# HARBOUR COMMISSIONERS' REPORTS

# FOR THE YEAR 1887

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

P. V. VALIN, Esq., Chairman, The Hon, Thos. McGreevy, M. P., R. R. Dobell, Esq., Julien Chabot, Esq.,

P., WILLIAM RAE, Esq.,
J. BELL FORSYTH, Esq.,
FERDINAND HAMEL, Esq.,
EDMOND GIROUX, Esq.,
R. H. SMITH, Esq.

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

Frs GOURDEAU, Harbour Master,

C. SULLIVAN, Asst. Harbour Master, JAMES WOODS, Chief Clerk and Book-keeper, ULRIC BINET, Clerk,

A. H. VERRET, Secretary-Treasurer.

HENRY F. PERLEY, Chief Engineer, ST GEORGE BOSWELL, Resident Engineer, H. LAFORCE LANGEVIN, Asst. Engineer,

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### OUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1807.

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

QUEBEC, 10th JANUARY, 1888.

To the Honorable Geo. E. Foster,
Minister of Marine and Fisheries,
&c., &c., &c.,

Ottawa.

SIR,

In compliance with the requirements of section 14 of the 38th Victoria, Chapter 55, I have the honor to submit the following report on the doings of the Quebec Harbour Commission for the year 1887.

#### Chief Engineer's Report.

The enclosed report from the Chief Engineer, Mr. Henry F. Perley, contains all the information having reference to the progress of the Harbour Works under his charge during last year.

#### Graving Dock.

Since the Dock has been available for the repairs of vessels, in September 1886, it has been used by four steamers:

The first, S. S. "Titania",	2072	tons,	gross
The 2nd, S. S. " Lake Huron",	4046	44	"
The 3rd, S. S. " Panama ",	2016	"	
And the 4th, French Aviso "Bouvet".			

The first vessel was docked the 1st September 1886 and undocked the 5th May following, the second went in the 9th

same month and left the 31st August, the third came in the 17th September and remained till the 2nd October, and the last one took possession the 4th and was undocked the 8th same month.

A portion of the Contractors' plant, composed of the Dredges Sir Hector and St. Joseph, 2 Tugs and 4 Dump Scows, have been placed in the Dock, the 29th November, for the purpose of being repaired during the winter.

It is with great satisfaction that the Commissioners can state that the Graving Dock, after one year's test, during which it was exposed to one of the most severe winters of this country, has given proof of the greatest solidity and of its water-tight powers.

The Dock has been visited, during the summer, by many connaisseurs from England, France and the United States, and they have all pronounced it equal, if not superior, to any of the most renowned Docks of the world.

The Dock is now managed by Captain J. E. Bernier, who has been appointed Dock Master on the 27th March. He has shown himself to be quite competent for such a position and has given entire satisfaction to the Commissioners.

#### Wet Dock, Harbour Works.

The work of dredging in the Wet Dock has progressed most satisfactorily during the season, 483,170 cubic yards of materials having been dredged at a uniform depth of 15 feet.

When the South Wall, under contract, will be completed, its retaining power will be of such capacity as to enable, with few alterations, the dredging of the whole area of this Basin to be carried to such a depth as to give 30 feet or more, if necessary, at low water.

#### South Wall, Harbour Works.

The South Wall works have not progressed as rapidly as expected, but the Commissioners have decided to take the means to have them completed within the term of the Contract, that is to say by the fall of the present year.

A most important change has been effected in connection with this Contract, by which cut stone will be used instead of brick for the portion of the Intercepting Sewer which was to be built in brick, the Contractor having undertaken to do the work for the price specified for the brick work, the substitution costing consequently nothing.

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#### Building for storing Coal Oil on Louise Embankment.

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In the last report, referring to an application made by Mr A. E. Vallerand, Coal Oil Merchant of this City, to be allowed to erect, on the Louise Embankment, a building for the purpose of storing coal oil, it is stated that only few details remain to be settled before closing with this gentleman. An agreement has since been concluded and Mr Vallerand has erected a vast and commodious fireproof building capable of storing three thousand barrels which can be conveyed by Railway to the store itself.

#### Emigrant Building.

A spacious structure, built in the most modern style and supplied with the best accommodations, has been erected, during the year, by the Dominion Government on the Louise Embankment for the purpose of receiving the emigrants booked for the west through the Canadian Pacific Railway.

#### Extension of the Railway Tracks on Louise Embankment.

On the recommendation of their Chief Engineer the Commissioners have decided to lay another track on the Louise Embankment between the edge of the Wall and the present southern track, in order to meet the requirements of the traffic, and also to lay a further line of rails "as a main line," to the southward of the existing gailway, for the use of passengers, baggage, light freight, &c; and have, for that purpose, purchased 300 tons steel rails and 30 tons fish plates.

The laying of those new tracks is still unfinished, but will be completed early next spring.

#### Dumping of dredged materials into the River St. Lawrence.

The attention of the Quebec Board of Trade having been called to the action of the Commissioners who were allowing a portion of the dredged material from the Wet Dock to be dumped into the River St. Lawrence, the Council of this Board has addressed to Commander Maxwell, on Her Majesty's Survey, a letter praying him to give his opinion on the effect upon navigation, if such practice was continued without interruption for the following two or three seasons.

A copy of Commander Maxwell's reply to same has been addressed to the Commissioners and is annexed to this report as also a copy of the Harbour Master's Report on the subject, with the letter conveying same.

This question has also been the subject of a communication addressed, the 1st August, to your Department in reply to its letter of the 20th of the previous month.

Accommodation for landing coal on Louise Embankment.

It having been represented that it was of absolute necessity to provide for the landing of coals on the Louise Embankment, accomodation to that effect has been supplied, which has been found most beneficial, but the coals are not allowed to remain on the Embankment or to interfere with the traffic of the Railway.

### Dredging of the Fly Bank Channel.

The dredging of the Fly Bank Channel, which was commenced in 1879, continued in 1880 and brought to a close during the month of September, the following year, has been resumed, this year, under the superintendence of Mr Claude Giguère, who has had command of the Lifting Barge all the time it was in use in the Harbour. The work was done by Messrs Larkin Connolly & Co, Contractors for the Harbour Works, and only commenced in October, the Commissioners having taken advantage, for ordering same, that they, the Contractors, were sending one of their Dredges for the purpose of digging clay in that channel, thus securing their services for such a work at a very low figure.

The quantity of material dredged, this			2. 67
year, amounts to Which, added to the	10 000	cubic "	yards "
Previously dredged gives a total of	54.000	"	

It is the intention of the Commissioners to continue the dredging of this channel, if possible, till its entire completion.

#### Cement.

The Council of the Quebec Board of Trade has submitted to the Commissioners a letter from Messrs T. A. Gauvreau & Co having reference to the advisability of using in the Harbour Works the cement manufactured by them. This question has been referred to the Chief Engineer, Mr Perley, whose opinion is clearly evinced in his Report which forms part of the accompanying annexures on the subject.

#### Ship Labour, Port of Quebec.

The Commissioners being justly alarmed by the long existing restrictions put by the ship-labourers in the way of loading and unloading vessels in this Port, have resolved to take the matter into consideration with the view, if possible, of prevailing upon them to remove the restrictions complained of, and they have, in consequence, through their Secretary, addressed to the principal shippers of Montreal a circular worded as follows:

"I am directed by the Harbour Commissioners to ask you " if you would kindly advise them as to the difficulties that " exist in your sending your Steamers down to load in Quebec. "Will you please write them what drawbacks there are to your "Steamers taking either timber or deals in Quebec as compared

"to Montreal. It is the Commissioners desire to have all " restrictions removed and, if possible, to induce the ship-labou-" rers to amend their By-Laws so that it will give the facilities " that you may need."

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With the exception of one, in which the firm state that they are not conversant with the difficulties, all the answers received convey the most severe condemnation of the labourers' action in persisting to enforce rules so contrary to the welfare of our Port and unavoidably tending to its ruin.

It is to be hoped that they will realize the situation and take the means of having an understanding with the shipping interests in order to place this Port, in reference to the cost of

labour, on the same footing with the Port of Montreal.

The Commissioners have also taken means for defining their legal position in the matter, and they have, for that purpose, directed their Solicitor to report on their power to remove the difficulties that exist from the action of the ship-labourers. copy of his report is annexed to the present one.

### Repairs to Property.

All the property under the control of the Commissioners has been kept in a thorough state of order. The two wharves, the Pointe-à-Carcy and East India wharves, previously reported as much in need of repairs, have not yet been repaired on account of the depressed condition of the revenue of the Commission.

If the revenue of the coming season can warrant such an expenditure the Commissioners will not fail to undertake the

repairs of one of those two wharves.

In order to facilitate the storing of goods many important improvements have been made in the interior of the two large Stores on Pointe-à-Carcy wharf. The hoisting apparatus of one of them has been so modified as to save much labour in handling heavy goods such as sugar and molasses.

The flat portion of the roof of Store No 2, on that wharf, which was covered with gravel, has been covered with galvanized sheet iron.

Two hundred and thirty-nine, (239), tons of iron dross have been overspread on the top and fifty five, (55), tons stone ballast dumped into the wharf during the year.

A large quantity of ballast from the cuts made in Dalhousie and Leadenhall streets, in connection with the Harbour Works, has also been dumped into the wharf during the working season; but, as this ballast has cost nothing, no account of the quantity so dumped has been kept.

#### Ice Cutting.

• Permission was asked to allow ice to be cut outside the limits allotted, the previous year, but all application to that effect has been refused. The ice cut has proved to be of the purest quality.

Thirty three thousand eight hundred and fifteen, (33,815), blocks of ice, all for local use, have been cut during the winter of 1886-87, an excess of 2039 blocks in the harvest of the preceding year.

The usual statements, conveying the information yearly furnished to your Department regarding the Harbour, as also a complete statement of the Commissioners' accounts for the year, are all annexed to this Report.

I have the honor to be,

Sir.

Your most obedient servant,

A. H. VERRET,

Secretary Treasurer

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# HARBOUR ENGINEER'S OFFICE.

QUEBEC, 31st December, 1887.

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I have the honor to submit, for the information of the Commissioners, the following with reference to the Harbour Works, &c, under any charge.

#### Harbour Works.

During the year which has passed a very large amount of dredging was executed in the Wet Basin, over the greater portion of the area of which a depth of 15 feet at low water has been attained; portions of the material excavated having been placed in the Louise Embankment and the Cross Wall.

A full depth of 25 feet at low water has been attained in the Wet Basin, except, in that part adjoining the Commissioners' Wharf on the western side, to utilize which it will be necessary to dredge to the depth stated, and to construct wharfing for the protection of the present wharf, which is founded on the original bottom.

Owing to an accident to the coffer-dam, which took place at the close of the working season in 1886, the whole of the summer of 1887 was spent in making good the damage done, and thus there was much delay in proceeding with the works in connection with the entrance through the Cross-Wall. The culverts have been completed, with the exception of setting the valves which have been supplied, under a centract, by Mr F. X. Drolet, of Quebec.

A commencement on the works of the South Wall, so called, was made in the portion between Leadenhall street and the Custom House Wharf, and a part of the wall and the outfall of the sewer, which is being built to intercept and carry off the City Sewage, was completed.

The gates are under way and will be ready to place in position as soon as the masonry in the entrance has been completed;—and, until they are placed, the coffer-dam cannot removed, nor the Cross-Wall be completed.

# Graving Dock.

I have to report that the works of the Graving Dock are in good order and condition, that they passed through the test of a "first winter." successfully; and that it is now known what

precautions must be taken to protect the Caisson against ice,

which is the greatest cause of danger to be feared.

During the year the Engine House was enlarged and the annex will be fitted up as a machine shop and for the accommodation of the Engine driving, the Electric light apparatus.

The restoration of the warehouse; which was burned in 1886,

has been commenced.

I am, Sir,

Your obedient servant,

(Signed)

HENRY F. PERLEY,

Chief Engineer.

A. H. VERRET, Esq., Secretary Treasurer, Harbour Commission.

#### OFFICE OF THE QUEBEC BOARD OF TRADE.

12th JULY, 1887.

SIR.

I am instructed by the Council of the Quebec Board of Trade to enclose copies of a letter addressed to Commander Maxwell, on H. M. Survey, containing certain inquiries relative to the effect of depositing ballast in the River opposite to the City, and of the Commander's reply thereto, and am requested to ask your serious consideration of same.

I have the honor to be,

Sir,

Your obedient servant.

(Signed)

F. H. ANDREWS.

Secretary.

A. H. VERRET, Esq., Secretary, Quebec Harbour Commission.

#### DEPOSIT IN THE RIVER ST. LAWRENCE.

H. M. SURVEY.

QUEBEC, June 25th 1887.

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In reply to the letter of your Secretary of 4th instant I have the honor to submit the following observations:

1. A comparison of the recent surveys with those made by Bayfield in 1827-29 shows these facts:

First.—That the channel, known as Patience pass with a depth, then, of 3‡ fathoms at the south entrance, is now closed by a bar having shoals with 11 feet water only on them and over which not more than 16 feet can be carried at low water respectively.

Second.—That Margaret tail and Crane Island spit have extended and that the former channel leading between them to the Middle Traverse, is now fronted by a bar joining these spits on which are several shoals with only 20 to 24 feet over them at low water.

Third.—That a spur has extended south westward from Crane Island spit with several shoals having 24 feet water on them.

Fourth.—That West sand and Traverse spit in North Traverse have extended eastward, the latter to a considerable extent

Fifth.—That shoals, with depths from 46 to 18 feet over them, lie off the shore of St Jean-Port-Joly, the nearest at a distance of nine-tenths of a mile only from Stone Pillar lighthouse whereas none are shown on Bayfield's charts nearer than one and two tenths miles from the same lighthouse, and

Sixth.—That numerous shoals have been discovered in that neighbourhood and about Channel patch.

2. I think there can be no doubt that these shoals are made and developed by the silt brought down by the river, the nuclei being, probably, boulders dropped by ice, sunken trees or logs round which the deposit collects and thence extends.

3. It appears to me also to be evident that any addition made to the natural sediment must assist in the already too rapid formation of shoals that will in time so greatly diminish the depth of water in the shallow parts of the river as seriously to impede navigation.

4. I am therefore of opinion that no solid matter of any kind should be deposited in the river either at Quebec or at the various loading grounds below that port until eastward of a line joining the east extreme of Isle aux Coudres and Point Ouelle, where the water is deep and where no damage would be done to the main channels.

5. It is extremely probable that no injury will accrue to the harbor of Quebec from any refuse that is likely to be thrown into it but the evil will be done to the shallow parts of the river where the shoals already formed act as a shelter to the silt from

the strength of the ebb stream.

I have the honor to be,

Sir.

Your most obedient servant,

(Signed)

WM MAXWELL,

Staff Commander and Surveyor.

The PRESIDENT of the Board of Trade, Quebec.

# HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 2nd August, 1887.

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F. H. Andrews, Esquire, Secretary, Board of Trade, Quebec.

Sir.

I have the honor to acknowledge the receipt of your letter of the 12th ultimo, transmitting copy of a letter addressed to Commander Maxwell, on H. M. Survey, containing certain enquiries relative to the effect of depositing ballast in the river opposite the City, and copy of the Commander's reply thereto,

and requesting the serious consideration of same, and I am directed to enclose you, in reply, a copy of the Harbour Master's Report on the same subject.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) A. H. VERRET,

Secretary-Treasurer.

#### HARBOUR MASTER'S OFFICE.

QUEBEC, 25th July, 1887.

To the CHAIRMAN and MEMBERS of The Harbour Commission, Quebec.

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I have carefully perused the copy, referred to me, of Commander Maxwell's letter to the President of the Quebec Board of Trade, conveying his observations on the deposit in the River St. Lawrence, and have the honor to report as follows thereon:

I am satisfied that all the Commander's observations are correct, but I am of opinion that, irrespective of the dumping of ballast and dredged material into the River, natural sediment assists in the formation of shoals.

My opinion is not changed as to the dumping into the River of the material dredged from the Louise Basin and I therefore beg to confirm my communication to you, dated 10th July 1886, which is worded as follows:

"I am of opinion that the dumping of the dredged material from the Louise Basin into the hole in the River, opposite St. Joseph de Levis, between the two churches, is not injurious inasmuch as it is established that this material, composed almost exclusively of pure silex and small gravel, is so heavy that it goes down immediately to the bottom after it is dumped. However if the Commissioners did not desire to take the respon-

sibility of running any risk they could restrict the dumping

into that spot during the flood only.

"I may add that this hole has a length of one mile and a half and a depth of twenty eight to thirty fathoms. Many million cubic yards of dredged material or ballast, similar to the material dredged in the Louise Basin, could be dumped there and if the hole could be filled in such a manner as to become a good place of anchorage, there cannot be any doubt that this portion of the Harbour would be improved very much".

I have the honor to be,

Gentlemen,

Your most obedient servant,

(Signed)

F. GOURDEAU, Harbour Master.

#### OFFICE OF THE QUEBEC BOARD OF TRADE.

QUEBEC, 14th December, 1886.

Sir.

I am instructed by the Council of the Quebec Board of Trade to enclose you a letter received by them from Messrs T. A. Gauvreau & Co, also extracts from certificate in favor of their Cement, and having reference to the advisability of using the same in your new works now under construction.

As it is considered by the Council out of their province to deal with the matter, they have instructed me to request that you will place the enclosures before the Harbour Commissioners

for their consideration.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

F. H. ANDREWS.

Secretary.

A. H. VERRET, Esq.,
Secretary-Treasurer,
Quebec Harbour Commission,
Quebec.

QUEBEC, 4th November, 1886.

F. H. Andrews, Esq., Secretary, Quebec Board of Trade.

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Will you please lay before the Board of Trade, at its next meeting, the following remarks:

For several years past many hundred thousand dollars worth of foreign cement has been imported and used in the Quebec Harbour Works, whilst we have here the same article manufactured cheaper and superior to all others, if you bear in mind that the Quebec Cement sets quicker and, in that respect, is more adapted for works in water as it is less exposed to be washed out by the tides.

Our object in calling the attention of the Board is that, by its position and influence, the interests of our city can be protected and its opinion and suggestions would have great weight, and as we believe it to be the aim of its members to foster, as much as in their power, Home to Foreign industries, may we suggest that, after due consideration of the whole question, a resolution be passed at the next sitting of the Board recommending the use of the Quebec Cement in the new works about to be made in the Harbour.

Now as regards the proof of the superiority of the Quebec cement over any foreign kind, we here annex extracts of numerous certificates of Canadian Engineers, also a list of some of the works that have been built with it. But so as to avoid loss of time we beg to call your attention to a single fact which in itself is sufficient and worth more than all the certificates and trials that can be made, viz:

The foundations of the Quebec Custom House, built with Quebec cement, over twenty years ago and at a depth of thirty feet, by the Hon. Thomas McGreevy under the supervision of John Page, Chief Engineer of the Federal Government, are still there to be seen and inspected by any one.

The works which are contemplated to be made to improve the Harbour are entirely of an identical and similar nature to the Custom House foundations, same locality soil depth and bed. We need hardly mention the fact that the crushing weight on the Custom House foundations will not exist on the new works. We may also add that the Federal Government has been so

satisfied with the above works, that they have ordered the foundations of the new Examining Warehouse to be built with the same cement.

In the hopes that your Board will give to the above their

favorable attention.

We remain, Sir,

Your most obedient servants,

(Signed)

T. A. GAUVREAU & Co,

Cement Manufacturers.

QUEBEC, 27th DECEMBER, 1886.

F. H. Andrews, Esquire,
Secretary,
Board of Trade,
Quebec.

SIR,

I have the honor to acknowledge the receipt of your letter of the 14th instant, enclosing a letter received by the Council of the Quebec Board of Trade from Messrs T. A. Gauvreau & Co., having reference to the advisability of using in the Harbour Works the cement manufactured by them, and to inform you that the Commissioners have referred same to their Chief Engineer for his report.

I have the honor to be,

Sir.

Your most obedient servant.

(Signed)

A. H. VERRET,

Secretary Treasurer.

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QUEBEC, 23rd June, 1887.

F. H. Andrews, Esquire, Secretary, Board of Trade, Quebec.

Sir,

Following up my letter to you of the 27th December last, acknowledging the receipt of your letter of the 14th of the same month, enclosing copy of letter received by the Council of your Board from Messrs T. A. Gauvreau & Co., having reference to the advisability of using in the Harbour Works the cement manufactured by them, I have now the honor to transmit you, herewith, a copy of the Report of the Commissioners' Chief Engineer on the subject of Messrs T. A. Gauvreau & Co's

I am, in the meantime, directed to declare that the Commissioners have no objection to the publication of this Report.

I have the honor to remain,

Sir,

Your most obedient servant,

(Signed)

A. H. VERRET,

Secretary-Treasurer.

# HARBOUR WORKS.

Sir,

OTTAWA, 13th June, 1887.

I beg leave to submit the following relative to the letter, addressed by Messrs T. A. Gauvreau & Co. to the Quebec Board of Trade on the use of their cement in the harbour works now being carried on by the Commissioners, a copy of which was forwarded to me in your letter of the 27th December ult:

The Messrs Gauvreau, being engaged in the manufacture in Quebec of an article of cement, are naturally desirous that their product shall be used instead of "foreign Cement," and, in support of their desire, state that they have the "same article

manufactured cheaper and superior to all other," and, as a proof of such statement, cite its use in the foundations of the Custom House and Examining Warehouse, Quebec.

It will be noted that the Messrs Gauvreau class their article of manufacture as the same as that of foreign make, and that it (their make) is superior to the foreign article.

These statements admit of dispute. The Cement manufactured by Messrs Gauvreau is produced from a natural stone, which, on being burnt and ground, produces a natural lime possessing a certain amount of hydraulic properties, whereas "foreign Cement," which term is used to represent the Portland Cement used in the harbour works, is an artificial compound, the product of certain defined quantities of carbonate of lime and clay, which possesses, in an eminent degree, hydraulic properties, or the power to set under water, combined with great crushing and tensile strength. From this it will be seen that the article manufactured by Messrs Gauvreau is not the same as Portland Cement. General Gillmore, U. S. A., in his report on the Cements, etc., exhibited at the International Exhibition held in Philadelphia in 1876, does not class Gauvreau's Cement as a "Portland Cement," but places it under the heading of "Roman and other Cements."

Messrs Gauvreau further state that their Cement is "cheaper

and superior to all others."

The superiority of one article over another is determined by testing, and also by the character which it has obtained and possesses, and certainly Portland Cement, in these respects, has

as yet, no rival.

General Gillmore tested at the Philadelphia Exhibition, samples of cement, the briquettes being all prepared alike. The tensile strength of "Portland Cement" ranged from 112 lbs. to 216 lbs. per square inch whilst the samples of "Roman and other Cements" ranged from 22 lbs to 48 per square inch, the Messrs Gauvreau's Cement being 47 lbs. The crushing strength of Portland Cement varied from 580 lbs. to 1439 lbs. per square inch, and of "Roman and other Cements," from 122 lbs to 292 lbs per square inch, that of the Messrs Gauvreau being 284 lbs.

On the 20th Sept. 1879, samples of the Messrs Gauvreau's Cement and of Portland Cement were tested for tensile strength by Mr S. V. Browne, Engineer to Messrs Peters, Moore & Wright, contractors for the Louise Embankment, in the presence of Mr Thos. Scott, Chief Architect Department of Public Works, Mr W. Pilkington, Resident Engineer, Quebec Harbour Works, Mr A. Gauvreau and Mr P. Gauvreau, with the following results: the briquettes of Messrs Gauvreau's Cement had been made for

 $7\frac{1}{2}$  months, those of neat cement broke with an average tensile strain of 248 lbs per square inch. Of the briquettes of Portland Cement tested, eight had been made for 31 days, and broke with an average strain of 787 lbs per square inch, and those 8 days old broke with a strain of 505 lbs per square inch, thus proving two things, 1st that Portland is a stronger article than Gauvreau's and 2nd, the well known fact, that the longer Portland Cement has been set the stronger it becomes.

The superiority of an article can also be tested by its popularity or the character it bears. If, as stated by the Messrs Gauvreau, their article is "superior to all others," why has it not come into general use, and long ago supplanted Portland? and why is it that up to the present time Portland Cement is used the wide world over in all important works? The reason

why it has not, is not far to seek.

The future usefulness of the harbour works depends upon their permanence, and, to insure such permanence, the use of Portland Cement was a necessity, because there is not another article or compound which can be used in its stead, the statements of the Messrs Gauvreau to the contrary notwithstanding, and as the Chief Engineer to the Commissioners, I must protest strongly against the use, in whole or in part, in the works under my charge of anything but Portland Cement.

I am, Sir,

Your obedient Servant,

(Signed) HENRY F. PERLEY,

A. H. VERRET, Esq., Secretary-Treasurer, Harbour Commission.

# HARBOUR COMMISSIONER'S OFFICE.

QUEBEC, 21st September 1887.

Chief Engineer.

GUSTAVUS G. STUART, Esquire, Advocate, Quebec.

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I am directed to request you to report on the power of the Commissioners to remove the difficulties that exist from the action of the ship laborers in loading Steamers in the Harbour of Quebec which affects the revenue of the Commission to a large extent.

I am, Sir,

Your most obedient servant,

(Signed)

A. H. VERRET, Secretary Treasurer.

QUEBEC, 12th October 1887.

A. H. VERRET, Esquire Secretary Treasurer,

Quebec Harbour Commissioners, Quebec.

Dear Sir.

In answer to your favor of the 21st ultimo, requesting me to report on the power of the Commissioners to remove the difficulties that exist from the action of the Ship Labourers in loading Steamers in the Harbour of Quebec, I beg to say:

The powers conferred by law upon the Corporation of the Quebec Harbour Commissioners do not include any power to regulate the cost of loading or unloading ships or steamers within the Harbour of Quebec nor that of regulating the rate of wages or the number of men to be employed for any particular purpose; these powers are, without a semblance of right, usurped by the Quebec Ship Labourers Benevolent Society and are enforced by the members thereof by a system of terrorism as disgraceful to those who make use of it, as to the citizens generally who submit to it.

Any attempt to regulate by By Law or otherwise any of the matters which the Labourers now unlawfully abrogate to themselves the right to control, would, in my opinion, be both illegal

and unadvisable.

The real question is in what manner can the Commissioners meet the illegal action of the Quebec Ship Labourers Benevolent Society and remedy the grave harm which their action causes to the Port and City of Quebec and to the Commission itself.

The Commissioners are possessed of the most valuable and convenient dock and wharves in the Harbour and are entitled to exercise over them the most absolute rights, of which such property is susceptible under our law, this includes the right to prevent all persons from going thereon for any but a lawful and declared purpose. The Commissioners have therefore the power, the right and even the duty to guarantee protection to

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all ship-masters and ship owners bringing vessels to their wharves and would have a perfect right to hire a person or persons to act as stevedore, for the purpose of supervising the loading and unloading of such vessels. It would perhaps not be wise to give the person so hired that name, but stevedores' work may be assigned to any one of the Commissioners employees whose duties, as in the case of the Secretary or Harbour Master, are not defined by statute. The Commissioners have likewise the power to engage as many persons for the protection of their property, or of the persons frequenting their wharves and docks, for business purposes, as they shall deem right and have moreover a claim to police protection equally with all property holders and citizens. It would be a perfectly legitimate and proper exercise of their duty to the public and a necessary consequence of the duty imposed on them, to raise a sufficiently large revenue to pay the interest and charges on their debt, to advertise to the world that the masters, owners, crews and all persons engaged, by either of the former, to do work in or about their vessels, would be protected from all unlawfull interference while on or about the wharves. I suggest that a stevedore be employed as their servant by the Commissioners, because the difficulty of obtaining an experienced and reliable man, competent to load and unload ships, always presents itsel when any conflict with the Quebec Ship Labourers Benevolent Society is impending.

A recent act of the Parliament of Canada provides a summary and expeditious means of bringing to trial and punishing persons interfering with others in the loading or unloading of vessels.

I am confident, and my opinion is that of the large majority of citizens who are weary and ashamed of being downtrodden by the ignorant mob who rule the Port, that a carefully prepared well organized and determined effort to brave the Society and load vessels in spite of their rules would be successful and would bring about the entire collapse of that organization.

Possibly an attack upon the Charter of the Quebec Ship Labourers Benevolent Society, which any citizen may bring, in the name of the Crown with the permission of the Attorney General, might assist in connection with the above suggested measures and we know, from a carefully considered judgement rendered some time ago by Mr Justice Casault, that the rules of the Society are not only illegal but sufficient ground exists for the forfeiture of the Charter.

I have the honor to be, Sir, Your obedient servant,

(Signed)

GUSTAVUS G. STUART.

# CANADA 년 O DOMINIOU

# 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, 1886 and 1887; 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:—

(Compiled by Mr. L. N. G. BELLEAU, of H. M. Customs.)

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31ST DECEMBER, 1886 AND 1887.	SELS IN	WAR.	DS FO	R THE	YEAI	S.	RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31st DECEMBER, 1886 AND 1887.	ELS OU	TWAR	DS F0	AND 18	YEA.	88
		1886.			1887.			1	1886.			1887.	
	Vessels. Tons.	Tons.	Men.	Vessels.	Tons.	Men.		Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total Vessels arrived	109	591468	14588	477	597523	15115	Total Vessels cleared	484	176543	11830	466	492535	12234
Vessels with Cargoes Do. in ballast	265	113790	11262	276 201	438111	12268	Vessels with Cargoes Do. in ballast.	484	476543	11830	466	192535	12234
Total	603	591463	14588	111	597523	15115	Total	484	476543	11830	466	492535	12234
Number of Steamers Do. of Sailing Vessels.	154 347	327727	1986	171	364476	10902	Number of Steamers Do. of Sailing Vessels.	382	206460 270083	6775	337	253684	7866
Total	102	391468	14588	477	597523	15115	Total	484	476543	11830	466	192535	12234
British Vessels.	88	423938 167330	11403	262	434133	12141	British Vessels.	235	310021 166522	8698	239	325582 166953	9155
Total	501	591468	14588	477	597523	15115	Total	484	476543	11830	466	292535	12234
UNDER WHAT FLAG.	741						UNDER WHAT FLAG.		lete.				
British French German Norwegian and Swedish.	267 3 14 206	1241 1241 8416 149780	11403 35 197 2812	262 81 189	3371 11662 139469	12141 84 238 2518	British French German Empire. Norwegian and Swedish.	84-2100	Z 4	8698 46 163 2765	200 00 00	239 325582 5 5598 10 5527 202 144402	9155 128 134 2643
Danish Russian Dutch Argentine Republic	916	1004	818	301	5074		Kussian Dutch Danish Spanish	) H	1004	16	- DHH	2515 2515 2515	6232
Total.	109	591468	14588	477	597523	15115	Total	484	476543	11830		492535	12284
WHENCE ARRIVED.		٠										T	
United Kingdom.	848			386	<b>₹</b>	2	FOR WHAT COUNTRY.	98	380 434827	10736	328	454506	11907
St. Pierre et Miquelon British West Indies.		9 3631	2882				United States. Newfoundland St. Pierre et Mionelon	45	12330	487		11799	832
France Spain	. 23 co.				-		France Be'gium	00 H	3514	87	10 H 1	366	222
Portugal Belgium Holland				900		425	Gibraltar Portugal	5 A F.	3205	:10	916	3882	8-1
Germany Norway and Sweden	-8"				21324 4670	1.	Holland Africa Australia	- 10 to	2491 3039	41812	1	П	: :81
Denmark Africa						9.60	Argentine Republic	9	3599	133	7	2546 5184	828
Argentine Republic Uraguay	477				2368 1239	868	Total	484	476343	11830	466	492535	12234
Total	201	1 291468	14588	477	597528	15115							
6 6 5	1		T. Parent	in one in	pludad	Tomor	of Pressie Hamburg Ream	non Arc	1				1

N.B.-Flags.-Unde

OOMPARATIVE STATEMENT of Vessels entered Invents and Outwards at the Port of Quebee, showing the number of Knessels, Transpays and number of Knessels employed, distinguishing the number of Vessels Entered and Ouszel at Out-Ports, for the years 1982, 1984, 1985, 1986, 19

# INWARDS

		1882.			1883.			1884.			1885.			1886.		ė	1887.	
	Ves	Tons.	Men.	V 88	Tons.	Men.	Ves	Cons.	Men.	Ves	Tons.	Men.	Ves	Tons.	Men.	Ves	Tons.	Men.
Port of Queboc Out- Do. Les Recommains Do. Les Recommains Do. Sealls-au-Cochon Do. Berlamits Do. Berlamits Do. Riviers Poutcotto Do. Riviers Poutcotto Do. Ber St. Faul	88 arrer ::	17052 17052 1149 8424 2594 8367 8426	16721 347 38 92 62 62 77	88 448 94	18201 2306 1729 4122 4671 8448	18739 867 867 522 66 100 1108	88 8 H 9 H 4	509881 18447 2007 5256 3190 5826 2258	16306 823 823 135 135 145 145 53	28 83 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	520000000000000000000000000000000000000	153:0 381 53 20 95 95 66	14 12 12 12 12 12 12 12 12 12 12 12 12 12	11745 251 7646 152 1140 21 1140 21 1140 21 1133 83 3138 68 2276 50 1738 45	251 152 152 21 21 21 50 68 68 65 65	28 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2425 2003 600	273 273 133 133 149 51
Grand Total for Quebec	919	652951	17409	713	185773	19593	264	646365	17080	180	867112	15990	201	391468	14588	477	597523	15115

# OUTWARDS.

286 148 148 58 58 58 58 58 18	12284
14424 7713 1180 3678 2003 600	492235
\$32 :4.0 u	466
148 148 148 148 148 148 148 148 148 148	11830
13.76 13.76 73.8 1140 4415 3138 2274 1738	476543
818 24 25 25 25 35 35 35 35 35 35 35 35 35 35 35 35 35	484
13161 428 509 509 509 509 509 509 509 509 509 509	13854
2326 2326 789 4230 2961 1089	590756
000000000	579
13711 84 84 85 135 135 135 135 135 135 135 135 135 13	14561
20058 20058 2007 5256 3298 6113 2258	961029
<b>888日 - 日4</b> :::	265
1546 452 252 181 181 181	16373
20631 20631 2306 1729 4512 5244 8448	685H26
4844554 ::	702
14576 372 372 362 92 62 82 79	15289
570846 17614 1149 3424 3367 3426	602820
28 arres	89
art of Queboc.  Do. Tadousse.  Do. Les Escounsins.  Do. Sault-sat. Cochon.  Do. Barit-sat. Cochon.  Do. Briviere Quelle.  Do. Riviere Pentsote  Do. By St. Paul.	rand Total for Quebec

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# HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 31st December, 1887.

Statement Showing the movement of the coasting trade of the Harbour for the season of navigation of 1887:—

	_
Cargoes by Schooners	
" Bateaux	655
" Barges	144
" Steamboats	302
Tonnage	383258
Crews, men	19428
Passengers	73574

# HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 31st December, 1887.

### DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards by vessels from all parts of the Dominion at this port for the season 1887.

	2	Total.
		2000.
Echooners		
BargesSteamers	••••••••••••••	655
		302
Cfews, men Passengers.	••••••••••	
Passengers		19428
		73574
IMPORTS.		
Applesbris		
Ale and Forterbrls		31335
00	***************************************	19097
Almonds & Nutsbags		8399
agricultural implements plan		2426
AA08		1327
DISCULTS hores	***************************************	3144
uo ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		19017
Brandyhhds		2515
doar.ckg		234
	***************************************	4781
Boots and Shoesboxes		1617
		5246
eefboxes	***************************************	2114
arleybuhls		39651
rantons		948
dobags		5088
roomspkgs utterkegs		3255
dolbs		2335
eansbuhls		104543
		223
		5850
		34842
Oalus		44
		422079
		3336
But District a carrier		24860
		3913
DUNGTY nun		12906
brls		99
docrates		708
		1192

REP

Coffee do Cattle Corn...

Corda Canad Carpet Champ Currar Candle Clocks Confec Drugs. do Deals. Dry Fi Eggs .. Flour do .. Feathe Furnit Fruit... Fowls. Gin.... do .... Glue... Grain . Greenfi Glasswa

Hides...
Horses.
Hops...
Herring
Hardwa
Do
Hay....
Leather
Lard...
Linseed
Molasse

Machine

do

do Glass...

# DOMINION IMPORTS. (Continued).

Report of Principal Entries inwards by vessels from all parts of the Dominion, at this port, for the season 1887.

		Total.
Coffeebrls		
do hagg	***************************************	19
Cattle		343
orn buhla		640
Ordage belee	***************************************	1969
anada Platesboxes	***************************************	253
arpetshales	***************************************	1348
hampagne	***************************************	95
urrantsbrls		226
andlesboyes		88
locks		118
Oniectionery hale		122
Od U11, golla		352
rugsbrls		5980
αο	***************************************	207
eals	***************************************	1262
ry Fishcwts	••••••	72195
ggs don	•••••	27
lourbrls		6590
10 ho as	••••••	2725
eathers do	•••••	7324
urnitureloods	••••••	279
ruit bala	***************************************	85
DW18	***************************************	1129
In	• • • • • • • • • • • • • • • • • • • •	1005
obrls	***************************************	6592
luebris		38
rainbags		97
reennan	***************************************	3101
asswarehhds	***************************************	499
dobrls	***************************************	12
docrates		474
assboxes	***************************************	794
despks		828
orses,pks	***************************************	42992
psbales	***************************************	1056
bala bala	***************************************	1403
rdwarebrls	• • • • • • • • • • • • • • • • • • • •	14290
Do	***************************************	415
	E	30139
/П	***************************************	11837
belo-		38302
luite le	***************************************	36182
hable	***************************************	18310
/18880S	***************************************	306
chinerypkgs	***************************************	209

arts

tal.

### DOMINION IMPORTS.—(Continued).

Report of Principal Entries inwards by vessels from all parts of the Dominion, at this port, for this session 1887.

	Total.
facaroni,bxsbxs	36911
fatches do	571
fineral Waterhhds	212
farblepkgs	819
ails & Spikeskegs	23051
dobxs	953
akumbales	586
)atsbusbus	139703
old Ironewts	1373
orkbrls	3961
eas,bus	11226
Otatoes do	30568
Perch & Pickets	13350
Raisinsbxs	6392
licebags	
lakespkgs	4463
Rosinbrls	423
Refrigerators	575
broar brls	23675
tonestolsetolse	
Shingles M	
Sewing Machines	6109
Starchbxs	11285
Soap do	
Spicebxs	
Steelpkgs	
Seal Oilgalls	. 71780
Seedsbags	3437
Slovels & Spadespkgs Soda Carbbrls	. 5847
Soda Carbbrls	. 1360
Sheep	. 1661
Salmon	
Scales	
Scythe Handles	6370
Sleepers	. 7131
Stationerycases	. 5507
Slabsloads	
reaboxes	
lobacco do	. 9662
rin do	. 3346
Curpentinebrls	. 2523
rar do	. 197
Frout do	. 43
Winehds	299
doqr-csks	2450
dobrls	4932

Rei

Wine Whis do Wash Wood Whes Coals

Harl

# DOMINION IMPORTS .- (Continued).

Report of Principal Entries inwards by vessels from all parts of the Dominion, at this port, for the season, 1887.

		Total.
Wineboxes Whiskeybrls docases		4871
Washboardspkg Wood cords	••••••	3865 1300 24066
Wheatbuhls Coalstons		25 39682

JAS. WOODS, Chief Clerk.

Harbour Commissioners' Office, Quebec, 31st December, 1887.

rts of

# WESTERN CARGOES.

	Tons.	Tons.
,		
Allan Line Inwards	6947	
Dominion Line Inwards	2522	
Beaver Line Inwards	262	
Sundry Strs Inwards	359	10090

# QUEBEC HARBOUR COMMISSION.

STATEMENT Showing the cost of the Quebec Harbour and Graving Dock Works up to 31st December 1887.

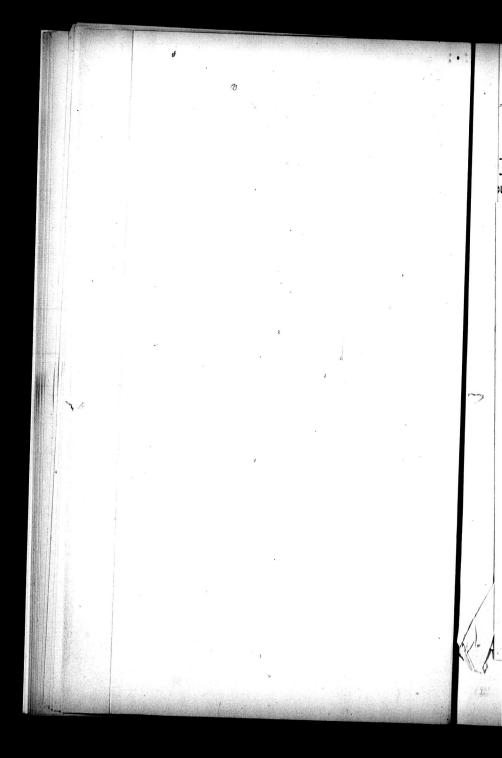
	The second secon				61		
	Nature of Works,	Total expenditure including interest etc., etc,	Total amount received from Federal Government	Designation of Statutes authorizing expenditure.	Total amount voted.	Amount available	REMARKS.
140	Harbour Improvements	\$2,452,131 40	1	36 Vic. Cap. 62 43 Vic. Cap. 17 45 Vic. Cap. 47 47 Vic. Cap. 9 49 Vic. Cap. 19 50-51 Vic. Cap. 41	1	\$ 855,000	The debt of the Commission, amounting to \$723,000, redeemed under 36 Victoria Chapter 62, is not included in this Statement.
,	Taving Dock	\$ 833,716 94	\$ 825,000 00 {	38 Vic. Cap. 56 46 Vic. Cap. 40 47 Vic. Cap. 10 50-51 Vic. Cap. 41	\$ 910,000	\$ 85,000	The previous annual reports, from 1878 inclusive, give all the particulars of the Contracts awarded in connection with both Works.

HARBOUR COMMISSIONERS' OFFICE, Quebec, 10th January 1888.

Certified,

A. H. VERRET,

Sec .- Treas.



# STOCK OF LUMBER IN THE PORT OF QUEBEC,

INCLUDING MERCHANTABLE AND CULLS,

ON THE 1st OF DECEMBER, 1887.

(From returns received from the several Coves.)

COVES.	White		Red Pine.	Oak.	Elm.	Ash.	Birch.	Bass-	Tama- rac.	Black	Balm Bilead.	ernut.	ė	ory.	Ė	Hemlock		TAVI	-	тВа	- 1	Pine I Stand			Deals.	1, 1½, 1½ & 2 in. Pine	rds wood.	White Pine	Pine and	Longitu- dinals	Hard-
	Square.	Waney.						wood.	Square	Walnut.	Whi and of	Butt	Map	Hiel	Cher		Mer.				1	ler.	Cull.	Mer.	Cull.	and Spruce Plank.	Lath	Masts.	Spruce Spars.	(White Pine) B.M.	D1 1
Jacques Cartier Mills—E. L. Seweli Lake St. Joseph Mills—do Cap Rouge P. & W. Company Ring's End—A. H. Falardeau & Co	8,700	165,038 6,770	106,495 21	96,692	74,134 4,080										4							1,898		28,700 150,000	6,000 7,000	132,000 450,000 31,817					
New London-O'Connell & Co	110,744 17,496 715,029	865,583 296,773	662 17,448	7,996 128,248 118,504		23,513 178 924			368	1,284			60	436 208	19	87	2	1	22	3	4 26	3,082				17,000		6			
Do Bowens—Dobeil, Beckett & Co St. Michael's—G. E. Humphrey, Jur Woodfield and Spencer—J. Burstall & Co Wolfo's—John Roche	191,691	498,898	119,085		33,563	125,468 25,813	936		1,970		3,337 5,769	619	62	5,535	492						69	3,921 9,861		()						77,292	
Ottawa— do Cape and L'Anse des Mères—Hall's Booms J. H. Clint's. Montmorency Mills—Hall Bros., & Co Chandière Basin—J. Breakey.							4,221														15 9	,700 ,700 ,148	550 53,000 19,744	3,075 10,650	1,000 13,400 31,598	27,637 2,450,000 2,809,760					34,69
New Liverpool—James Walker Et-bomin Mills—Quebec Timber Co	368,081	277,107	87,712	106,727		8,941	6,232		641		337			2,816							84	,553 ,627	287	767 99,421 27,887 11,795	33,930	28,264 1,200,548 50,307					55,00
St. Lawrence W. Dock & W. Co	1,763,714	288,913	46,727	. 49	343	56,266		1,154	4,279			274		1,664		<b></b>					21	,500 ,985 ,658	1,750 1,370 1,933	45,000 50,115 334	1,250 6,258	25,000 82,967 10,680					1,94
Total	4,294,851	2,449,403	404,124	748,673	502,773	287,174	12,935	2,088	7,995	18,500	13,317	1,622	166	11,405	2,520	11,777	, 28	13	30	3	8 581	,557	88,784	883, 155	107,436	8,648,363	9	94	121	1,020,292	91,640

# COMPARATIVE STATEMENT

OF THE

# SUPPLY, EXPORT, AND STOCK OF LUMBER,

TO THE 1st DECEMBER, FOR THE YEARS 1988, 1884, 1885, 1886, and 1887, RESPECTIVELY,—with averages for the same period, and five years preceding.

ARTICLES.	Fr	om Returns f years	SUPPLY. rom Supervisending 1st De	or and others, cember.	for		of 5 years'	F	rom Custon	EXPORT ns' Returns 1st Decemb	for years end	ing		of 5 years'	INC	LUDING ME	OTAL STOC RCHANTAB the 1st Decem	LE AND CU	LLS,		of 5 years' ock.	I ADMINISTRA
C	1883.	1884.	1885.	1886.	1887.	1878 to 1882.	1883 to 1887.	1883.	1884.	1885.	1886.	1887.	1878 to 1882.	1883 to 1887.	1883.	1884.	1885.	1886.	1887.	1878 to 1882.	1883 to 1887	ARTICLES.
TIMBER.  Oak Feet. Elm do Ash de Birch do Tamatas do	1,916,322 309,531 263,448 132,624 37,736	772,260 657,919 451,984 194,346 19,289	1,566,968 1,018,932 287,595 879,059 3,622	1,039,632 399,698 138,485 221,291 6,864	746,243 221,358 114,282 112,990 5,733	1,690,730 638,723 204,561 251,326 29,202	1,208,285 521,487 251,159 208,062 14,649	2,132,880 739,920 346,320 233,040	1,212,520 658,000 360,080 241,120	1,526,400 884,160 262,480 457,160	1,051,366 407,120 174,360 236,680	1,012,160 405,040 191,840 192,680	1,903,176 744,224 251,720 289,128 208	1,387,064 618,848 267,016 272,136	1,203,347 87,424 135,228 6,629 5,250	887,715 114,961 339,358 23,028 12,658	1,078,051 560,453 428,635 22,138 11,948	996,713 906,791 321,211 67,336 13,984	748,673 502,773 287,174 12,935 7,995	1,432,499 450,483 255,658 90,804 79,582	972,900 434,480 302,321 26,413 10,367	TIMBER.   Peet   Elm
White Pine— Square	7,412,034 3,786,523 498,111	3,707,159 2,199,867 327,785	2,820,045 2,876,753 73,766	3,032,738 3,077,331 273,767	1,168,547 2,060,083 591,646	5,750,986 2,374,836 1,315,602	3,628,104 2,800,111 353,005	10,427,000 1,048,960	6,047,680 614,280	6,758,240 644,160	4,524,760 405,520	5,127,080 405,720	8,403,232 1,088,704	6,576,952 { 623,728	7,780,620 2,758,840 1,510,925	7,501,529 2,399,001 1,012,426	6,651,604 2,588,603 478,136	6,572,664 8,267,694 256,904	4,294,851 2,449,403 404,124	8,901,732 2,213,969 1,854,837	6,560,253 2,692,588 731,503	Tamarae
Standard Mille. Puncheon do Barrel do	680 663 116	94 261 10	144 186 209	65 129 19	44 156 15	332 664 19	205 279 74 }	549 983	183 700	152 469	151 808	220 306	516 874	251 543 {	470 805 65	379 474 10	349 310 55	254 159 31	41 33 8	415 738 16	298 856 84	StandardMille. Puncheondo Barreldo
PineStandard Spruce do LATHWOOD.	3,228,622 3,569,440	2,247,240 2,222,557	2,666,240 2,585,324	2,578,004 2,102,883	1,487,138 2,301,996	4,227,697 2,816,273	2,441,449 2,548,440	3,993,072 2,729,685	2,442,946 2,636,465	2,376,737 2,473,529	2,271,069 2,318,335	1,865,510 2,899,489	4,148,670 2,965,388	2,489,867 2,511,490	1,543,359 1,752,725	847,658 838,817	955,648 822,632	798,713 1,288,084	670,341 990,591	2,420,783 866,192	963,143 1,138,570	Pine Standard.
Red Pine and Hem- lock	328	290	72	65° - 55° 50°	28	556	153	100 E 868	145	125	72	. 88	694	146	20	136	67	24	9	282		Red Pine and Hem- lock

#### J. BELL FORSYTH & CO.'S

# Prices Current of TIMBER, DEALS, &c.

QUEBEC, 21st December, 1887.

												\$	cts.			ots.
WHITE PINE, in the Ra	ft, for i	nferior an	d ordir	ary,	accord	ing to	average.	qualit	y, &c., 1	neasur	ed off.	0	16	@	0	18
for Fair as	verage (	uality.			do	-	do	&c.,	•	de		0	19	@	0	25
for Good a		d Fair av	erage,		do		do	&c.,		de		0	23	@	0	26
for Superi					do		do	&c.,		do		0	26	@	0	26
In shippin					do		do	&c					24	@	0	3
Waney bo	ard, 18	to 19 inc	h,		do		do	&c. )	neasured	off		0	31	@	ō	34
do		to 21 "			do		do	&c.	do				34	@	ŏ	38
RED PINE, in the Raft,	measu	red off, ac	cordin.	g to a	verage	and o	uality						16	@	ŏ	25
		ing order.					do						20	@	ŏ	2
OAK, Canada, by the Dra	am. acc	ording to	averac	e and	onali	tv						٥	42	0	ő	41
Do Michigan and Ohio	do	do	do	,	do	.,						0	47	0	ŏ	49
Elm, by the Dram,	do	do	do		do	45 to	50 foot					0	27		ŏ	20
Do	do	do	do		do	30 to	25 11					0	25	@	ŏ	26
ASH, 14 inches and up,	ao	do	do		do								27	@	ŏ	
SIRCH, 16 inch average,		do	do		do									@	ŏ	30
TAMARAC, Square, acco												0	20	@	o	22
Flatted.	do	do	quan	·y								0	15	@	0	18
			ao									0	12	@	0	15
do W. O. Puncheon.	ipe, ac	cording to	quan										\$250	@		260
			do		111232								\$ 70	@		80
EALS, Bright, according	g to Mil	I Specific	tion.	\$115	to \$12	0 for l	st, 878 1	io \$80	for 2nd,	and :	\$39 to	841	for 3	rd q	nali	ty.
Do do Michigan	١,	2		\$120	to \$13	0 for 1	st, and	\$85 to	\$90 for	2nd q	ality.					
Do Bright Spruce,		do		.840 t	o \$43	for lat.	\$23 to	\$25 fo	2nd, ar	d 80	1 to 80	1 fe	r 2ml	ane	lity	

N. B.—Parties in England will bear in mind, that timber sold in the Baft 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 :

1883.	1884.	1885.	1886.	1887.
8	SAILI	G VESSELS FROM	SEA.	
Vessels. Tons. 627504,962		Vessels, Tons.  502 382,826  EAN STEAMSHIP		Vessels. Tons. 393295,921
Steamships. Tons. 269451,509	240427,834	Steamships. Tons. 242445,522 OWER PROVINCES	285 528,950	Steamships. Tons. 287 541,324
Vessels. Tons. 855 144,523	Vessels. Tons.	Vessels. Tons. 315 131,121	Vessels. Tons. 348 145,189	Vessels. Tens.

COMPARATIVE STATEMENT of Sailing Vessels cleared at the Port of Quebec, for Sea, (Lumber laden.) 1877 to 1887, from the opening to the close of navigation:

#### (Compiled by Mr. F. JOHNSTON, Quebec Exchange.)

1877	796	Vessels.		670,627	Tons
1878	476			399,833	"
1879	433	44.		364,628	44
1880	634	**		555,451	66
1881	459	44	***************************************	380,186	**
1882	426	44		359,925	"
1688	487	44		416,169	**
1884	366	"		291,398	
1885	369	44		294,789	"
1886	325	"		250,635	
1887	271	**		206.172	

### REMARKS

#### ANNUAL CIRCULAR.

Quebec, 21st December, 1887.

	We have again the pleasure of pul prices current, etc., etc.	lishing our	innual states	nents of our al-	arnow	A start of the	
	The increase in arrivals of Ocean S	teamphing ro	formed to in -				
	we allow again, the pleasure of pul- tive and the pleasure of the control of the	iling vessels	from sea the	ere is a marked	falling off, a	inues, also the tonna and each year the bus	ge from the
	Owing to the very limited product	ion last win	on the declin	ie. ly has been ur	usually sma	ll especially of Whit	to Dine and
	far below the average of past years.	The accounts	from Great	tocks wintering Britain are on t	g, notwithsta	anding that the expo	rt has fallen
	of late years, owing to the rates at whi	borne in mi ch Pitch Pine	nd that the	consumption of	Canadian V	oods has been great	ly curtailed
	WHITE PINE.—The supply of botl	Square and	Waney has	been exception	ally short, th	nd sold at there.	over that of
	tinued in a very unsatisfactory state di	aring the sur	nmer months	, the few sales	ak and with then effected	out buyers last sprin	g, and con-
	have been obtained. The greater porti	on of the sto	creased dema ok wintering	nd set in, and	from that tin	ne to the present hi	gher prices
	scarce every year, and the very high pr	difficulty is n	ow experient	ed in obtainin	g first class	wood which is beco	maining on ming more
	wanter Has been in better reque	ally of choice	quality.	ient saie in Or	itario last 1	week for Timber L	imits must
	the quantity wintering is less by 817,69	1 feet than i	t was twelve	months ago.	t supply an The presen	d a shipment below	the average
	feeling in the market as well as to the	ertainty of a	good deal of small produ	this quality ren	naining unso	ld. Owing to a decid	ledly better
	SQUARE.—The supply this year is	itering now r perhaps the lo	emains in fire	st hands.	k in the C-	and recording the	on place at
	other purposes the consumption of Squa	is as great as	formerly as	d with the ex	ception of c	hoice grades for deck	demand in Colank and
	last year and contains about the usual p	roportion of o	ld and inferi	or wood quite u	nsuitable for	nd is less by 2,277,81 rexport. From late	feet than
	the production this winter will be confin been a fair local demand all season, the	consumption	being equal	, and a very lim to former years	ited manufa	cture is looked for.	There has
		Supply.		Export.			
	1887 Square	1,168,547 )		5,127,080		Stock.	
	1886 Square	3,032,738			,	2,449,403 Wane	y.
	RED PINE.—There has been rather	3,077,331 S		4,524,760		4,294,851 Squar 2,449,403 Wane 6,572,664 Squar 3,267,094 Wane	0. <b>7</b> .
	RED PINE.—There has been rather ample, the shipment under the average, With the recovery of trade in Ireland we	and the qua	ntity now on	hand very lig	g the past fe ht, though a	w years. The suppl	y has been
	the last receivery of trade in freignd we	Supply.	r a better de	mand and hear Export.	ier export.	-g-uy in oxcora of it	
	1887	591,646		405,720		Stock.	
	OAK—Has also been in much better	273,767		405,520		256,904	
	OAK—Has also been in much better part of the season, when it was very dull while the Cove returns show 248,640 fee Collins' Bay is unusually small. The wi	of sale. The	supply has h	een a very mo	l commande lerate one, ti	i higher rates than is	the early
	Collins' Bay is unusually small. The wi	nter's produc	tion promises	sto be light, an	ular. The	uantity at Garden I	sland and
	1007				- van angaron	Stock.	ME OF
	1887	746,243 1,039,632		1,012,160 1,051,360		748,637 996,713	
	ELM.—The receipts have been trifling	, most of this	timber in th	e Supervisor of	Cullers' retu	rns having wintered	in drame.
	ELM—The receipts have been trifling was estimated in last year's stock. The 404,028 feet less. The enhanced cost of s and the production this winter will be on	tanding timb	er and the d	is equal to the	e previous y uring it mili	ear, and the winter	ing stook
	and the production this winter will be on	Supply.	d basis.	Export.			,
	1887	221,358		405,040		Stock. 502,773	
	ASH.—This wood in supply and exp	399,698 ort is under t	he average	407,120 but does not no		906,791	
-	ASH.—This wood in supply and exp stock wintering comprises some old timb	er, and is slig	htly under ti	at of last seas	on. The pro	duction will be light	dy. The
	1887			Export.		Stock.	
	1000	114,282 138,485		191,840 174,360		287,174 321,211	
	BIR H.—The quantity wintering is a sall requirements will be made.	almost nil, bu	t if prices ad	vance and wit	h a favorab	e winter, no deubt a	mple for
		Supply.		Export.		Stock.	
	1886	112,990 221,291		192,680 236,680		12,985	
	STAVES.—This branch of our trade, exceedingly low rates of freight from the minutive one.	at one time s	o important,	has dwindled d	own to the a	67,336	
	minutive one.	prates Davin	been the c	hief cause in h	ringing this	about. The stock	le & 4i-
	(Pine	Supply.		Export.		Stock.	
	1887 Pipe	156		220 306	********	41 83	
	1886 Pipe Puncheon	156 65 129		151 308		254	
	DEALS—PINE.—Our comparative stranch of our lumber trade is finding its of stowage prevail than in our own positifiened and large transactions have sike increased of for next seasons delivery. The for sawn lumber.	atement shows he	ws a conside	rable decline i	n the supply	and export. We f	har ship
	of stowage prevail than in our own port.	The demand	during the e	arly months wa	r facilities of s rather slow	shipment and cheep , but with the autum	er rates
	disposed of for next seasons delivery. The	Supply from	Michigan wi	II be trifling or	of the "lar	ge cuts" have alrea	dy been
	for sawn lumber.	Supply.		Export.		Stock.	digams 4
	1887	1,487,188 2,578,004		1,365,510 2,271,069			
		2,578,004		2,271,069		670,341 798,718	
	Do —SPRUCE.—The business don spring and summer months improved towa quotations. At the same time Mill-Owner	rds the autur	nn, prices he	ve advanced a	e demand the	ough very slack dur	at the
	quotations. At the same time Mill-Owner	Supply.	not to incre	ase on last year Export.	's production		•
	1887	2,301,996 2,102,883		2,399,489 2,318,385	********	Stock. 990,591	
	SAWN LUMPER Was been in good a	2,102,888	omadallu fo	2,318,385		990,591 1,288,084	
	SAWN LUMBER—Has been in good a 1000 feet b. m. and Spruce at \$5.50 to \$10.	50, according	to quality at	d specification.	aces. We q	note Pine at \$10 to	315 per
	Freights have ruled low all season,- 20s. Timber, and 40s. Deals.						
	10s. Timber, and 40s. Deals.					sere, crosing at	140. 40
	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1						

J. Bell Forsyth & Co.

Compa th

Tonnage Import

Export Harbour

Property R

ach & I

nuries...

### QUEBEC HARBOUR COMMISSION

Comparative Statement of the Revenue of the Commission for the two years 1886 and 1887.

		_					
	1886		1887		Diffe	ren	ce in 1887.
	\$	cts	<b></b> -	cts	8	cts	
Tonnage Dues	15,796	89	15,081	72	715	17	Decrease.
Import "	3,189	95	2,958	13	231	82	"
Export "	5,257	70	4,680	92	576	78	"
Harbour "	2,668	05	2,465	40	202	65	"
Property Receipts	20,388	<b>3</b> 9	24,833	38	4,444	99	Increase:
Interest	889	69	677	28	212	41	Decrease.
Beach & Deep Water Lots	1,977	37	1,977	37			
Sundries	249	30	358	36	109	<b>a</b> 6	Increase.
		—		-		-	
Totals	50,417	34	53,032	56	2,615	22	Increase.

Ъ.	REVEN	TUE AND	EXPE	REVENUE AND EXPENDITURE	CR.	
1887		\$ cts	1887	8	<b>S</b> cts	
ec. 31	ee, 34. To Tonnage Dues Lipport Export Harbour Froperiy Reach & Deep Water Inferest Sundries Profit & Loss	15081 72 15082 813 46868 13 46868 13 4687 13 6777 13 6777 13 73 18 18 73 18 18 18 18 18 18 18 18 18 18 18 18 18	Dec. 31.	Dec. 31. By Officers Salaries. Repotrs: Auditors for 1886. Commars' Attendance Legal. Harbor Master's Service Partigua and Papering New Office. Hardware for general use Commsrs' Report Firing Close Window Blinds Window Blinds Window Blinds Afrix, Stationery, Office Cleaning, &c. One years Interest & Sinking Fund on \$723,000 Harbour Debentures.	6816 64 705 00 206 00 2045 00 243 00 243 00 243 00 244 00 25 00 25 00 26 00 27 00 28 00 29 00 20 00	
	,	55335 13	1		55335 13	
	JAS. WOODS, Book-Keeper.			A. H. VERBET, Secretary-Treasurer.	easurer.	

Dr.

Dr. BA	LANCE SH	EET OF	BALANCE SHEET OF 31sT DECEMBER 1887.	Cr.
To Office Furniture		3425 57	3425 57 By Beach & Deep Water Lots	54706 31
Amount at debit of Grantees B. & D. Water Lots	Vater Lots	40685 25	Sinking Fund	229744 33
Amount at debit Sundries for Rents, Harbour Dues etc	bour Dues etc.	11976 29	RecevGen, of Canada	14460 00
Pointe-a-Carcy Wharf		274403 16	Quebec Harbour Debentures	3120000 00
Breakwater "		220344 63	Graving Dock "Capital"	825000 00
East India "		48368 49	do " Revenue"	10130 86
Grand Trunk "		15433 32		
Wellington "		84806 25		
Atkinsons "		50945 20		
Reynars "		62 8166		
Harbour Improvements		2374755 32		
Graving Dock	:	833716 94		
RecevGeneral "Sinking Fund"		226129 33		
Cash	•	437 32	,	
La Banque Nationale		39149 14		
Jackscrews Account		394 87		:
Continued		4234889 37	Continued	4254041 50
and the second s	-			

	and the second s		
Continued	4234889 37	Continued	4254041 50
Tools Account	1369 05		
Open Exchange	2519 15		la .
Lifting Barge	5644 45	×	
Atkinsons Wharf "Reconstruction"	2514 94		
Suspense Account	1241 44		-1
Profit & Loss	5863 10		
	4254041 50		4254041 50
JAS. WOODS, Book-keeper.	-	A. H. VERRET, Secretary-Treasurer.	reasurer.

BALANCE SHEET OF 31sr DECEMBER 1887.—(Continued).

We hereby certify that we have examined the books and veuchers of the Quebec Harbour Commission for the year ending 31st December 1837 and that the above is a correct copy of the balance sheet.

A. GABOURY, A. Andii

Quebec, 21st January 1888.

STATEMENT of Assets and Liabilities, Per Balance Sheet of Date.—Quebec 31st of December 1887.

Pointe-à-Carcy Wharf.   274403 16   Quebec Harbour Debentures   3120000 00	g. 5	ASETS.	\$ cts.	\$ cts.	LIABILITIES.	. sts.	
220344 63   Caraving Dock "Capital"   194386 49   Caraving Dock "Revenue"   19433 32   Caraving Dock "Revenue"   19433 32   Recv. General for Interest   14460 00	Real Estate :						
19436 49   Graving Dock "Capital"   193000 00	Pointe-à-Carcy	Wharf	-		Quebec Harbour Debentures	3120000 00	
154368 49   Graving Dock "Revenue"   10139 86	Breakwater				Graving Dock " Capital "		
15433 32   Recv. General for Interest   14460 00	East India				Graving Dock "Revenue"	10130 86	
Stratus   State 29   Tot219 34   Stratus   Tot219 34	Grand Trunk				Recv. General for Interest	14460 00	
7 5522 66 Breau  Sheet " 11976 29  Tonnposed 11976 29  Sinkly 11976 29  Sinkly 11976 29	Wellington				•		3969590 86
7	Atkinsons						
7 704219 34 7 5522 66 Breau 87 1241 44 81926 69 The Sheet " 11976 29 704219 34 81622 32 81nkis	Reynars				SURPLUS.		
Sundries	In re Beach & Deep	b Water Lots :		704219 34	)		
10 24 June 1887 5522 66 Bread 24 Dec. 1887 1241 44 41926 69 The Sinki 11976 29 The 758122 32	Capital at debit	Sundries			Composed as follows:		
24 Dec. 1887	Arrears of Int.	to 24 June 1887					
s as per " Bal Sheet" Sinki Si		24 Dec. 1887	1241 44		Breach & Deep Water Lots	•	
Sinki 758122 32	Rents & Sundries :			41926 69	The Property of Commission	54706 31	
758122 32	Due by Sundrie	s as per " Bal Sheet"		11976 29	Sinking Fund in hands of Dom. Govt.	229744 33	284450 64
	Continued		_	758122 32	Continued		4254041 50

STATEMENT of  Assers.—(Continued) Sinking Fund: In hands of Recv. Gener Coati: On hand In "La Banque Nationa IIn "La Banque Nationa IIn "La Banque Nationa Atkinsons Wharf" Reconstra Atkinsons Wharf" Reconstra Graving Barge Stackserreus: On hand On hand	STATEMENT of Assets and Liabilities, Per Balance Sheet of Date.—Quebec 31st of December 1887.	\$\$ C \$\$	ASSETS.—(Continued)		In hands of Recv. (central		On hand	39149 14	Harbour Improvements. 2374755 32	Graving Dock	Open Exchange	Atkinsons Wharf " Reconstruction"	Lifting Barge		On hand 394 87		On hand " 1369 05
--	---	-------------	---------------------	--	----------------------------	--	---------	----------	----------------------------------	--------------	---------------	-----------------------------------	---------------	--	----------------	--	-------------------

Office Furniteve.
Profit & Loss

On hand.....

3425 57	5863 10		4254041 50
flice Furnitere	rofit & Loss	v	ě
fice .	rofit	ě	

A. H. VERRET, Secretary-Treasurer.

Book-keeper.

JAS. WOODS,

4254041 50

Quebec, 21st January 1888.

We hereby certify that we have examined the Statement of Assets and Liabilities of the Quebec Harbour Commission on the 31st December 1887 and that we have found the same correct. A. GABOURY, AUDITORS.

37

Quebec, 21st January, 1888.

To the Chairman & Commissioners, Quebec Harbour Commission, Quebec.

GENTLEMEN,

We beg to report that we have audited the Books and Vouchers of the Commission for the year 1887, and we are pleased to state we have found everything in order.

We have to thank Mr Verret and Mr Woods for having

given us all the facilities possible.

We have the honor to be,

Gentlemen,

Your obedient servants,

(Signed)

A. GABOURY, Auditors.

.... .040 3 1;

ars

231 400

314

5

179

.452

· 575

17 846 142

### PORT OF QUEBEC.

STATEMENT of the principal Articles of Merchandise imported into this port during the three years ending 31st December 1888, 1886 and 1887. Shewing the Countries whence imported.

	ARTICLES		Total Quantity.	Total Value	Great Britain.	United States.	Brit West Indies.	France.	Sermany.	Holland.	Beigium.	Spain.	Japon.	oundland.	Italy.	Miquelon,	China, Portugal.	Greece.	smyrne in Asia.	anish West Indies. Turkey	in Asia.	Sweden.	British Africa	Austria.	British In dia.	Other	Total  Yos, imports  1885.	Total imports 1886,	im 18
+					\$						\$	\$	•	.	s s	1	5   5	0		\$ 5			Bij	1 2	H H		13.5.		1
	All Bridge Charles to Mark and a second		h .	\$		Þ	<b>3</b>	\$	<b>Þ</b>	<b>a</b>			<b>3</b>					<b>D</b>	3			\$ \$	\$	\$ 5	5 5	2	\$	\$	
1	Ale Beer and Porter, in Bottles and in Casks Animals Horses, Horned Cattle, Sheep, Swine, &-c.	Galls.	3.133	8.751 289.700	8.450 285.611	2.648		1.400																			1 2.53 2 1:8.46		
	Books, United, Coc., Printed Music and Paper of all kinds		3.133	112.789				31.314	1.020		1.405		122	50	233							49	THE C			. 95	3 33.48		
1	Buttons, Brushes, Braces, combs and Collars			69.921	43.432	23.856		2.227	406																		4 24.03	4 26.546	6 1
	Brass and Manufactures of, Copper and Manufactures of . Coal-Antracite, Bituminous and Coke.	100	205.254	78.580 446.998		37.402		8.249	45		231		53		40	75					. 1	00				41	5 26.77		
ı	Candles all other including spern,	10	98.:62	11.134	9.011	963		506	254		400							deres !									6 178.38		
	Cement, Fortland of Roman	4		78.429		12			7.806		314																8 35.88	22.644	4
ì	Coffee green, Roasted, Chicory green or roaste	ll-m	198.420	26.4; 6 6.050	5.02		1.907	716	1.946	4.222	4.131								• • • • •						01.000	die	9 9.22		
	Coin and Bullion	Hes	73.049	25.488				291																		and the second	lo 1,286		
			294.922	92.471		297																				11 1	2 30.20		
	Cottons Manufactures of, Bleached, denims, printed, &c	5		656.246		103.703		819			5															1	3 258.985	199.541	1 1
	Cheese Drugs, Dyes, Chemicals, patent Medecines, ~c.	2	101.562	71.157	41.59	17.004		10.200	717	50 .	170				461							9					1.307	7.241	
	Earthenware, Brown, white, &c., and China			110.650	104.534	2.194		1.766	1.685				471														6 29.68	36.764	1
	Pancy Goods, alabaster, Beads, Toys, Embroideries, Laces, Se.	- 6		189.678	157.080										613							352				1	7 65.280	68.005	5
	Fish, fresh, Salted, dry, preserved in oil, &c, oysters, &c	100		158.011	150.004	24.480		320			1.575		20	.055		2					1	96				1	18 21.873 19 60.668		1
	Fruits green, Fruits dried			104.155		16.783		2.625	30		1 17	. 143			462			4.210	3.035	1.1	66					1	0 31.461		
ı	urs and manufactures of, tap, hat, crc. fur dressed and fundressed			313.509	173.177			28	92.062			cer .		5								5				Accord to	1 94.116	100.648	
	ire brick, bath, building brick, &	M.	501	5.798	5.761																					2	2.400		)
	loves and Mitts of Leather, Kid, Cotton, Silk and Woollen.			50.870	49.233	44.980		1.775	15.102	40	50.040				2							48				2	3 47.370 4 18.751		
	utta Percha, india Rubber, Manufactures of, boots, clothing, &c			48.257		12.112		544	305		1;																18, 108	14.137	
ó	rain of all Kinds, indian corn, pease, beans, wheat, &c.,	Bush.	31.033		27	15.528		1 .																		1 2		6.134	1
	lats, Caps and Bonnets, Beaver, Felt, Straw, &c.	5	109.688	91.131	81.911	9.147		51			1.846															2	29.410 S 10.685		
ŀ	lides, raw, salted, dry, &c	4	109.055	17.478	57.831				12.40/	1.254	9.142					20					. 1	24					10.087	3.504 79.816	ġ.
	lemp undressed	1 10.1	38.392	226.718		60.941					· · · · · · · · · ·																83.40		
	ron and manufactures of, Steel and manufactures of	5	***************************************	476.527	362.877	105.957		1.182	1.737		3.935		4	55	19 7	61										1	159,716	167.209	1
	ewing machines	T us	1.026	25.597		21.215										80										3	32 6.95; 33 7.436	12.674	
	Railway bars or rails, fish plates	Uwt.	555.951	545-551	545 - 551																					3	83.681	240.377	1 2
	utlery	\$		30.055	26.841	3.084		97	33										• • • • • •							3	8.444		5
	ewellery, Watches, Plated ware, Gold and Silver, Manufactures ead and Manufactures of, pig, bars, shot, &			3.289	3.013	19.009		10.797	687		1.813				393			0								235 3	15.728		
	eather and manufactures of, sole leather, upper leather free	**		200.916		121.201		6.808	2.052		1.503		3	.661	2			decord						06		408 3	8 41.184		
	ard, Pork, Beef, Bacon and hams, and all other meats	llis.	5.415.592	325.701		322.486		311			1										3	96					39 132.878	93.997	7
	.eaf tobacco unmanufactured. .umber and Timber		1.475.465	85.587 656.781	272	656.482	,																			4	36.240		
١	letal and manufactures of, german Silver, Britania, &c	**		20.156		10.288		1.139	243																	1	1 323.347 12 6.200		
	Ausical Instruments, Pianos, Organs, &-c.	4.4		19.714		14.295		1.018	3.014		152				160											4	6.539	5.126	6
	Iolasses, Syrups, &∙c. Justard ground, &∙c.	Gails.	1.410.909	9.641	7.845	7.141		206																					
	ets and Seines and Twines	Ities,	56.985	22.258		4.998												13.								1 3	15 3.205		
	his Mineral, Olis Vegetable and fish Oil	Galls.	388.973	63.910	18.623	28.282							4	. 584	9.0	08									·	4	17 16.571	32.701	
	Dil cloth for floors, oil cloth in piece	\$		39.152		12.859										.;		f								4	18 14.46		
	lice	lbs,	141.932	16.370	5.947 16.286	3.237		20		1	124													84		1	9 4.25	2.908	
	alt in bulk, salt in bags	Bush.	1.034.346	108.991	108.991																						39.08	31.917	
	ilk and manufactures of, Hosery, Ribbons, Clothing, &c	\$ lbs.		18.885				1.289			50		114						6								74.36		1
į	pirits : Brandy, Geneva, Gin. Whiskey, Rhum, Sec.	Galls	300.756			1.02				77.657	130	87			2	204	6	8				47	65				53 5.25	5.815 2 46.210	5
	ugar of all kinds, sugar Candy	The	1.171.662	35.179	10.925	4.77	19.153	258		41					27														
	ea Black, Thea Green, and Japan obacco and Manufactures of, Cigars, &c.	"	1.517.808	279.386		21.98					2 .	3	5.198			14	.679		• • • • •						1.62				
	in and Manufactures of, tin ware and all other	\$	8.520	24.150	10.106	8.478		2.068												1.977					8	1	57 2.95 58 8.c6	7 5.446 3 11.879	2
	in plates, and tin in blocks, bars, &c	Cwt.	13.933	52.225	52.225																						59 23.55 60 67	18.890	
	inegar arnish and Turpentine	Galls.	6.008	1.794	163	10		432																					4
	Vines of all kinds, except sparkling wine	4.4	3.236			47		28.988			68	9.551		131 10	.074	206	5.23	4	40								61 2.05		
١	Vines Champagne and all other sparkling wine	Doz.	1.450	10.185	3.398	41	5	4.967	598		288 .																63 3.45	9 3.248	
				222.986	13.894	199.32	8	2.944			3.040	71	203 .		83						:	289					64 97.05	5 104.816	6
۱	Nheat flour and flour of all kinds. Vool manufactures of, Cassimeres, flannels, Hosiery, &c	Brls.	91.127	320.551 984.797	977.689		3																			4	65 158.43	8 115.772	
į	Wool ummanufactured and Wool, Cotton	lbs.	247.987	51,160		17.16		14.150	2.319		896									:::::				4			67 8.54	8 12.166	
Š	eeds, for agricultural purposses, garden, &c.	5		33.387	1.598	31.67		86	33																		68 6.38	0 9.60	14
	Settlers Effects	- "		781.479 580.203	724-739	54.37	7	1.946		20	80 .				276	45						10					69 184.47	5 254 . 34	15
	A DESCRIPTION OF THE PROPERTY	18.24		500.203	204.450	195.38	210	31.101	4.000	54.561	7.532	551	381	29	470	614	1171	7 18	20	• • • • • • • • • • • • • • • • • • • •		278	4.			18	70 231.72	3 207.42	0

ks and we are having

PORT OF QUEBEC
RECAPITULATION of imports for the three years ending
31st December 1885, 1886 and 1887; Shewing the Countries whence imported.

	•				
N os	Countries.	Value 1885.	Value 1886.	Value 1887.	Total.
1 2 3 3 4 4 5 6 7 8 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	Great Britain United States British West Indies France Germany Holland Belgium Spain Japan Newfoundland Italy China Greece Portugal Turkey in Asia Spanish West Indies Smyrna in Asia. Norway St Pierre Miquelon British Africa Sweden Austria Buenos-Ayres British India Other Countries	1.207,901 89,14; 81,011 69,516 46,996 30,836 20,214 13,701 12,388 10,130 3,650 2,150 1,688 1,207 428 392 324 218	1.052.98 7 78.68 7 78.54 4 66.69 9 40.56 5 35.68 24.25 14.10 5 8.03 7.555 2.455 2.455 1.807 170 11.576 111 382 180	795.016 134.472 114.106 2 45.135 5 50.805 4 29.169 2 22.938 8 29.93 8 8.249 4 4.308 8 8.570 1.823 2.275 334 911 1.057	3.055.906 302.299 273.663 161.343 138.369 95.689 67.403 36.827 28.670 21.997 14.679
	Grand Total\$	3.715.529	\$3.576.692	\$3.291.406	\$10,583,827

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

### PORT OF QUEBEC.

# STATEMENT of the principal articles of Merchandise Exported from this Port during the three years ending 31st december 1885, 1886 and 1837. Shewing the Countries to which Exported to.

Coal, Bluminus.   Galls.   3,639   558		ARTICLES. Uhit of Quantity	United No States.	Argentine Republic. Portugal.	Uruguay.	British Africa. British Australia.	StPierre Miquelon. Spain.	Holland.	- 5.6		British Wert Indies. Brazil.	Nos.	exports exports ex	Total experts 1887.
Fish oil.   Galle,   P.   S.   Co.   Co.	108.834  24.916 23 108	al, Bituminous Tons. I Mineral, Coal oil & Galls. It Bush. bestos \$ her articles \$	\$ \$ 16 414 73 485 2 42 23.309	\$ \$	\$ \$ 	296				253 22 B30	\$ \$ -7 6 6 6	1 2 3 4 5	105 274 1 43 22.785 13.550 296 408	36.541 179 12.720 25 49.465
ANNALS AND THEIR PRODUCE.    1		ish oil.         Galls.           ssters fresh         Brls.           obsters, Salmon, Mackerel &c, canned         Bis.           defish, herrings, salmon and all other fish         \$           ther articles         \$	8.152 683		25.663							6 . 7 8 9 10 .	2,431 2,428	2.207 72 30.463 4.138 683 37.563
Wheat flour, and flour of alf Kinds.	5.8co 1 88.570 76.99 7 171.125 6 106.203 201 ;04 41	ANMAIS AND THEIR PRODUCE.  Ones.   Cxt.   Itler.   Inh.   Itlers.   Inh.	2.664				291			70x		11 12 13 14 15 16 17	39.53( 23.969 19.920 34.041 75.637 52.190 158.692 89.680 14.714 15.133	16.960 25.829 30.724 68.344 59.548 12.341
Riscuits	13.811 229 3.050 2.193	Wheat flour, and flour of alf Kinds.         lists           irain, Indian Corn, Beans, Peas, &c.         liush           truits Green, Apples, &c.         lists           faple Sugar         lls           lops         lls           otatoes         llsuch           Apple raticles         \$           Total, Agricultural         \$	5.115 72.36, 2.062 1.788 226 709 40.866 34 2.393 200 12.714 120 63.316 75.220				78 2.926					18 19 20 21 22 23 24	1. 364 1. 359 712 7. 543 9. 613 13. 695 3. 050 2 5. 853 3. 341	37.512 1.396 6.997 17.781 
Miscellaneous Articles   S   S   S   S   S   S   S   S   S	541 4.446 490.181 203.289 330 9.223	siscuits. Cutton, & Cuttoton, & Cuttoton, & Cuttoton, & Cutton, & S.  Cordage, Rope, Wines. I under Hardware. Leather Manufactured of Sole Leather, Boots & Shore Tobacco Manufactured of Sole Leather, Boots & Shore Manufactured of Sole Leather, Boots & Shore Wood Manufactured   I under Manufactured	730 12.394 4.314	3, 415	1.906	2	934 4.029 6.629 2.049 718				125	25 26 27 28 29 30 31 32 33 34	1.881 1.112 4.380 140 2.877 3.517 3.140 123.300 177.795 0.894 3.085 199.212 100.806 674 602 6.173 10.311	1.136 103 2.104 2.115 232-334 3.388 68-733 3.266 10.73
Ash Pot and Pearl.   Birls.   216   2.160	===	MISCELLANEOUS ARTICLES.				is	1.817	======		50		35	19.760 47.097	14.482
	38, 0.18 2, 108 3, 46 3, 549, 38, 1, 33, 289 3, 589, 358, 950 12, 762 3, 6, 682 12, 762 3, 103 3, 11, 144 3, 11, 144 9, 188, 352 1216, 695 2, 534, 402 2, 534, 402 1, 10, 10, 10, 10, 10, 10, 10, 10, 10, 1	THE FOREST.  Ash For and Paral.  Bass-wood, Butternut and Hickory.  As for lath wood.  Lord Knees and Futtocks  Deals Sprace.  Deals Sprace.  State and Futtocks  Deals Sprace.  Beal soft forest and Fickets  M. Forest and Fickets  M. Forest and Boards of pine and Sprace.  M. Forest	2 Garage 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3, 21, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 31, 32, 32, 32, 32, 32, 32, 33, 34, 32, 32, 34, 34, 34, 34, 34, 34, 34, 34, 34, 34	8 39740.3' 3 1.43 1. 22.888 1.4 16.043 7 1. 16.043 . 7 5.7	6 1.0,6 59 16.50 5.5( 322 1.1) 44 19.84 49.84	72 33 2.10 36 74 11.2.979 1.016 1.016 1.04	98. 12	186 2.011	81		57 58 59	605, 415 670, 031 13, 719 142, 308 13, 719 148, 839 23, 606 18, 894, 293 6, 2,44 14, 509 3, 203 125, 668 73, 469 78, 221 50, 428 114, 708 203, 682 124, 882 1, 160 747, 176 479, 911 125, 269 607, 177, 16	
New Ships. No. Tons.	- 14.259.005 4	New Cirine	3.7	====	=====			17.460				60	44:04C 52.360	7.30

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

	1885	1886	1887	Total.
The Mine. \$ The Fisheries Animals &c. Agricultural &c. Manufactures &c. Manufactures &c. Miscellaneous Forest \$  Ships built \$ \$	59.483\$ 24.817 322.396 59.945 355.933 19.760904.838 41.040	19.186 226.247 54.701 302.614	37.563 213.746 75.116 331.610	160.52 81.56 762.38 189.76 989.25 81.33 15.413.65

## PORT OF QUEBEC

RECAPITULATION of exports for the years ending 31st December 1885, 1886 and 1887, Shewing the Countries to which Exported.

-	1				
Nos	. Countries.	Value 1885.	Value 1886.	Value 1887.	Total.
4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 9 L	Great Britain United States Newfoundland Argentine Republic Portugal. British Africa. St Pierre Miquelon. Uruguay. British Australia. France. Holland. Norway J. States of Columbia Gibraltar Deain Deain Deain Deain Belgium Bermany British West Indies Babrador. Frazil	. 329,725 96,912 83,798 32,791 25,337 24,863 22,698 18,848 13,422	294.390 88.022 88.794 39.512 21.391 12.401 31.973 26.369 35.151 13.566	345.093 74.604 41.521 38.961 32.673 48.552	969.206 259.536 214.01 111.266 46.728 69.937 103.223
1	Grand Total	\$6.787.312	5.824.330 \$	5.167.546	17.779.188

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

### QUEBEC HARBOUR COMMISSIONERS' REPORT

AS PILOTAGE AUTHORITY FOR THE YEAR 1887.

(Under 36th Victoria, Chapter 54.)

QUEBEC, 10th January, 1888.

To the Honorable Geo. E. FOSTER, Minister of Marine and Fisheries, &c., &c. Ottawa.

SIR,

In compliance with the requirements of Section 24 of the "Pilotage Act" 36th Victoria, Chapter 54, I have the honor to submit the following report of the Quebec Harbour Commis-

sioners, as Pilotage Authority, for the year 1887.

The operations of the year opened on the 27th April by the departure of nine pilots who were dispatched via the Intercolonial Railway, for the purpose of boarding, at Bic, the Pilot Schooner No 4, which had wintered there. On the 3rd May, six pilots left, by the same conveyance, to board the same Schooner at Rivière-du-Loup Wharf. On the same day Schooner No 5 left Quebec with twenty one pilots, and was followed, on the 6th of the same month, by Schooner No 1 with thirty pilots. During the remainder of the month fifty one pilots were conveyed by the cars, to Rivière-du-Loup for the purpose of boarding the Schooners.

As heretofore all the pilot stations have been supplied 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.

Under section 36 of the "Pilotage Act" all the old pilots, thirty in number, who had attained the age of 65 and over, were brought before the Pilotage Authority, before the opening of navigation, in order to establish whether they could or could not continue in the exercise of their duties for the ensuing year. They were all found able to perform their duties and their Licenses were consequently renewed for one year.

### Pension List.

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Three pilots, Charles Nolet, Charles Dumas and François Noël, have been pensioned during the year at their own request. On being superannuated Nolet had attained the age of 88 and had been in active service during 56 years, Dumas had reached his 71st year and had exercised his duties for the space of 48 years, and Noël had completed his 77th year and had been 47 years in active service.

### Trials.

Five Pilots have been tried during the season of navigation on complaints lodged by Ship Masters, one on complaint lodged by the Corporation of Pilots, and one under 45th Victoria, Chapter 32, Section 4.

One of the statements accompanying this Report conveys all the particulars as to the nature of the complaint and the result of the trial in each case.

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

The trial, held, last fall, of the Pilot Arthur Bouffard, for the grounding of the S. S. "West Cumberland" near St. Paul's Bay, has superabundantly proved that the Commissioners were exercising a strict duty in persisting, since many years, in placing before your Department the question of reviving the old practice of sending the apprentice pilots on a survey of the north and south channels of the St. Lawrence, within pilotage limits. During the trial the apprentice pilot Dallaire, who was on board the Steamer when she grounded, has declared, under oath, that he had never been in the north channel, although he has been serving his apprenticeship since the 30th March 1881.

Subsequently the Commissioners were compelled, as already reported to your Department, to refuse to license two apprentices for the reason that they had declared that they had never surveyed this channel This question has been the subject of the letter addressed to your Department on the 2nd November. The reply to same has been received with great satisfaction by which the Commissioners have been informed that a certain number of apprentice pilots, in conformity with request made by them, had been allowed a passage on the Government' Steamer "Druid" when she went through the north channel last fall, to raise the buoys.

The Commissioners are therefore more confident than ever that your Department will help them in having the grievance complained of redressed, and they believe that the question would be solved if the apprentices were allowed each spring and fall, to accompany the officials to whom is intrusted the duty of placing and raising the buoys of both channels.

### Complaints against the Pilotage Service.

Three complaints against the Pilotage Service have been lodged during the year: the first by the Master of the Barque "Plymouth Rock", the second by the Master of the Barque "Peruvienne", and the last by the Council of the Montreal Board of Trade, same having reference to the S. S. "Katie" which had been delayed at Father Point for fourteen hours.

The two first mentioned complaints have been thoroughly investigated but the last one, for want of specific charge, could

not be investigated.

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A copy of the correspondence exchanged in connection with the three complaints in question is annexed to the present report.

### Madam Island Shoal marked by a Gas Buoy.

The Commissioners have been greatly satisfied to learn that your Department has put into effect their recommendation to have Madam Island Shoal marked by a Gas Buoy. This last Buoy completes the number advocated in 1881 by them and a majority of the sea pilots.

The Gas Buoy system of the St-Lawrence is a matter of great satisfaction to the commissioners and amongst all those

connected with the navigation of the St-Lawrence.

### Lower Traverse Lightship.

The trial of the Pilot Joseph Plante for the grounding, on the afternoon of the 29th April, of the SS "Barcelona" in or near the Traverse, has proved the necessity of having the Lower Traverse Lightship placed in position as early as possible at the opening of navigation and in time to signal the danger to the first incoming vessel.

This matter has been the subject of the communication addressed, the 27th May, to your Department and the Commissioners most respectfully recommend that, for the future, means will be taken, if possible, to send the Lightship in time to be placed in position before the first inward vessel will have reached

that place.

### Deaths.

Two pilots have died during the year: the first, Pierre Laprise, was one of the Directors of the Corporation, had attained his 44th year and had been in active service for the space of twenty years, and the other, Alexis Vézina, who was drowned, had reached his 37th years and had served only nine years.

### Directors of the Corporation of Pilots.

At their annual meeting, held the 10th December, the Pilots elected the following Directors to their Corporation, for the ensuing year, Messrs Arbel Bernier, Joseph Fortier, Louis E. Morin, Onézime Noël, Laurent Godbout and Adjutor Baillargeon, and, at a meeting of the newly elected Directors, held on the 12th same month, Mr Joseph Fortier was elected President.

The accompanying annexures 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,

(Signed)

A. H. VERRET, Secretary Treasurer. a

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QUEBEC, 21st July 1887.

Gentlemen,

I, the undersigned, Master of the Norwegian Barque "Peruvienne", take the liberty of reporting as follows: We arrived at Bic on the 17th of June and on account of adverse winds and tide anchored at the East end of Bic Island, and kept the Pilot flag on the foretop all the time. There were two pilot schooners in sight and they must have seen our flag as we remained at anchor there during the whole of the afternoon but they never took any notice of it. The wind was a strong breeze from the West. At six, P. M., weighed anchor with wind W. N. W. and later in the evening, N. W. and N. W. by N. and tacked several times in order to pass Biquett Island. The two pilot schooners were still in sight to windward, but could not reach them,

while they could easily have boarded us as the "Peruvienne" was loaded and does not sail well, and we did everything to attract their attention by flags and later by lights and flash

lights, but without avail.

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As I have only been up the St. Lawrence River twice I am not very well acquainted with the navigation of the river. I was very anxious to get a pilot on board, but could not lay to longer as they did not seem to take any notice of my signals, and proceeded up the river where we barely escaped getting wrecked on white Island Reef where the current sets right across the river which I was not aware of at the time; we saved the vessel by anchoring before she struck.

We carried the Pilot flag all the time, but only at 9 o'clock, P. M., on the 19 ultimo, succeeded to get one from a passing schooner at Kamouraska; and arrived at Quebec on the 20th.

I have had to pay full pilotage, but under the above circumstances I claim  $\frac{1}{3}$  of pilotage refunded to my owners and I hope that you will allow this and pay the amount to Messrs Hansen & Schwartz, as I am leaving for sea to day.

I remain, Gentlemen,

Your most obedient servant,

(Signed) J. STEEN, Master Barque "Peruvienne".

THE QUEBEC HARBOUR COMMISSIONERS, Quebec.

### HARBOUR COMMISSIONERS OFFICE.

QUEBEC, 2nd August, 1887.

Captain J. STEEN,
Barque "Peruvienne,"
Quebec.

SIR.

I beg to acknowledge the receipt of your letter of the 21st ultimo, complaining that you could secure a Pilot at Kamouraska only on the evening of the 19th June last although you had arrived at Bic on the 17th of same month, and requesting that, under the circumstances, \( \frac{1}{2} \) of the pilotage paid by you should be refunded to your owners, and I am directed to state, in reply, that according to the reports received by the Pilot Board, your signals were not seen, that it is not sufficient for a vessel to hoist her pilot flag, she must stop to take a pilot, which in your case, has not been done, inasmuch as one of the Pilot schooners has run after a vessel following your Barque, which could be boarded only when she had stopped after a run of four or five miles, and that, having failed to stop your Barque at Bic, it was consequently impossible to reach her there. I am directed to further state that the law compels a Captain of a vessel to stop for a pilot or to pay the whole pilotage if he fails to do so.

I am directed, in the maintime, to inform you that it would have been more satisfactory if you had lodged your complaint

immediately after your arrival.

I am, Sir,

Your most obedient servant,

(Signed) A. H. VERRET,

Sec .- Treas.

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QUEBEC, 5th July, 1887.

HARBOUR COMMISSIONERS OF QUEBEC.

Dear Sirs,

I beg to inform you that on the 16th of June 1887 the Bark "Lena" hoisted signal, for me to pick up his pilot off Metis, I answered yes and sent my boat for him, the weather being at the time squally, blowing a strong breeze from the western, and after the Pilot got on board he informed me that he had to go back in the Schooner at Bic. I was willing to let him go off Bic, but when we came to Bic could see no Schooner. When at Bic bore South South East I gave up charge to the pilot and told him not to stop for the Schooners, and being tired I went below. The reason I make this statement is to state that had I known that I was obliged to change pilot again at Bic I would

not have sent my boat to take said pilot off the Bark "Lena" in such weather. When I was up to Bic I could see no Schooner near me, the first Schooner I passed was an hour and a quarter after passing Bic.

(Signed) G. A. RAASTAD,

Master of Barque "Plymouth Rock,"

### HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 2nd August, 1887

Captain G. A. RAASTAD,
Barque " Plymouth Rock ",
Quebec,

SIR,

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and vent ad I ould I beg to acknoledge the receipt of your letter of the 5th ultimo, complaining that, on the 16th June last, the Barque "Lena" hoisted signal for you to pick up her pilot off Metis, that you answered yes and sent your boat for him; that after the Pilot got on board, you were informed by him that he had to go back to the Schooner at Bic; that you were willing to let him off at Bic, but that, when there, could not see any Schooner, and, then, that you gave up charge to the pilot, and stating that, had you known that you were obliged to change pilot at Bic, you would not have sent your boat to take said pilot off the Barque "Lena," and I am directed to state, in reply, that the Commissioners see no reason to interfere in that matter.

Respectfully yours,

(Signed) A. H. VERRET,

Sec .- Treas ..

MONTREAL, December 3rd, 1887.

A. H. VERRET, Esq., Secretary Treasurer, Quebec Harbour Commissioners.

Sir.

The circumstance that the S. S. "Katie" was delayed at Father Point for 14 hours before she could secure the services of a Pilot, and then only upon the payment of an extra fee, appears to the Council of this Board to demand the most serious attention of all interested in the good name of the St. Lawrence route.

That at this most dangerous season of the year and when owing to the near approach of the close of navigation every hour is of value, a Steamer should have experienced such difficulty in procuring a Pilot is at once a great hardship to her owners and the consignees of her cargo and a well advertized warning to ships against coming to the St. Lawrence after the summer season is over. It will also tend to increase the rates of Marine Insurance.

To the Council it seems clear that, as the Pilotage is compulsory on all vessels, it ought to be equally compulsory that there should be a Pilot in readiness to board every vessel which can approach pilotage waters, and I am therefore to express the Council's earnest hope that your Board will take such steps as may seem desirable to prevent the possibility of so untoward a delay, as the S. S. "Katie" was subjected to, occurring in the future.

I am, Sir,

Yours obediently,

(Signed)

GEO. HADRILL,

Secretary.

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HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 10th DECEMBER, 1887.

GEO. HADRILL, Esquire,
Secretary,
Board of Trade,
Montreal.

Sir,

I have the honor to acknowledge the receipt of your letter of the 3rd instant, stating that the S. S. "Katie" had been delayed fourteen hours in procuring a Pilot at Father Point; that, an occurrence of such a character, especially at a late season of the year, is of most serious importance and requesting the aid of the Commissioners to prevent repetition thereof.

The Commissioners heartily endorse all you say as to the necessity of prompt pilot service to vessels arriving in our waters, and they have always given instant attention to any complaints that have reached them. Your letter conveys the first and only intimation of the charge you name, and if you will kindly furnish them with the statement of the Captain of S. S. "Katie" on the subject, and the details of his complaint, the Commissioners will, without any delay, cause investigation to be made, the particulars of which will be duly conveyed to you.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) A. H. VERRET, Secretary-Treasurer.

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# STATEMENT of Trials held during the y-ar 1887, before the Quebec Harbour Commissioners under the Authority of the "Pilotage Act" 36 Victoria, Chapter 54. QUEBEC HARBOUR COMMISSION.

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	Result.	and and	Acquitted.	Louis Fontaine	Found guilty and suspended for the space of twenty calendar months.— Fadenment contracts	in ofpeal before Superior Court.—Appeal dismissed and judgment confirmed. Appeal of ound guilty and suspended for the remainder of the season of navigation.	recounce fepin dit Lachance For having, on the 23rd June, insulted one 17th & 24th August. Found guilty and fined twenty dollars and Pilots.
	Dates of Trials,		21st May	9th & 11th July	9th July	oth August I-	rth & 24th August. F
	Nature of Complaints,		Joseph Plante For having on the afternoon of the 29th April, 21st May Acquitted. near the Traverse.	For having, on the morning of the 36th June, grounded the S. S. " Roraima" at Brandy Pots.	For having, on the morning of the 18th 29th July Found guilty and suspended for the space of off Kamouraska.	For having, on the 28th July, collided the S. 10th August Frond guilty and suggested for the remainder Gibraltar "about the Prigrins.	of the Directors of the Corporation of Pilots.
1	Names of Pilots tried.		Joseph Plante	Louis Fontaine	Fierre Lemieux	David Dumas.	rucounce repin dit Lachance

Hurbert Raymond. For having, during the night of the rest and

		1	
	l Found guilty and suspended for the space of nine calendar months.	Acquitted, the Commissioners being bowever of opinion that, under the circumstances, the Defendant possess.	carried less sail on his ship.
For having, on the 13th Sentember	the S. S. " West Cumberland" mean 6th October nine calendar months.	Hurbert Raymond   For having, during the night of the 15th and 27th October 4th Acquitted, the Commissioners being however (Tried under 45 Vic. Cap. 32. Sec. 4)   16th October, whilst in charge of ship and 29th Nove of opinion that under the circumstances, Lover Traverse Tichtekia ship with the circumstances, and 6th the Disconders Processing that the Commissioners being however and some contractions of the Commissioners being however Lover Traverse Tichtekia ship with the circumstances, and 6th the Disconders Processing the Commissioners being however (Lover Traverse Tichtekia ship with the circumstances)	December.
David Arthur Bouffard		Hurbert Raymond. (Tried under 45 Vic. Cap. 32, Sec. 4)	

costs.

THORS.

HARBOUR COMMISSIONERS OFFICE Quebec, 10th January, 1888.

Certified,

A. H. VERRET, Sec.-Treas.

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	Names.	When indentu	red.	Remarks.
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Pe	e e			
Number.	in a	200		. \
1	George Dugal	11th April,	1871	Absent since the fall
2	Ernest Nolet	19th March,		Absent since the fall of 1878.
3	Moïse Arthur Lachance	22d July,	188o	
4	Louis Thivierge	20th October,	do	
5	Lawrence Larochelle	20th do	do	
	Edmond Larochelle	30th March,	1881	
7 8	Joseph N. Dallaire	30th do	do	
	Emile Lachance		do	
9	Alphonse Asselin		do	4
10	Narcisse Desprès	15th do	do	,
I I I 2	Alphonse Pâquet	20th July	do	
13	Napoléon Pouliot	20th do	do	To a
14	Arthur Doiron	20th do	do	
15	Adélard Bernier	14th September	, do	
16	Adélard Vézina	10. 10.	1883	It is stipulated
17	Jean-Bte Pouliot	23d do	do	those apprentices
18	Joseph Thivierge	<b>23</b> d do	do	that they will not be admitted to pass
19	Léonidas Lachance	23d do	do	their examination
20	Eudore Langlois	23d do	do	before the number of Pilots is reduced
21	Herménégilde Pâquet		do	to 125, as provided
22	FrsXav. Eust. alias Wm. Doiron	15th July,	do	for by the Act 45 Vict. Cap. 32.

Certified,

A. H. VERRET,

Sec.-Treas.

OFFICE OF THE HARBOUR COMMISSION, Quebec, 10th January, 1888.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December 1887, 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 Streamers of the serve, the number in charge of the

STATEMENT showing the number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December 1887, 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.

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	('asualties and Remarks.	Pensioned on the 17th October,	Pensioned on the 15th September.	On the sick list during 77 days. Pensioned on the 5th November,
lotages	Movages.	4 N 4 N N 4 1	υ ν 4 ν 4 ν ν 4	.44w r
Number of Pilotages effected,	Outwards,	4 20 20 20 20 20	บด เงเงเงเงเง4	4 N 4 N
Numb	.sbrawnI	4 4 N NO N	v nv nv 4 nv nv o	9915
	Residence.	Oucbec do St. Michel, Bellechasse St. Valier St. John, Orleans	St. John, Orleans Quebec do Green Island Green Estronile, Orleans Notre-Dame, Levis Trois-Pistoles	Berthier St. John, Orleans Ste. Pétronille, Orleans Garthby, Wolf
	Age.	8 72 72 73 73 73	72787827	2 2 2 8 2
	Name.	Charles Nolet Thomas Simarl George Sansterre Larrent Larochelle Régis Ménard Jean Poultot Jean-Be Bennier	THE OTHER	Is Jean-tite laibot  16 Joseph Dick  17 François Noël  18 George Audet dit Lapointe
	Number.	H 8 W 4 W 0 F	× 05 1 2 2 4	17 81

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stipulated lentures of pprentices of will not ted to pass amination to number is reduced s provided the Act 45 p. 32.

as.

S Employed, all season, by the Thomson Line of Steamers.—Tried the 21st May.—
A Onthe sick list during are along

 37 Joseph Plante.
 57 Bay St. Paul.
 15

 38 Louis Thivierge.
 58 St. John, Orleans.
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STATEMENT showing the number of Pilots for and below the Ha

		*			1												
Grand of Lives for and below the Harbour of Quebec, &c.—Continued.			J. asualites and Kemarks.		2 6 2			•	One of the Directors of the Corporation of	Consequent of the control of tast election,	months.	Suspended, the 11th July, for the remainder of the season of navigation	0	Employed, all season, by the Allan Line of	Steamers.	4	· C
rbour	lotages	_	Movages.	4 1	4 r	ν 4		יט יר	0	N.	t	N	N 4	- 12		o 4	
he Ha	Number of Pilotages effected,	_	Outwards.	10.4	4 m	ייי ייי	'n,	40	0	N N	,	•	00	7	00	'n	
low t	Num		Inwards.	<b>१</b> ७७	v, rv	יט יט	9 9	'n	0.	0 4	. ' .		9 10	7	,	. 10	
reet of thous for and be		Residence.		St. John, Orleans	St. Roch, Quebec	Quebec, St. Sauveur	Green Island		Chenec	Ouebec	N. D. Aux-Buckland	15 45	Quebec, St Sauveur	St. Laurent, Orleans	Quebec,	Lauzon, Levis	
		Age.		9	2 7 8		: 8	65.	s d	63	29	9	6	26	59		
		Name.					_	Jos. Phil. Couillard		Pierre Lemieux	31 Louis Fontaine	François Godreau	Jérémie Dufresne Antoine Gobeil		Pierre Fontaine	Temets	
			ИитЪет.	2 8 12 2 12	23 23	4 %	56	787	, 62	30	31	32	33		32.92	5	

						,	Ł		58	3											
Employed, all season, by the Thomson Line of Steamers.—Tried the 21st May.—	On the sick list during 57 days.		On the sick list during 57 days.	Employed, all season, by the Allan Line of	Steamers. Employed, all season, by the Allan Line of	Steamers. Master Steamer "Miramichi," Furdoned all	of Steamers.  One of the Directors of the Communication of	Pilots. Not reelected at last election.	,		One of the Directors of the Cornoration of	Pilots. Reelected at last election.	Employed, all season, by the Dominion Line	Tried the 27th October, 4th and 29th	November and 6th December. Acquitted.	. C. D.		Master Government Steamer "Napoléon III"	Elected one of the Directors of the Corpora.	tion of Pilots at last election.  One of the Directors of the Corporation of	Pilots. Died the 27th July.
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Bay St. Paul			Trois-Pistoles	St. Michel, Bellechasse	St. Michel, Bellechasse	Quebec.		Lauzon, Levis	'n.		Quebec	St. John, Orleans	Montreal	Quebec	St. Valier	St. Laurent, Orleans	St. Michel. Bellechasse	Pointe au Père	St. Laurent, Orleans	Ste. Pétronille, Orleans	
57	8,69		55		53	5,82		54	94	50 40	49	50	55	48	84	\$ :	<b>‡ 4</b>	53	4	4	
	Louis Thivierge Charles Francis Brown Paul Pâquet			Charles Vezina	Numa Lachance	46 Annibal Baquet	48 Auguste Couillard Desprès	49* Eustache Doiron	Jean-Bte Pouliot	Joseph Påquet	Louis Edmond Morin	Moise Lachance		Hubert Raymond	Achille Damour	Toseph Pouliot	Edmond Larochelle	Aut. Thomas Chouinard	Laurent Godbout	63 Pierre S. Laprise	
37	86.6	14	43	4	45	46	84	46	05.	22	53	54		26	27	0,0		_	95	63	,

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c. -Continued.

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	v			Numbe	Number of Pilotages effected,	tages	
Number.	. Мате.	A Sc.	Residence.	Inwards.	outwards.	Movages,	Casualities and Remarks.
64	64 Adelme Pouliot	84	st. Laurent, Orleans	12	12	4	Employed, all season, by the Dominion Line of Steamers.
65 67 68	65 Bart, Pepin dit Lachance 66 FrsXav. Delisle. 67 Jos. Pepin dit Lachance 68 Damien Eugène Boulanger	4 4 8 4	St. John. Orleans St. Romudld Quebec Tadoussac	Q N N H	r 100 0	10 10 10 O	Employed, all season, on the Saguenay Station.
861	Cyprien Langlois	4 <del>4</del> 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	St. John, Orleans St. John, Orleans	no n	8 05	4 10 10	Master S. S. " Greetlands."
52.54	Charles Normand. Napoléon Rioux. Jean-Bte Tremblay.	1444	Vuebec Ste. Pétronille, Orleans Quebec	102.7	7.50	10 4 W	Employed, all season, by the Black Diamond I ine of Steamers.
75	75 Ray. Baquet dit Lamontagne	45	St. Michel, Bellechasse	1	×	"	Employed, all season, by the Beaver Line of Steamers.
9/	76 FrsXav. Lamarre	14	St. Valie	12	6	10	Employed, all season, by the Donaldson and Ross Line of Steamers.
77	77 Moïse Pouliot	39	St. John, Orleans	12	7	'n	Employed, all season, by the Allan Line of Steamers.
78	78 Paul Gobeil79 Chas, Alarie Raymond	39	St. John, OrleansQuebee	מימ	99	מימי	

4		-				_	-	-					-														
Employed, all season, by the Allan Line of		Employed, all season, by the Allan Line of	Steamers.  One of the Directors of the Corporation of			Employed, all season, by the Allan Line of		One of the Directors of the Corporation of					e e			Line	Puo	Olla			•	usly	1981 57 days.—Fined \$20 and costs the 24th August.		the.	Sp.	
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급	Steamers. Master Tug "Lake.	盲	Ä	Pilots. Reelected at last election.  Master Government Steamer "Druid.	:	alls		ij,	Filots. Reelected at last election. Master S. S. "Polino."			Employed nort of the great	Dominion Line of Steamers			III s	. I.S.	Line of Steamers				213	st.		mployed, part of the season, by the	2nd mate on S. S. "Cacouna,	ot so
<b>e</b> q,	Steamers.	ed,	Steamers, ne of the	Go.	-	ed,	oteamers.	the				7	noin			, t	of Steamers, mployed, all	Š			2	3	24th August.		d,	ate o	Pil
ploy	ster.	old.	of	ilots	-	ploy		Jo .	ilots			plor	omi			oloy	Ste	ne s			*	1	th A		loye	B	er o
E	Z Z	3	o o	Mas	-	E B	<u>م</u>	One	Mas			F	P			Employed, all season, by the Beaver Line	of Steamers.  Employed, all season, by the Black Diamond	Ξ			Ahee	loct and Line 21st September. Had previously	24 25		Employed, part of the season, by the	12	Master of Pilot schooner No. 4.
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So Victor Vézina	St Louis Honorius Lachance		83 Chas. Hermie alias Arbel Bernier.	<u> </u>	Po												97 Théophile Corriveau	7					Acl			104 Narcisse Lavoie	
Ø	∞ ∞		80,	**	8	9	887		\$ 8	10	92	43	0	6	96	١.	97	30	66	8	101		102	103	,	104	

79 Chas. Alarie Raymond. 39 Quebec .....

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c. -Continued.

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				Numbe	Number of Pilotages effected.	otages	
umper	Name.	Age.	Residence.	wards.	.sbrawno	lovages.	Casualties and Remarks.
N S	Joseph Emilio Couillard	36	Quebec	ıl z	0 7	v 0	Employed, all season, by the Hansa Line of
106	Louis Albert Royer	42 37	St. John, OrleansSt. Michel, Bellechasse	9	96	יטיט	Employed, all season, by the Allan Line of
Soi	Onésime Noël	35	St. John, Orleans	4	7	es	one of the Directors of the Corporation of Pilots since 29th July. Reelected at last election.
100 110 111	Napoléra Baillargeon.  David F. Pelletier  Jos. Frs - X. Bernier	35 35	Ste. Pétronille, Orleans Lauzon, Levis Quebec	<b>n</b> 40	29 4	4 rv w	Employed, all season, by the Donaldson and Ross Line of Steamers.
113 114 115	FrsN. Demeule Louis Honoré Lapierre Joseph Eugène Lachance David Ar hur Bouffard	33 33 33	St. John, Orleans Notre-Dame, Levis St. John, Orleans St. Laurent, Orleans	0.1044	2000	N 4 4 4	Suspended, on the 6th October, for nine
911	Jean Théophile St. Laurent	36	Quebec	01	6	'n	Calendar months.  Employed, all season, by the Allan Line of Steamers.
1118	Jacques Georges Dugas Joseph Victor Gourdeau t ouis alias Trefflé Delisle JBte Coujllard	35 33 36	Ste Anne Lapocatière Ste Pétronille, Orleans Trois-Pistoles. Cap St. Ignace.	NN04	20001	N N O N	Master Red Island Lightship.

| 121 | Chs Pelletier | 37 | Quebec | 122 | Ouebec | 123 | Ouebec | 124 | Ouebec | 124 | Ouebec | 125 | Ouebec

Drowned the 6th August.	of the Corporation of Pilots.  Master of the Pilot schooner No 1.	Steamers. Steamers. Findowed all season by the Deavet Line of	Employed, and season, by the Dominion and Employed, part of the season, by the Dominion Line of Steamers.  On the sick list during the whole season,
4 70 4 4 10 4		0 4104410101041	0 440 NNN40
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Quebec St. John, Orleans St. John, Orleans St. Luck, Rimouski St. Laurent, Orleans Ste Laurent, Orleans	Quebec St. Michel, Bellechase Notre-Dane, Levis Quebec Ste Luce Kimouski St. Luce Kimouski St. Junent, Orleans St. John, Orleans St. John, Orleans St. Michel, Bellechasee	Rimouski L'Islet Quebe Notre-Dame, Levis St. Laurent, Orleans St. John, Orleans L'Islet L'Islet	St. John, Orleans Quebec Ste Petronille, Orleans St. Laurent, Orleans Quebec Green Island St. Laurent, Orleans
37 37 33 33	34 37 37 37 37 37 37 37	28 28 28 28 28 28 28 28 28 28 28 28 28 2	30 30 30 30 30 30 30 30 30 30 30 30 30 3
Chs Pelletier Jos. alias Philéas Langiois Nazaire Delisie J.E. Boaventure Lavoic Alexis Vézina Adjutor Baillargeon	Samuel Rioux Cha-Oct Clavet Cha-Oct Clavet Rull Lachance Arcadius Journ Leon Labreque Rull Lachance Joseph Pouliot Adjutor Lachance	Frs Caudreau Arthur Koeng Eugene Anctil David Dumas David Dumas Paul Paquet Alphonse Pouliot Elzear Normand Jean Bernier	Joseph Paquet. Jean-A. Jachance Authur Baillargeon Joseph Vezina Herménégilde Guénard Elzen Desrosiers John J. A. Irvine Fred. Bouffard
122 123 124 125 125 126	127 128 129 130 131 132 133 135 135	137 138 139 144 144 144 145 145 145 145 145 145 145	146 147 148 149 150 151 151 153

o Master Red Island Lightship.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.-Continued.

	1	Casualties and Remarks.	r.	Absent during part of the season.
I	otages		Movages.	444N44N4N4W
I	Number of Pilotages effected,		Outwards	NU NUNNO N4N4
	Numb		Inwards.	nuo y r nun nun n
		Residence,	a	St. Michel, Bellechasse. St. John, Orleans St. John, Orleans St. Michel, Bellechasse. St. John, Orleans St. Sauveur, Quebec. (ap St. Ignace. (ap St. Ignace. St. John, Orleans. St. John, Orleans.
I		Age.		58 2 2 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
		Name.	an Sa	Jules Asselin Prudent Marmen Lucion Lachance Affred Dion Camille Bernier Moise Bloun Moise Bloun Affred Godreau Affred Godreau Philése Lachance Philése Lachance
			Number.	155 155 156 162 163 163 163

Certified,

HARBOUR COMMISSIONERS' OFFICE Quebec, 10th January, 1888.

A. H. VERRET, Sec.-Treas.

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Ice

### 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 1887.
- The S. S. "Greetlands," loaded with coals, from Sydney, Cape Breton, which had not been able to reach Quebec, in the fall of 1886, on account of the ice, and which had wintered at Eboulements, arrived in Port, the 2d April, at 1.30 P. M.
- Three Schooners from below—Baie St. Paul—arrived in Port, on the 14th April.
- The first Transatlantic Steamer, the "Barcelona", arrived in Port, at 11 P. M., on the 29th April.
- The first mail boat, from Liverpool, the Port, the 2d May, at 1 P. M.
- The first boat of the Richelieu Company, arrived in Port, from Montreal, the 3d May, at 11.30, A. M.
- The first sea sailing vessel, Barque "Magnum," arrived in Port, the 3d May, at noon.
- The Tidal Basin was free of ice the 21st April and the Wet Dock the following day.
- The mouth of the River St. Charles was free of ice the 30th April.
- Navigation above and below the Harbour of Quebec was closed the 28th November.—The last outward bound vessel, S. S. "Coban," left Quebec on that date.
- Ice formed the 1st December in the Louise Basins.

The ice, after having formed twice and broken in the River St. Charles—the 6th and the 10th December—definitively formed the 21st same month.

The ice bridge between Quebec and the Island of Orleans formed the 27th December

### A. H. VERRET,

Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE, Quebec, 10th January, 1888.

### QUEBEC HARBOUR COMMISSION

STATE of the Tides and Wind in the Harbour of Quebec from 1st April to 31st December 1887.

(According to the record kept by Mr J. E. Bernier, Dock Master, Graving Dock.)

 April, 30th Highest Tide: 27 feet and 11 inches.

 " 28th Lowest" 7" " 10"

 Wind: West during 12 days.

 " East " 10"

 " North " 3"

 " Calm" 5"

May, 9th Highest Tide: 28 feet and 2 inches 8th Lowest " 7" " 6"

Wind: West during 14 days.

" East " 15 "
" North " 1 "
" Calm " 1 "

June, 24th Highest Tide: 26 feet and 9 inches.

" 24th Lowest " 9 " " 0 "

Wind: West during 17 days.

" East " 11 "
" North " 0 "
" Calm " 2 "

HAR

```
er St.
                     July, 28d Highest Tide: 26 feet and 9 inches.
ively
                           8th Lowest " 8 " " 6
                     Wind: West during 18 days.
                            East
                                       13 "
rmed
                            North
                                   "
                            Calm
                                        0
                     August, 21st Highest Tide: 26 feet and 7 inches.

20th Lowest "8" "6"
er.
                     Wind: West during 22 days.
                           East
                                      4
                           North
                           Calm
                    September, 20th Highest Tide: 25 feet and 6 inches.
                             21st Lowest "
                                                7 " " 10
                    Wind: West during 25 days.
                                  . 3
                           East
from
                      "
                           North
                                  "
                           Calm
                                       0
aster,
                   October, 18th Highest Tide: 26 feet and 1 inch.
                           16th Lowest " 7 " " 0 "
                    Wind: West during 18 days.
                           East
                                      11
                     "
                           North
                          Calm
                                       2
                   November, 14th Highest Tide: 28 feet and 3 inches.
                             23d Lowest
                                         "
                    Wind: West during 17 days.
                    "
                          East
                                 " 13 "
" 0 "
                          North "
                                "
                          Calm
                   December, 16th Highest Tide: 27 feet and 10 inches.
                            17th Lowest "
                   Wind: West during 18 days.
                          East
                                    11 "
                          North
                                 46
                                     0 "
                          Calm
```

HARBOUR COMMISSIONERS' OFFICE, Quebec, 10th January, 1888.

FTAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1887.

RECETTES.		Charles Dumas à sa pension		
, About Has		du 15 septembre 1887, acc.	\$ 8	2 =0
A balance de 1886	\$ 1796 15	Joseph Pepin		00
A percentage ou contribution	+ - 1/2 - 3	Louis Laprise, décédé le 21		, 00
des Pilotes	8484 89	décembre 1886	15	25
A intérêts sur placements	3073 00	Louis Dugal, arrérages		50
A intérêts par Caisse d'Epar-	0.10	" année		00
gnes	40 20			
-		du 17 octobre 1887	4	58
	\$13394 24	Paul Langlois, à sa pension		
		du Ier décembre 1886	100	83
DÉBOURSÉS.				
D	_		\$1610	79
Par pensions	\$11104 73			
Par secours	56 oo	10 Pilotes à \$101.00.		
Par salaires	500,00			
Par dépôts, Caisse d'Epargnes.	1600 00	Maurice Pepin	\$ 101	00
Par balance en caisse	133 51	F. X. Lachance	IOI	
	<b>C</b>	Frs Thivierge	IOI	00
	\$13394 24	Isaïe Marticotte	101	
PILOTES SECOURUS PAR LE	POND.	Joseph Morency	101	00
THE TES SECOURUS PAR LE	FUNDS,	Prudent Marmen, décédé le	p	
I PILOTE.		15 mars 1887		87
1 1713/114		Edouard Labrèque	101	
Fréderic Bouffard	\$ 56 00	Narcisse Forgues	IOI	
a	\$ 50 00	Dom. Verreault	101	
	\$ 56 00	Dom. verreauit	101	00
	φ 30 00		\$ 946	87
PENSIONNAIRES A LA CHARGE I	DU PONDS.		Ψ 940	0,
		7 Pilotes à \$92.00.		
Montant payé à chacun d'eux pon	dant l'année	Amalla Ct I		
du ter Novembre 1886 au 1e	r Novembre	Amable St-Laurent		00
1887; mais payé du 31 Déc	embre 1886	Edouard Demers		00
au 31 Décembre 1887.		J. Bte Paquet, acc		00
		Clovis Antil		00
18 Pilotes à \$110.00.		Alexis Vézina	92	
B1 101		Louis Ol. Leclerc	92	
Paul Blouin	\$ 110 00	Zonio On Zecicle	92	
Fréderic Bernier	110 00		\$598	00
Laurent Tremblay	110 00	D	4390	30
Dominique Girard	110 00	4 Pilotos à \$90.00.		
Frs Vézina Frs Jos. Pouliot	110 09	T		
Yves Sylvestre	110 00	Jean Lavoie, décédé le 11	Φ -	
Thomas Desprès	110 00	décembre 1886	\$ 19	
Marcel LeBel	110 00	Pierre Gourdeau	90	
Pierre Pepin dit Lachance	110 00	Joseph Lavoie	90	00
Charles Bernier, décédé le 19	110 00	Ovide Dick, à sa pension du		1
janvier 1887	24 13	24 septembre 18S7	17	12
Hilaire Jouvin	110 00		\$ 268	8-
	- 10 00		<b>Ψ</b> 200	07

# ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1887.—(Suite.)

lotes rant

8 50 10 00

	-	-	-					-
4 Pilotes à \$88.00.				Veu	ve Chs Pouliot		\$ 6	8 o
					Maximin Caron, acc			IO
F. X. Corriveau	\$	8	8 0	) "	Edouard Petitgrew			8 0
Joseph Lapointe		8	8 0	"	Alexis Pelletier			8 0
r is relieuer			8 00		Edouard Anctil, décé-			0 0
Antoine Roussel		8	8 00		dée le 26 mars 1887.		,	7 2
-			-	- 66	Alex. Vaillancourt		6	7 3
	\$	35	2 00	) "	Edouard Marcoux			8 0
		6		66	Alexis Delisle			8 o
2 Pilotes à \$86.co.					J. Bte Bourget, décé-		O	0 0
					dée le 26 mars 1887.		2	
Alexis Roy	\$	8	6 00	11	Charles Bernier, à sa		3	3 2
Célestin St-Pierre	*		6 00		pension du 19 jan-			
	-		_		vier 1887		_	
	\$	17	2 00		Louis Laprise, à sa		5.	3 2
	4	- /	_ 0.		peneion du 21 dé-			
3 Pilotes à \$82.00.				1	cembre 1886			
					cemple 1880		5	5 5
Siméon Plante	\$	8	2 00		-	4		
F. X. Ménard	· P		2 00			4	95	4 4
Michel Vézina, arrérages			1 00		Vr. Vauras à \$6			
" " acc			50		15 Venves à \$64.00.			
×			. 50	Vanu	e Pierre Rouillard	•		
	¢	266	5 50	16	Paul Larochelle	\$		00
	Ψ	200	, 50	1 44	Lan Coheil			00
5 Pilotes à \$79.00.					Jean Gobeil			1 00
3 - π φ/9.00.					Joseph Raymond			l oc
Pierre Charest	\$	70	00		Jean Frs Lamarre			, oc
Frs Côté	Ψ				Robert Demers			. 00
Leandre Raymond			00		Pierre Laprise			00
Paul Pouliot	,		00	**	Michel Morin			, oc
J. Léon Roy			00		F. X. Delisle			. 00
,		/9	00		Barth. Lachance			00
	•			"	Hubert Dumas			. 00
	Ф	395	00		Cyprien Langlois		64	. 00
1 Pilotarà \$47.00.					J. Bte Turgeon, décé-			
1 1 noigra \$47.00.				1	dée le 20 décembre			
James Forbes, arrérages	d.	٠.			1886		8	88
ti ti annéa	\$		75		Michel Guénard, à sa	*		
" année		47	00	1	pension du 7 novem-			
	•	-0			bre 1886		62	94
	\$	58	75	**	Jean Lavoie, à sa pen-			
VIII THE PROPERTY OF				l	sion du 11 décembre			
VEUVES DE PILOTES.					1886		57	06
*6 V > #60					-			
16 Veuves à \$68.00.				975		\$	896	88
Veuve Jacques Tremblay, acc.	d·						*	
" Charles Brown	\$		00		13 Veuves à \$62.00.		1	
" I Bto Dien			00	37	0.7.4.1		,	•
J. Die Dion			00	veuve	C. J. Adam	\$	62	
( Cha Chaulmand								
" Chs Chouinard " Ls Jos, Lavoie			00	"	Michel Fournier Gabriel Plante		62	00

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1887.—(Suite.)

				1				
Veuve Paschal Dick	9	62	00	Veny	e Fred. Simpson	\$	-5	00
" Nicholas Fortin		62	00	4.	Joseph Simpson	4		8 00
" Pierre Gourdeau (A.					Pierre Ross			8 00
F.)		62	00		J. B. Caron			8 00
" J. E. Adam			00		Amable Fournier, acc.			1 50
" Marcel Côté			00		. Time I out mer, acc.			1 50
" Bénoni Normand			00		40	æ	884	FO.
" Damase Babin			00			Ф	004	50
" J. M. Plante			00		15 l'euves à \$56.00.			
" Amable Genest, acc			50		15 / гинга и ф50.00.			
" Frs Rioux			50		e Ls Asselin (M. L.)	đ	-0	
**			50		Cirégoire Bernier	\$		00
			30		Germain Caron			00
	\$	790	FO	1.	Jean Dion			00
	4	190	30		Jean Pelletier			00
16 Fenres à \$60.00.					C. F. Koenig			00
400,000		1. 1.			Ovide Lashenes			00
Veuve Félix Caron	\$	60	00		Ovide Lachance Langlois (E. D.)			00
" David Cinq-Mars	4		00		Antoine Michaud, arré-		50	00
" Jean Giroux			00				-0	
" Pierre Gourdeau (A.		Ċ	-00		rages			00
N.)		60	00		Antoine Michaud, acc.			00
" Joseph Dupil			00		Pierre Normand			00
" Jean Marcoux			00		David Petitgrew			ÓO
" Ths Connell			00		Benj. Pineau			00
" J. Bte Patoine			00		John Simpson			00
" Pierre Curodeau			00	**	Joseph Lévesque, acc.		14	00
" J. Bte Tremblay		60			Pierre S. Laprise, à sa			
" Magloire Mercier			00		pension du 27 juillet			×
" Louis Crépault		60			1887		14	77
" Frs Nadeau		60						
" Antoine Boucher		60				P	756	77
" Ed. Vaillancourt			00		= 1' : 6.0 =			
" Vital Charest, acc		45		}	7 l'enves à \$48.00.			
· ····· charest, ace		45	00	Vanne	Davil Dlania	4	. 0	12777
	4	945	00	venve	Paul Blouin	\$	48	00
	4	743	00		Frs Boissinot, décédée			
16 l'euves à \$58.00e				**	le 3 avril 1887			40
10 1 11113 11 430.001				**	Célestin Côté			00
Veuve Edouard Chevalier	\$	58	00		P. Desrosiers			00
" Thomas Dick	Ψ,	58	00	41	F. X. Lachance Abraham Royer			00
" Dennis Glynn		58		**				00
" Wm. Irvine		58			Edouard Turgeon		48	00
" Fabien Langelier		58			-	•	-	
" J. Bte Laroche		38				\$	308	40
" A. Lavoie (L. M.)		58			" Vugas à C. Vo		1	
" Henri Lavoie		58			7 Veuves à \$40.00		-	
" Firmin Lévesque, arré-		50	00	Vanya	André Keable	•		
rages		14	-	veuve	Ico Dandarand	\$	40	
" Firmin Lévesque, acc.		43		"	Jac. Dandurand		40	
" Henri Noël		43	00		Guillaume Morency Magloire Rioux		40	
		20	JA ()		magione Kioux. A		40	DO.

Етат

Veuve I

Veuve F

" ]

David Ch Hilaire C D. (Gerva le 21 a D. (Gerva Nil Assel

W. Petity Ths Bout Pierre To F. Dupui N. Fortin

J. Jahan, B. Pinea Isaac For Ed. Rous le 16 ju



ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1887.—(Suite.)

Pilotes . Iurant

884 50

48 00

308 40

	-	-	aran m		(8)
Veuve Pierre Rouleau	\$	40	00	RÉSUMÉ DES PENSION	is.
" J. B. Servant		40	00	18 Pilotos A C	
" Henri Verreault		40	00	18 Pilotes à \$110 00	\$ 1610 79
				a 101 00	946 87
	\$	280	00	/ 1 92 00	598 oo
	4			4 " à 90 oo	216 87
13 Fenres à \$38.00.				4 " a 88 oo	352 00
23 7 011113 11 4530.000				2 " à 86 oo	172 00
Veuve Fabien Caron	11.	-0		3 '' à 82 00	266 50
	\$		.00	5 " à 79 oo	
magione Cole		38	00	i " à 47 00 incl.arr.	395 00
it. Cole arms Official,				. " 4/ 00 mei.ari.	58 75
arrér		9	50	54 Pilotes.	
" R. Coté alias Urbain,					
acc		28	50	16 Veuves à \$ 68 oo	\$ 954 42
Antoine Fortier			00	15 " à 64 00	896 88
" L. Langlois, arré			50	13 " à 62 00	
		- 0	50	16 " à 60 00	790 50
" année			00		945 00
riene Michald,			00	10	884 50
THE MICHAELL CHI		38	00	4 50 00	756 77
" Ant. Raymond		38	00	/ 40 00	308 40
" George Simard		38	00	7 " à 40 00	280 00
" Louis Thivierge		28	00	13 " à 38 oo	436 47
" Alfred Turgeon			00	,	43- 41
" Alexis Vézina à sa pen-		30	00	118 veuves.	
sion du 6 août 199-		o		16 enfants à \$15, \$12 et \$10.	
sion du 6 août 1887.		0	97	10 cm.mis a \$15, \$12 et \$10.	235 01
	\$	436	17	188 pensionnaires.	\$ 11104 73
	4	430	47		Ψ 13
16 enfants.		4		ETAT DU FONDS.	
0.000-7-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-				Argents prétés	\$53352 71
David Charest, infirme (1)	\$		25	Argents dans la Caisse d'E-,	Ψ3333- 1.
Hilaire Couillard, " (1) arr.	ф			pargnes, Banque Nationale.	1600 00
" " " appée			50	Argents dans les mains du	1000 00
annec.		15	00	Argents dans les mains du	100
D. (Gervais) Charest, décédé				SecTrés	133 51
le 21 août 1887 (1)		12	IO	_	
D. (Gervais) Charest, arrer		3	75		\$ 55086 22
Nil Asselin, arrérages		6	75 88	A déduire les arrérages de	
" (2)			14	pensions dûs ce jour	306 71
W. Petitgrew, infirme, (2)			50		3 1-
The Boutin, " (1)				E. O. E.	\$ 74550 55
			00		\$ 54779 51
12 T)			00	Québec, 31 décembre 1887.	
		15	00	F. X. Dion	Sec. Trés.
(1)411.		15	00		
(1)acc		7	50	Nous, soussignés, certifions as	olr avamint
J. Jahan, " (1)			00	minutieusement les livres et	on examine
B. Pineau, " (1)arr.			00	Fonds dog Dilates Investidant	comptes au
Isaac Forbes, " (2)			48	Fonds des Pilotes Invalides de	Québec et
T1 T		-/	40	les avoir trouvés corrects.	
Ed. Kousseau, atteint Ir and					
Ed. Rousseau, atteint 15 ans		6		TOSEPH G. Dupu. 1	
le 16 juillet 1887		6	91	NAZ CUPODRAY Auditeurs.	
le 16 juillet 1887				NAZ. CURODEAU, j Andrew's.	
le 16 juillet 1887	\$	235		JOSEPH G. DUPIL, Anditeurs. NAZ. CURODEAU, Anditeurs. THOS. BOISSINGT,	Comptable.

F.-X. DION en compte courant avec la Corporation des Pilotes de Québec au 31 Décembre 1887.

ACTIF.		Par lover	
		Par loyer Par gages des ap-	363 75
\ balance de 1886	\$ 78 9		626 ***
\ fonds de réserve de 1886	500 0		636 77
Douane de Montréal	51159 8		• 6
" des Trois-Rivières.			499 16
des ilois-itivicies.	3680 8		
de Cincontinii, de		directeurs	600 OU
1886	20 4		
de Chicoutinii, de		capitaines	250 00
1887	737 -		
des Escoumanis, de		la station du Sa-	
1886	64 8	guenay	225 00
" de Tadousac	445	3 Par payé sur em-	,
" de la RivOuelle,		prunt	925 00
de 1886	13		
" de la Riv Ouelle,		d'emprunt No 3	850 00
de 1887	329 (		- 3
" de Sorel	1069 3		600 00
" de la Baie St-Paul.	135		746 66
intérêts : Banque	- 33 7	Par salaires des em-	740 00
Nationale. \$153 35		ployés	1550 00
Payé sur		Par fonds des Pilotes	1550 00
emprunt 104 38		invalides	V 4 4 6 4 4
cmprunt 104 30			8336 30
amendes	48 9		102080 25
temps perdu	400 0	Dar lolles de reserve.	500 00
A pilotage : perçu à Québec.	3482 1		444 33
i photage i perçu a quençe.	61466 7	0	
A la goillatta No. 2			A 0
\ la goëlette No 3	850 č	0	\$124483 03
A la goëlette No 3	850 6	6 E. O. E.	\$124483 03
A la goëlette No 3	850 6	-  -	er per
A la goëlette No 3	850 6	Québec, 31 Décembre 18	<b>87.</b>
V la goëlette No 3  PASSIF.  Dépenses des Goëlet-	\$124483	Québec, 31 Décembre 18	* **
PASSIF.  Pépenses des Goëlettes	\$124483	Québec, 31 Décembre 18	§7. X. Dion,
PASSIF.  Pépenses des Goëlettes	\$50 c	Québec, 31 Décembre 18	§7. X. Dion,
PASSIF.  Pépenses des Goëlettes	\$50 0 \$124483 0	Québec, 31 Décembre 18	§7. X. Dion,
PASSIF.  Pépenses des Goëlettes	\$50 c	3 E. O. E. Québec, 31 Décembre 18 F. 3	87. X. Dion, SecTrésorier.
PASSIF.  Dépenses des Goëlettes \$1332  doins vente d'un Staysail 11 o'ar dépenses des Pi-	\$124483 c	Québec, 31 Décembre 18  F. 3  Nous, soussignés, certifio	87. X. Dion, SecTrésorier. Is avoir examiné
PASSIF.  Dépenses des Goëlettes	\$50 0 \$124483 0	Québec, 31 Décembre 18 F. 3 Nous, soussignés, certifion minutieusement les livres e	87. X. Dion, SecTrésorier. is avoir examiné it comptes de la
PASSIF.  Dépenses des Goëlettes \$1332  doins vente d'un Staysail 11 (  'ar dépenses des Pilotes \$132	\$124483 6 \$124483 6	Québec, 31 Décembre 18  F. 3  Nous, soussignés, certifior minutieusement les livres e Corporation des Pilotes et l	87. X. Dion, SecTrésorier. is avoir examiné it comptes de la
PASSIF.  Dépenses des Goëlettes	\$124483 6 \$124483 6	Québec, 31 Décembre 18 F. 3 Nous, soussignés, certifion minutieusement les livres e	87. X. Dion, SecTrésorier. is avoir examiné it comptes de la
PASSIF. Dépenses des Goëlettes	\$124483 c \$124483 c 111 599 5	Québec, 31 Décembre 18  F. 3  Nous, soussignés, certifior minutieusement les livres e Corporation des Pilotes et l'corrects.	87. X. Dion, Sec. Trésorier, is avoir examiné it comptes de la es avoir trouvés
PASSIF. Dépenses des Goëlettes	\$124483 c \$124483 c  \$111'  599 5	Québec, 31 Décembre 18  F. 3  Nous, soussignés, certifior minutieusement les livres e Corporation des Pilotes et l'corrects.	87. X. Dion, Sec. Trésorier, is avoir examiné it comptes de la es avoir trouvés
PASSIF.  Dépenses des Goëlettes	\$124483 c \$124483 c  \$1321 1  599 5  229	Québec, 31 Décembre 18  F. 2  Nous, soussignés, certifion minutieusement les livres e Corporation des Pilotes et l'corrects.  JOSEPH G. DUFH, 1 August	87. X. Dion, Sec. Trésorier, is avoir examiné it comptes de la es avoir trouvés
PASSIF.  Dépenses des Goëlettes \$1332  doins vente d'un Staysail 11 o'ar dépenses des Pilotes	\$124483 c \$124483 c  \$1321 1  599 5  229	Nous, soussignés, certifion minutieusement les livres e Corporation des Pilotes et l'corrects.  JOSEPH G. DUPH, Audité NAZ. CURODEAU, Audité	Sec. Trésorier, Sec. Trésorier examiné it comptes de la  es avoir trouvés
PASSIF.  Dépenses des Goëlettes	\$124483 ( \$124483 (  \$124883 (  \$	Nous, soussignés, certifion minutieusement les livres e Corporation des Pilotes et l'corrects.  JOSEPH G. DUPH, Audité NAZ. CURODEAU, Audité	87. X. Dion, SecTrésorier, is avoir examiné it comptes de la es avoir trouvés
PASSIF.  Dépenses des Goëlettes \$1332  Moins vente d'un Staysail 11 o'ar dépenses des Pilotes \$132  'ar dépenses genérales \$150  Moins vente d'une bouilloire \$4  'ar provisions \$1874	\$124483 ( \$124483 (  \$124883 (  \$	3 Nous, soussignés, certifion minutieusement les livres et corporation des Pilotes et l'corrects.  JOSEPH G. DUPH, Audite THOS: BOISSIN	SecTrésorier.  SecTrésorier examiné et comptes de la es avoir trouvés