Amount of Contract	Amount of additions to Contract.	Total Amount of Contract with addition.	Total Amount paid to Contractors.	Total Amount paid for Engineering and Sundries.	Total Expenditure.	Total Amount received from the Federal Government.
				$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Harbour Improvements...	May, 2,1877	Oct 2. 1880	Peters, Moore & Wright	529,296.31	63,749.87	593,046.18	411,322.74	54,283.41	465,606.15	400,000.00
Graving Dock.	Aug.17,1878	June 1, 1882	Larkin, Connolly & Co,	330,953.89	6,866.66	337,820 55	56,744.66	21,998.11	95,262 76	125,000.00
Caisson for Graving Dock.....	do 7,1879	Jan. 7, 1880	Wigham, Richardson & Co.....	29,221.50	.....	.....	17,520.00	.....		

A. H. VERRET,
Secretary-Treasurer.

REMARKS RESPECTING ADDITIONS TO THE HARBOUR IMPROVEMENTS' CONTRACT.

In several instances where changes in the character of certain details of work have occurred, one class of work has been substituted and paid for by the modification of another. For example, the stone superstructure stands against a modification in the lower concrete of the substructure owing to spaces deducted between the counterforts.

The first real addition was in consequence of the increase in width of the embankment which lengthened the crib-work outside near the Gas Wharf and near the Ballast Wharf, and the cost of sinking the first 120 feet of crib work outside (as crib work) to coping level instead of the filling and dwart cribs shown on the original plan. This addition amounts to $5,391.66.

The second addition, amounting at schedule rates to $48,040.21, represents the substitution of crib work for a pitched slope on the entire length of the outface of the embankment up to coping level.

The third and last addition represents the substitution of coarse concrete in lieu of clay and stone filling in foundation of the caissons of the wet dock wall.

The amended plan shows a total of.....	$17,357 46
By deduction of cost per original plan.....	7,939 46
Gives a total extra, represented by this addition, of	$9,418 00

REMARKS RESPECTING ADDITIONS TO THE GRAVING DOCK CONTRACT.

New road on the side of the Graving Dock property, the old road destroyed, at the cost of..	$5,484 06
Extra concreting put in bags by divers at corner of the Government Warf, at the cost of.....	1,090 44
Extra capping and walling.....	292 16
	$6.866 66

Certified,

A. H. VERRET,
Secretary-Treasurer.

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REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1879.

QUEBEC, 16th January, 1880.

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

SIR,—I have the honour to submit the following report of the Quebec Harbour Commissionners, as Pilotage Authority, for the year 1879.

The operations of the year commenced on the 16th of April by the departure of the pilot schooner No. 2, with eight pilots. She was followed the same day by the shooner No. 4 with more pilots. Two days after their departure, these schooners were cruising on the two lower stations.

The schooners No. 1 left on the 24th of the same month with four pilots, and five days later schooner No. 5 took her departure with thirty-six pilots on board.

On the 8th May the schooner No. 4 left with thirty pilots, and on the 12th of the same month thirty more were forwarded by the schooner No. 3.

Thus, within a month, one hundred and sixteen pilots were distributed on the various stations.

The service has been satisfactorily effected during the whole season by the above-named five schooners. It has not been necessary, this year, as previously in some instance, to use the railway for the purpose of supplying the stations when pilots were needed.

Old Pilots.

In conformity with the provisions of the law, the old pilots of the age of 65 and over were all summoned to be examined before the navigation.

Twenty-seven came under the action of the law. They were all found able to continue to practice, and their licences were accordingly renewed for one year.

Trials.

There have been four complaints lodged during the year. Only one of them was by a ship-master, the three others by the Corporation of Pilots for infringements of their regulations.

During the trial of the first mentioned case it has been established clearly that the vessel had not suffered the least damage by the grounding complained of, and that the accident had been purely accidental. The case was consequently dismissed.

The three other complaints were settled by a *plea* of *guilty* in each case. The defendants were all fined and condemned to pay the costs.

The number of complaints for infringement of the regulations of the Corporation of Pilots is equal to that of the year 1877; not one complaint of that nature having been loged in 1878.

The severity with which they were dealt with, it is expected, will be a warning to the pilots who would be inclined to break the discipline.

New Licences awarded.

During the year the following named apprentices were admitted to practice as pilots, after undergoing their examinations in accordance with the law :—

Paul Lachance.
Arcadius Jouvin.
Léon Labrecque.
Louis P. Lavoie.
Paul Lachance.
Joseph Pouliot.
Joseph Larochelle, and
Adjutor Lachance.

Deaths.

Only two deaths have occurred amongst the pilots during the year ; the first Louis Joseph Lavoie, died in November, and the other, Jean Giroux, in December.

Apprentice Pilots

The Commissioners take the liberty of drawing once more the attention of the Governement to the importance of reviving the old practice of sending the apprentice pilots on a survey of the north and south channels of the St. Lawrence, and they most respectfully confirm what is stated respecting this question in their report for the year 1878.

The whole respectfully submitted.

A. H. VERRET,
Secretary-Treasurer.

STATEMENTS showing the Number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December, 1879; the number who were retired, struck off the active list or died during the year; the number temporarily suspended; the number who were unable to serve; the number in charge of the Government Steamers and those in charge of Lighthouses, &c.

Number.	Names.	Age.	Residence.	Number of Pilotage effected. Inwards.	Outwards.	Moyages.	Casualties and Remarks.
1	Edouard Petitgrew	74	Green Island	5	5	5	
2	Joseph Pepin	70	St. John, Isle of Orleans	5	5	5	
3	Charles Nolet	71	Quebec	4	5	5	
4	Ives Silvestre	70	do	2	.....	2	Unable to fulfil his duties since the 3rd July.
5	Louis Jos. Lavoi	69	Notre-Dame, Lévis	5	5	5	Died in November.
6	Thomas Couillard Desprès	69	Bienville, Lévis	5	5	5	
7	Dominique Girard	65	Green Island	8	7	7	Employed by the Allan Line of steamers.
8	Edward Marcoux	72	St. Pétronille, Isle of Orleans	5	5	5	
9	Charles Pouliot	65	St. Laurent do	5	4	5	
10	Thomas Simard	65	Quebec	5	5	5	
11	Jean Aud t *dit* Lapointe	66	St. Michel, Bellechasse	5	5	5	
12	Edouard Antil *dit* St Jean	64	Quebec	3	2	5	Unable to perform his duties since the 1st September.
13	George Sansterre	68	St. Michel, Bellechasse	5	5	5	
14	Laurent Larochelle	67	do do	5	5	5	
15	Charles Bernier	65	Cap St. Ignace	5	5	5	
16	Regis Ménard	64	St. Valier	5	5	5	
17	Jean Dufresne	64	Quebec	5	5	5	
18	Jean Pouliot	65	St John, Isle of Orleans	5	4	6	
19	Frs. Vézina	65	Quebec	6	4	5	

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

Number.	Names.	Age.	Residence.	Number of Pilotages effected. Inwards.	Outwards.	Movages.	Casualities and Remarks.
20	Hélie Normand	64	Quebec	5	4	5	
21	Alexandre Vaillancourt	70	St Laurent, Isle of Orleans	5	5	5	
22	Hilaire Raymond	66	Kamouraska	5	5	5	
23	Hilaire Jovin	63	Ste. Luce, Rimouski	5	5	4	
24	Jean Baptiste Bernier	64	L'Islet	7	7	4	Employed by the Allan Line of Steamers.
25	Pierre Peltier	68	St. Michel, Bellechasse	5	5	5	
26	Frs. Thivierge	64	Quebec, St. Sauveur	6	4	5	
27	Joseph Pouliot, 1st	57	St. John, Isle of Orleans	4	6	6	
28	Marcel LeBel	66	Kamouraska	6	4	5	
29	Jacques Tremblay	71	St. John, Isle of Orléans	5	4	5	
30	Jean Dugas	63	Quebec	5	5	5	
31	Cyprien Raymond	61	do	5	6	5	
32	Damien Boulanger	65	do	5	5	5	
33	Wm. Russell	62	do				Sick all the season.
34	Louis Laprise	63	do	5	4	6	
35	Pierre Pepin	64	St. Charles Village, Quebec	5	6	5	
36	Charles Dubas	63	Green Island	2	1	2	Appointed, in August, Master of one of the Pilot schooners.
37	Louis Cottin Dugal	69	St. Michel, Bellechasse	5	6	6	
38	Edouard Genest	62	St. Pétronille, Isle of Orleans	5	5	5	
39	Pierre Lapierre	62	Notre Dame, Lévis	5	5	6	
40	Anselme Marmen	63	Quebec				Master of the Government Steamer "Druid."
41	Magloire Delisle	63	Green Island	6	4	5	
42	Jean Baptiste Talbot, 1st	62	Berthier	5	5	5	
43	Frs. Xav. Delisle, 1st	61	St. John, Isle of Orléans	5	5	5	
44	Joseph Dick	60	do do	5	5	5	

42	Jean Baptiste Talbot, 1st	62	Berthier	6	4	5	Master of the Government Steamer "Druid."
				5	5	5	

43	Frs. Xav. Delisle, 1st	61	St. John, Isle of Orléans	5	5	5	
44	Joseph Dick	60	do do	5	5	5	
45	Frz. Noel	69	Ste. Pétronille do	5	5	5	
46	Paul Langlois	64	Ste. Agathe	5	5	5	
47	Marcel Coté	64	Green Island	5	4	5	
48	George Audet *dit* Lapointe, 6	59	Lauzon, Lévis	.....	.....	.....	Has had command of one of the Pilot Schooners during the whole season.
49	Gabriel Lachance	60	St. John, Isle of Orleans	4	6	6	
50	Isaie Marticette	59	Quebec	5	5	5	
51	François Dallaire	62	St. Laurent, Isle of Orléans	5	5	5	
52	Laurent Godbout, 1st	62	Québec, St. Sauveur	5	5	6	
53	Pierre Roy	64	do	5	5	5	
54	Pierre Ruelland	62	St. Michel, Bellechasse	5	5	5	
55	Hubert Dumas	60	Trois-Pistoles	5	5	5	
56	Damase Babin	62	St. Jean Port Joli	3	1	3	Unable to perform his duties since the 24th July.
57	Jos. Boucher *dit* Morency	62	Quebec	5	4	5	
58	Maurice Pepin *dit* Lachance	66	do	5	6	5	
59	David Boullard	60	St. Laurent, Isle of Orleans	5	5	5	
60	Edouard Labrèque	59	do do	5	5	5	
61	Bart. Pepin *dit* Lachance, 1st	58	St. John, do	8	10	4	Employed by the Allan Line of Steamers.
62	Antoine Lapointe	58	Quebec, St. Sauveur	4	5	5	
63	Jean Chassé	63	Cacouna	5	5	5	
64	Narcisse Forgues	58	Lauzon, Lévis	5	4	6	Sick during 19 days.
65	Frs. Dumas	61	Green Island	5	5	5	
66	Dominique Verreault	59	Méchim	6	5	5	
67	Michel Guénard	56	Notre Dame, Lévis	8	11	5	
68	Jean Coulombe	58	St Laurent, Isle of Orleans	6	4	5	
69	Alex. Vézina	61	Crane Island	5	3	4	On the sick list during one month.
70	Gilbert Baillargeon	57	Ste. Pétronille, Isle of Orleans	2	4	2	Master of one of the Pilot Schooners up to the end of June.
71	Jean Giroux	57	Notre-Dame, Lévis	5	3	4	On the sick list during 38 days. Died in December
72	Jas. Phil. Couillard	58	Quebec	5	5	5	
73	Nicholas Fortin	56	do	5	4	5	On the sick list during 23 days.
74	Magloire Mercier	63	do	6	4	5	
75	Louis Olivier Leclerc	65	St. Michel, Bellechassa	5	5	5	
76	Jean Bapt. Tremblay, 1st	63	Quebec	5	5	5	
77	Julien Dion	60	Green Island	6	4	5	
78	Pierre Lemieux	55	Quebec	5	5	5	
79	Edouard Rousseau	64	Trois-Pistoles	4	3	5	On the sick list during 54 days.
80	Louis Fontaine	59	N. D. Aux, Buckland	5	5	6	

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

Number.	Names.	Age.	Residence.	Number of Pilotages effected. Inwards.	Outwards.	Movages.	Remarks.
81	Abraham Couillard Després	64	St. Michel, Bellechasse	4	5	5	
82	Frs. Gourdeau	56	Cap St. Ignace	5	5	5	
83	Jérémie Dufresne	61	Quebec, St. Sauveur	5	6	5	
84	Joseph Blouin	65	do	5	6	5	
85	Antoine Gobeil	51	St. John, Isle of Orleans	7	8	3	Employed by the Allan Line of steamers.
86	Pierre Fontaine	51	do do	5	5	5	
87	Joseph Lavoie	65	Ste. Luce, Rimouski	6	4	5	
88	Victor Demers	54	Lauzon, Lévis	6	5	6	
89	Joseph Plante	49	Baie St. Paul				One of the Directors of the Corporation of Pilots; not re-elected last election.
90	Louis Thivierge	50	St. John, Isle of Orléans	5	5	5	
91	Charles Francis Brown	51	Quebec	9	15	4	Employed by the Great Western Line of steamers.
92	Paul Paquet	48	St. John, Isle of Orleans	5	6	5	
93	Joseph Pouliot, 2nd	52	do do	5	5	5	
94	George Normand	49	Crane Island	5	5	6	
95	David d'Amour	47	Trois-Pistoles	11	8	4	Employed by the Dominion Line of steamers.
96	Charles Vezina	45	St. Michel, Bellechasse	8	8	4	Employed by the Allan Line of steamers.
97	Ovide Dick	48	Quebec	6	4	6	
98	Michel Nil Asselin	49	St. Michel, Bellechasse	5	5	5	
99	Numa Lachance	45	do do	8	9	5	do do
100	Annibal Baquet	44	Quebec	14	14	4	Employed by the Gulf Ports Company.
101	Joseph Gravel	50	do	5	5	6	
102	Auguste Couillard Després	43	Bienville, Lévis				Master of the Government str. "Napoléon III."
103	Eustache Dorion	46	Lauzon, Lévis	5	7	5	
104	Jean Baptiste Pouliot	38	St. John, Isle of Orleans	5	4	5	On the sick list during 4 days.
105	Jean Gobeil	38	do do	5	5	5	

		40	Lauzon, Lévis	5	7	5	Master of the Government str. "Napoléon III."
104	Jean Baptiste Pouliot	38	St. John, Isle of Orleans	5	4	5	On the sick list during 4 days.
105	Jean Gobeil	38	do do	5	5	5	
106	Joseph Paquet	43	do do	9	9	4	Employed by the Allan Line of steamers.
107	Louis Edmond Morin	41	Quebec				One of the Directors of the Corporation of Pilots;
108	Moïse Lachance	42	St. John, Isle of Orleans	4	6	5	re-elected at last election.
109	Joseph S. Brown	45	Quebec	10	9	4	Employed by the Great Western Line of steamers.
110	Hubert Raymond	40	St. John, Isle of Orleans	5	5	5	
111	Achille Dumaur	40	Lévis	5	5	5	
112	Cyrille Lapointe	40	St. Laurent, Isle of Orleans	4	6	5	
113	Joseph Pouliot, 3rd	36	St. John, Isle of Orleans	5	5	5	
114	Edmond Larochelle	36	St. Michel, Bellechasse				Chairman of the Corporation of Pilots; re-elected
115	Ant. Thomas Chouinard	45	Pointe-aux-Pères	9	5	2	at last election.
116	Siméon Plante	44	Quebec	4	[illegible]	3	Employed by the St. Andrews Line of steamers.
117	Laurent Godbout, 2nd	36	St. John, Isle of Orleans	10	8	5	On the sick list during 86 days.
118	Pierre S. Laprise	36	Ste Petronille, Isle of Orleans	6	4	6	Employed by the Dominion Line of steamers.
119	Adelm Pouliot	40	St. Laurent Isle of Orleans	6	12	7	do do
120	Bart. Pepin *dit* Lachance, 2nd	34	St. John, Isle of Orleans	5	5	5	
121	Frs. Xav. Delisle, 2nd	34	St. Romuald	5	6	5	
122	Jos. Pepin *dit* Lachance	45	Quebec	5	7	5	
123	Damien Eugène Boulanger	36	Lauzon, Lévis	2	1	4	Master of one of the pilot schooners since th
124	Cyprien Langlois	35	St. John, Isle of Orleans	5	5	5	23rd June
125	Jean Delisle	34	do do	7	8	5	Employed by the Temperley Line of steamers.
126	Nazaire Curodeau	32	Quebec	5	7	5	
127	Charles Normand	33	do	5	6	6	
128	Napoléon Rioux	34	Ste. Pétronille, Isle of Orleans	5	5	5	
129	Jean Baptiste Tremblay, 2nd	36	Quebec	7	12	2	Employed by the Dominion Line of steamers.
130	Ray Baquet *dit* Lamontagne	34	St. Michel, Bellechasse	5	5	5	
131	François Xavier Lamarre	33	St. Valier	5	5	5	
132	Moïse Pouliot	31	St. John, Isle of Orleans	5	6	5	
133	Paul Gobeil	33	do do	5	5	5	
134	Chas. Alaire Raymond	31	Quebec	5	5	5	
135	Victor Vézina	34	do	6	4	5	
136	Louis Honorius Lachance	41	St. Michel, Bellechasse	0	0	0	Commands a steamboat on one of the upper lakes.
137	L. B. O. Goutron *dit* Larochelle	33	do do	0	0	0	One of the Directors of the Corporation of Pilots;
138	Chas. Hermie *alias* A. Bernier	34	do do	5	5	5	re-elected at last election.
149	Louis Robert Demers	33	St. André	10	9	3	Employed by the Allan Line of steamers.
140	Vital Ephrem Chamberland	39	Lauzon, Lévis	0	0	0	One of the Directors of the Corporation of Pilots;
141	Joseph G Dupil	32	Ste Pétronille, Isle of Orleans	5	6	5	re-elected at last election.

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

Number.	Names.	Age.	Residence.	Number of Pilotages effected. Inwards.	Outwards.	Movages.	Remarks.
142	Jean Baptiste Talbot, 2nd	34	Berthier	9	8	4	Employed by the Allan Line of steamers.
143	Louis Fortunat Lavoie	34	Ste. Luce, Rimouski	11	11	0	Employed by the London Line of steamers.
144	Joseph Fortier	35	St. John, Isle of Orleans	5	5	5	
145	Nestor Lachance	34	do do	5	6	6	
146	Cyrille Andet *dit* Lapointe	34	St. Michel, Bellechasse	5	4	5	
14	Edouard Turgeon	33	St. John, Isle of Orleans	5	5	5	
148	Joseph Lapointe	36	St. Laurent do	4	5	5	Master of one of the Pilot schooners since November.
149	Leandre Raymond	31	St. John do	0	0	0	On the sick list during the whole year.
150	Pierre Pepin *dit* Lachance	30	Ste. Anne la Pocatière	5	6	6	
151	Theophile Gourdeau	35	Ste. Pétronille, Isle of Orléans	5	5	5	
152	Isidore Noël	29	St. John do	5	5	5	
153	Jean Evariste Adam	35	L'Islet	6	4	14	
154	Alfred Larochelle	29	Notre Dame, Lévis	11	11	2	Employed by the London Line of steamers.
155	Théophile Corriveau	32	Quebec, St. Sauveur	0	0	0	One of the Directors of the Corporation of Pilots; not re-elected at last election.
156	Elzear Godbout	31	do do	5	6	5	Employed by the Allan Line of steamers; steamer "Rocket."
157	George Couillard Després	31	Bienville, Lévis	0	0	0	On the sick list during 7 days.
158	Pierre Gobeil	31	St. John, Isle of Orleans	5	5	5	
159	Thomas Alfred Antil	29	L'Islet	5	4	5	
160	Theodule Pepin *dit* Lachance	34	Quebec	5	5	5	
161	Achille Treffle Simard	33	St Joseph, Lévis	5	5	5	
162	Jean Baptiste Patoine	28	Bienville, Lévis	6	8	5	
163	Narcisse Lavoie	30	Ste. Luce, Rimouski	5	5	5	
164	Alfred Turgeon	27	St. John, Isle of Orleans	3	1	2	Appointed Master of one of the Pilot schooners in July.

		30	Ste. Luce, Rimouski	5	5	5	
164	Alfred Turgeon	27	St. John, Isle of Orleans	3	1	2	Appointed Master of one of the Pilot schooners in July.
165	Joseph Emilie Couillard	28	Quebec	2	4	2	Master of one of the Pilot schooners till 2nd Aug.
166	Louis Albert Royer	34	St. Charles Village	5	5	5	
167	Adelard Sansterre	29	St. Michel, Bellechasse	0	0	0	Master of one of the Pilot schooners during the whole season.
168	Onésime Noël	27	St. John, Isle of Orleans	5	5	5	
169	Napoléon Baillargeon	29	Ste. Petronille, Orléans	5	5	5	
170	David F. Pelletier	27	Lauzon, Lévis	4	6	5	
171	Jos. Frs. Xav. Bernier	27	L'Islet	6	8	5	
172	Frs. Xav. Demeule	27	St. John, Orleans	5	5	6	
173	Louis Honoré Lapierre	29	Notre Dame, Lévis	5	8	5	
174	Jos. Eugène Lachance	25	St. John, Orléans	5	5	5	
175	David Arthur Bouffard	25	do do	5	5	5	
176	Jean Theophile St. Laurent	28	St. Germain, Rimouski	5	4	5	
177	Jacques George Dugas	27	Quebec	5	5	5	
178	Jos. Victor Gourdeau	32	Ste. Pétronille, Orléans	5	5	5	
179	Louis *alias* Trefflé Delisle	25	Trois-Pistoles	5	5	5	
180	J. Bte Couillard	28	Cap St. Ignace	5	5	5	
181	Chs. Pelletier	29	St. Michel, Bellechasse	2	2	3	Appointed Master of one of the Pilot schooners in August.
182	Jos. *alias* Phileas Langlois	33	St. John, Orleans	5	4	5	
183	Nazaire Delisle	30	do do	5	5	5	
184	J. E. Bonaventure Lavoie	27	Ste. Luce, Rimouski	6	4	5	
185	Alexis Vezina	29	Crane Island	5	5	10	
186	Adjutor Baillargeon	25	Ste. Petronille, Orleans	5	5	5	
187	Samuel Rioux	26	Quebec	2	3	2	Master of one of the Pilot schooners till the beginning of July.
188	Chs. Oct. Clavet	25	St. Michel, Bellechasse	5	5	6	
189	Jos. Dion	23	Green Island	5	5	5	
190	Paul Lachance	23	St. John, Orleans	6	5	6	Licensed the 23rd April.
191	Arcadius Jouvin	21	Ste. Luce, Rimouski	1	2	2	do 1st October.
192	Leon Labrecque	29	St. Laurent, Orleans	1	1	0	do 15th October.
193	Louis P. Lavoie	26	St. Germain, Rimouski	1	2	1	do 15th October.
194	Paul Lachance	24	St. John, Orleans	1	1	0	do 22nd October.
195	Joseph Pouliot	23	do do	0	1	0	do 22nd October.
196	Joseph Larochelle	22	St. Michel, Bellechasse	0	1	0	do 22nd October.
197	Adjutor Lachance	21	do do	0	1	0	do 12th November.

Certified.

A. H. VERRET,
Secretary-Treasurer.

STATEMENT of Trials held during the Year 1879, before the Harbour Commissioners, under the Act respecting Pilotage, 36 Vict. chap. 54.

Names of Pilots tried.	Nature of Complaint lodged.	When Complaint lodged	Date of Trial.	Judgment.
David F. Pelletier.	Insult to the Master of the Pilot Schooner No. 5.	7th July...	6th August	Pleads guilty; fined $10 and costs.
Achille Damour..	For having on the 12th Sept. grounded the ship "Goldfinder" at the inside of the upper Block of Sillery.	13th Sept.. at 11:30 a. m.	23rd Sept..	The case was dissmissed, the Commissioners having been of opinion that the grounding of the vessel was purely accidental.
Nestor Lachance.	Insult to the President and Directors and other officers of the Corporation of Pilots.	9th Oct.....	15th Oct...	Pleads guilty; fined $5 and costs.
Nap. Baillargeon.	Same offence.....	9th Oct.....	15th Oct...	Pleads guilty; fined $20 and costs.

Certified.

A. H. VERRET,
Secretary-Treasurer.

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioner's Pilotage Authority, on the 31st December, 1879.

No.	Names.	Dates of Indentures.
1	Patient Marmen	14th October, 1874.
2	Elzear Normand	14th do 1874.
3	Ernest Nollet	19th March, 1874.
4	Arthur Koenig	20th do 1874.
5	François Gourdeau, jun	20th do 1874
6	David Dumas	21st do 1874.
7	Eugène Anctil	21st do 1874.
8	Alphonse Pouliot	21st do 1874.
9	Paul Paquet, jun	21st do 1874.
10	Joseph Lachance	21st do 1874.
11	Jean S. Bernier	21st do 1874.
12	Joseph Paquet	30th do 1874.
13	Jean Alphonse Lachance	15th April, 1875.
14	Arthur Pelletier	12th October, 1875.
15	Herménégilde Guénard	12th do 1875.
16	Arthur Baillargeon	12th do 1875.
17	Jean Vézina	12th do 1875.
18	John William Irvine	28th do 1875.
19	Caius Fortin	2nd November. 1875.
20	Horace Pelletier	4th May, 1876.
21	Elzéar Desrosiers	4th do 1876.
22	Frederick Bouffard	26th July, 1876.
23	Jules Asselin	26th do 1876.
24	Alfred Dion	7th April, 1877.
25	Lucien Lachance	7th do 1877.
26	Odilon Lapierre	7th do 1877.
27	Camile Bernier	11th July, 1877.
28	Philéas Lachance	11th do 1877.
29	Moise Blouin	11th do 1877.
30	Alfred Gourdeau	11th do 1877.
31	Alfred Raymond	11th do 1877.
32	Moise Godbout	11th do 1877.

Certified.

A. H. VERRET,
Secretary-Treasurer.

F. X. Dion, Current Account with the Corporation of Pilots of Quebec, to 31st December, 1879.

Dr.	$ cts.
To Balance of 1878	539 67
Reserve Funds of 1878	1,000 00
Montreal Customs	35,584 64
Three RiversCustoms of 1878	40 00
Three Rivers Customs of 1879	2,124 73
Chicoutimi Customs	1,121 51
Pilotage collected at Quebec	72,096 40
Pilotage collected by sundry Pilots	138 83
Fines	80 00
Loss time	2,195 62

Cr.		$ cts.	$ cts.
By General expenses			
To be deducted—		1,953 75	
Rent to Messrs Dawe & Jarvis	$371 60		
Repairs to premises	50 00		
Sundries	0 50		
		422 10	
			1,531 65
Pilots' expenses		575 86	
Less received from Allan, Rae & Co.	$64 20		
Sundries	14 43		
		78 63	
			497 23
Schooners' expenses		1,921 79	
To be deducted—Sale of old masts and sails		81 61	
			1,835 18
Provisions		3,268 62	
Less sold to sundry Pilots and Captains		139 65	
			3,123 97
Cooks' wages			533 37
Apprentices' wages			586 03
Paid Messrs. Langlois, Angers, Larue & Angers			118 02
Indemnity to Directors and Captains			671 25
Employés' salaries			1,850 00
Shares on schooners paid to retired or deceased Pilots			360 00
Interest on loan of $6000		420 00	

Pilots				
Interest on loan of $6000			420 00	360 00
To be deducted—				
Amount received with National Bank	231 49			
And collected on account schooner "Clara"	14 00		245 49	
				174 51
Pilotage — Refund made on difference of water, etc				256 64
Decayed Pilot Fund—At the rate of 7 per cent				7,766 33
Dividends				94,124 00
Reserve fund				1,000 00
Balance				505 22
		114,933 40		114,933 40

E. & O. E.

F. X. DION,
Treasurer.

We, the undersigned, certify to having minutely examined the books and accounts of the Corporation of Pilots of Quebec, and to having found them correct.

G. RUELLAND,
Accountant.

THÉOPHILE ST. LAURENT,
CHARLES RAYMOND,
Auditors.

RETURN showing the Opening of the Navigation at the Port of Quebec, in each year, from 1830 to 1879 inclusively; also, the date of closing thereof during that period.

Years.	Arrivals from Montreal Steamers.	Arrivals from Sea Ships	Sailed for Sea.
	Date.	Date.	Date.
1830..	April 17..	April 26..	Dec. 4
1831..	do 21..	do 16..	Nov. 30
1832..	do 29..	May 4..	do 30
1833..	do 18..	do 10..	do 25
1834..	do 18..	do 6..	do 24
1835..	May 4..	do 2..	do 25
1836..	do 11..	do 11..	do 26
1837..	do 1..	April 29..	do 18
1838..	April 28.	May 3..	do 20
1839..	do 21..	do 8..	do 23
1840..	do 19..	April 25..	do 29
1841..	May 1..	do 29.	do 28
1842..	April 21..	May 3..	do 28
1843..	May 5..	April 18..	do 28
1844..	April 24..	May 3..	do 23
1845..	do 25..	do 1..	do 26
1846..	do 17..	April 24..	do 27
1847..	May 8..	May 8..	do 26
1848..	April 6..	do 1..	do 21
1849..	do 25..	April 28.	do 25
1850..	do 25..	do 28..	do 28
1851..	do 22..	do 20..	do 29
1852..	do 30..	do 15..	Dec. 4
1853..	do 23..	do 24..	Nov. 26
1854..	May 5..	do 29..	do 29
1855.....	May 6..	May 6..	Nov. 22
1856.....	April 27..	April 20..	do 23
1857.....	do 17..	do 28..	do 24
1858.....	do 18..	do 29..	do 25
1859.....	do 22..	do 29..	do 28
1860.....	do 26..	do 28..	do 26
1861.....	do 26..	do 22..	do 26
1862.....	do 30..	do 16..	do 29
1863.....	May 3..	May 4..	do 27
1864.....	April 2 ..	April 27..	do 30
1865.....	do 21..	do 29..	do 28
1866.....	do 26..	do 28..	Dec. 1
1867.....	May 3..	do 17..	Nov. 29
1868.....	April 28..	do 23..	do 28
1869.....	do 30..	do 27..	do 27
1870.....	do 25..	do 16..	Dec. 2
1871.....	do 18..	do 22..	Nov. 27
1872.....	May 6..	do 30..	do 26
1873.....	do 2..	do 28..	do 22
1874.....	do 10..	do 28..	do 25
1875.....	do 9..	do 29..	do 23
1876.....	do 9..	May 6..	do 24
1877.....	April 26..	April 25..	do 26
1878.....	do 21..	do 20..	do 25
1879.....	May 2..	do 29..	do 28

CUSTOM HOUSE,

Quebec, 1st January, 1880