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QUEBEC

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.,
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 Authority.
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,
CHS MCGREEVY, Asst. Engineer,
H. LAFORCE LANGEVIN, Asst. Engineer.

J. S. Martel, P.M.

QUEBEC
LÉGER BROUSSEAU STEAM PRINTING ESTABLISHMENT
9, Bunde Street
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QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1887.

(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 " "
The 3rd, S. S. "Panama",	2016 " "
And the 4th, French Aviso "Bouvet",	800 " "

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 connoisseurs 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.

Building for storing Coal Oil on Louise Embankment.

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 railway, 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	
year, amounts to.....	40,203 cubic yards
Which, added to the.....	13,866 " "
Previously dredged, gives a total of.....	54,069 " "

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-labour- " ers to amend their By-Laws so that it will give the facilities " that you may need."

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. A 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.

Sir,

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 contract, 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 be 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 accomodation 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.

Sir.

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 3½ 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 16 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.

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.

Gentlemen,

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 certificates 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.

Sir,

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.

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 letter.

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.

OTTAWA, 13th June, 1887.

Sir,

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 234 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

7½ 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 Gauvreaux'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 Gauvreaux, 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 Gauvreaux 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,
Chief Engineer.

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

HARBOUR COMMISSIONER'S OFFICE.

QUEBEC, 21st September 1887.

GUSTAVUS G. STUART, Esquire,
Advocate, Quebec.

Sir,

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

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 itself 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.

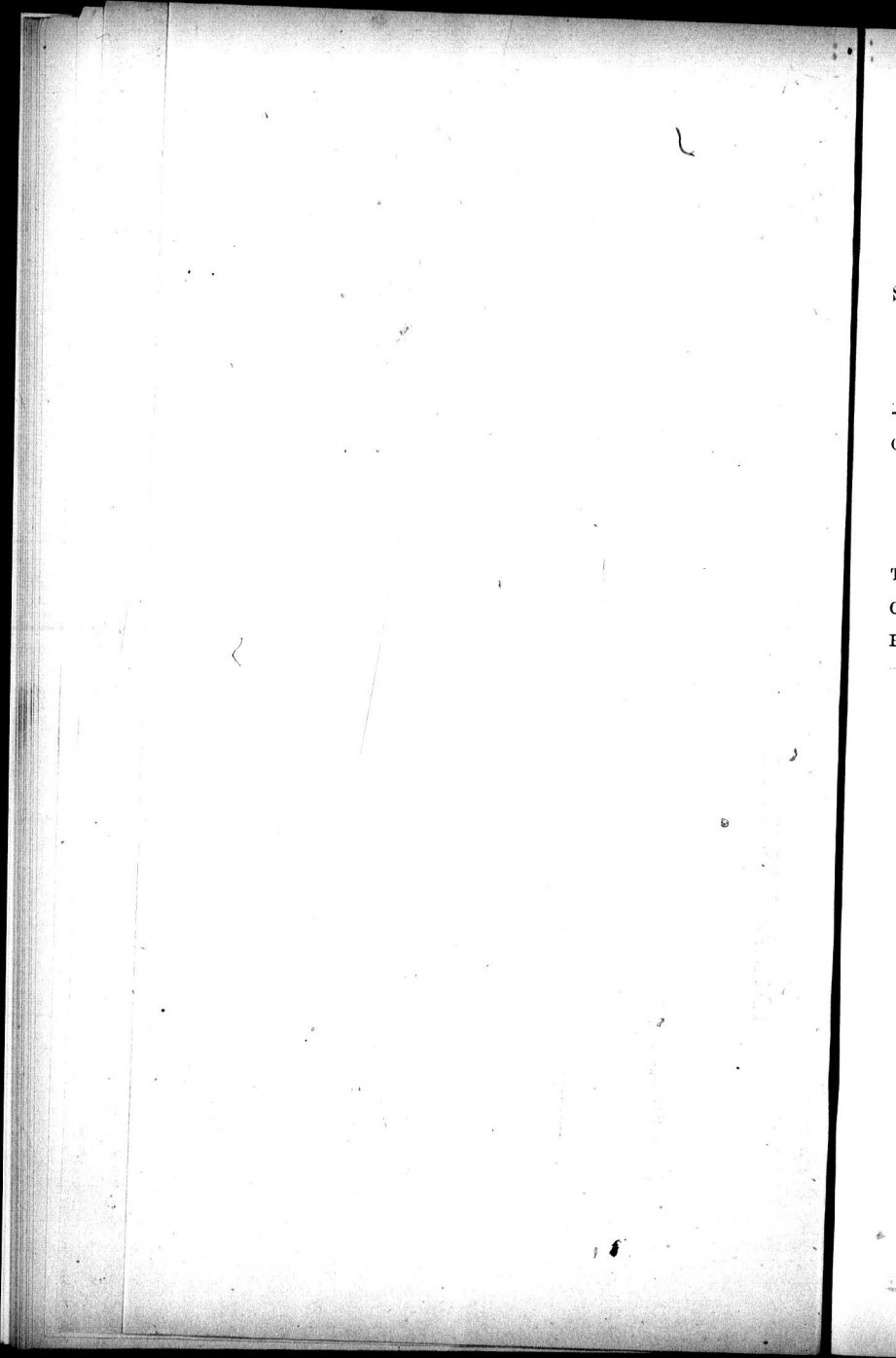
I have the honor to be,

Sir,

Your obedient servant,

(Signed)

GUSTAVUS G. STUART.



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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.....	901
“ “ 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.

	Total.
Schooners.....	901
Bateaux.....	655
Barges.....	144
Steamers.....	302
Tonnage.....	383258
Crews, men.....	19428
Passengers.....	73574
IMPORTS.	
Apples.....brls	31335
Ale and Porter.....brls	19097
do.....hhds	8399
Almonds & Nuts.....bags	2426
Agricultural Implements.....pks	1327
Axes.....boxes	3144
Biscuits.....boxes	19017
do.....brls	2515
Brandy.....hhds	234
do.....qr-cks	577
do.....cases	4781
Boots and Shoes.....boxes	1617
Blacking.....boxes	5246
Beef.....brls	2114
Barley.....buhls	39651
Bran.....tons	948
do.....bags	5088
Brooms.....pkgs	3255
Butter.....kegs	2335
do.....lbs	104543
Beans.....buhls	223
Books.....cases	5850
Baking Powder.....boxes	34842
Bricks.....M	44
Boards.....pcs	422079
Bark.....cords	3336
Blueberries.....boxes	24860
Cigars.....cases	3913
Cheese.....boxes	12906
Crockery.....pun	99
do.....brls	708
do.....crates	1192

REPO
Coffee
do
Cattle
Corn..
Cordag
Canada
Carpet
Champ
Curran
Candle
Clocks
Confec
Cod Oil
Drugs.
do
Deals.
Dry Fis
Eggs..
Flour..
do ..
Feathe
Furnitu
Fruit...
Fowls...
Gin.....
do ..
Glue...
Grain ..
Greenfi
Glasswa
do
do
Glass...
Hides...
Horses...
Hops...
Herring
Hardwa
Do
Hay.....
Iron.....
Leather
Lard.....
Linseed
Molasse
Machine

DOMINION IMPORTS.—(Continued).

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

	Total.
Coffee.....brls	193
do.....bags	3432
Cattle.....	6405
Corn.....buhls	19696
Cordage.....bales	2534
Canada Plates.....boxes	13485
Carpets.....bales	955
Champagne.....cases	2265
Currants.....brls	882
Candles.....boxes	1188
Clocks.....cases	1221
Confectionery.....brls	3522
Cod Oil.....galls	59801
Drugs.....brls	2072
do.....cases	12628
Deals.....pcs	721956
Dry Fish.....cwtls	279
Eggs.....doz	65909
Flour.....brls	27255
do.....bags	73240
Feathers.....do	2793
Furniture.....loads	853
Fruit.....brls	11291
Fowls.....	10052
Gin.....cases	6592
do.....brls	385
Glue.....brls	972
Grain.....bags	31019
Greenfish.....brls	4993
Glassware.....hhds	123
do.....brls	4747
do.....crates	794
Glass.....boxes	8289
Hides.....pks	42992
Horses.....	1056
Hops.....bales	1403
Herrings.....brls	14290
Hardware.....brls	415
Do.....c's's & bx.....	30139
Hay.....bdls	118375
Iron.....pkgs	38302
Leather.....bales	36182
Lard.....kegs	18310
Linseed.....buhls	306
Molasses.....puns	202
Machinery.....pkgs	1344

DOMINION IMPORTS.—(Continued).

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

	Total.
Macaroni.....	36911
Matches.....	571
Mineral Water.....	212
Marble.....	819
Nails & Spikes.....	23051
do.....	953
Oakum.....	586
Oats.....	139703
Old Iron.....	1373
Pork.....	3961
Peas.....	11226
Potatoes.....	30568
Perch & Pickets.....	13350
Raisins.....	6392
Rice.....	20656
Rakes.....	4463
Rosin.....	423
Refrigerators.....	575
Sugar.....	23675
Stones.....	204
Shingles.....	1723
Sewing Machines.....	6109
Starch.....	11285
Soap.....	31619
Spice.....	21081
Steel.....	7635
Seal Oil.....	71780
Seeds.....	3437
Shovels & Spades.....	5847
Soda Carb.....	1360
Sheep.....	1661
Salmon.....	878
Scales.....	1017
Scythe Handles.....	6370
Sleepers.....	7131
Stationery.....	5507
Slabs.....	894
Tea.....	23536
Tobacco.....	9662
Tin.....	3346
Turpentine.....	2523
Tar.....	197
Trout.....	43
Wine.....	299
do.....	2450
do.....	4932

REP

Wine
Whisk
do
Wash
Wood
Whea
Coals

Harb

DOMINION IMPORTS.—(Continued).

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

Total.	Total.
36911	
571	
212	
819	
23051	
953	
586	
139703	
1373	
3961	
11226	
30568	
13350	
6392	
20656	
4463	
423	
575	
23675	
204	
1723	
6109	
11285	
31619	
21081	
7635	
71780	
3437	
5847	
1360	
1661	
878	
1017	
6370	
7131	
5507	
894	
23536	
9662	
3346	
2523	
197	
43	
299	
2450	
4932	
	4871
Wine.....boxes	5076
Whiskey.....brls	3865
do	1300
Washboards .....pkg	24066
Wood.....cords	25
Wheat.....buhls	39682
Coals .....tons	

JAS. WOODS,
Chief Clerk.

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

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

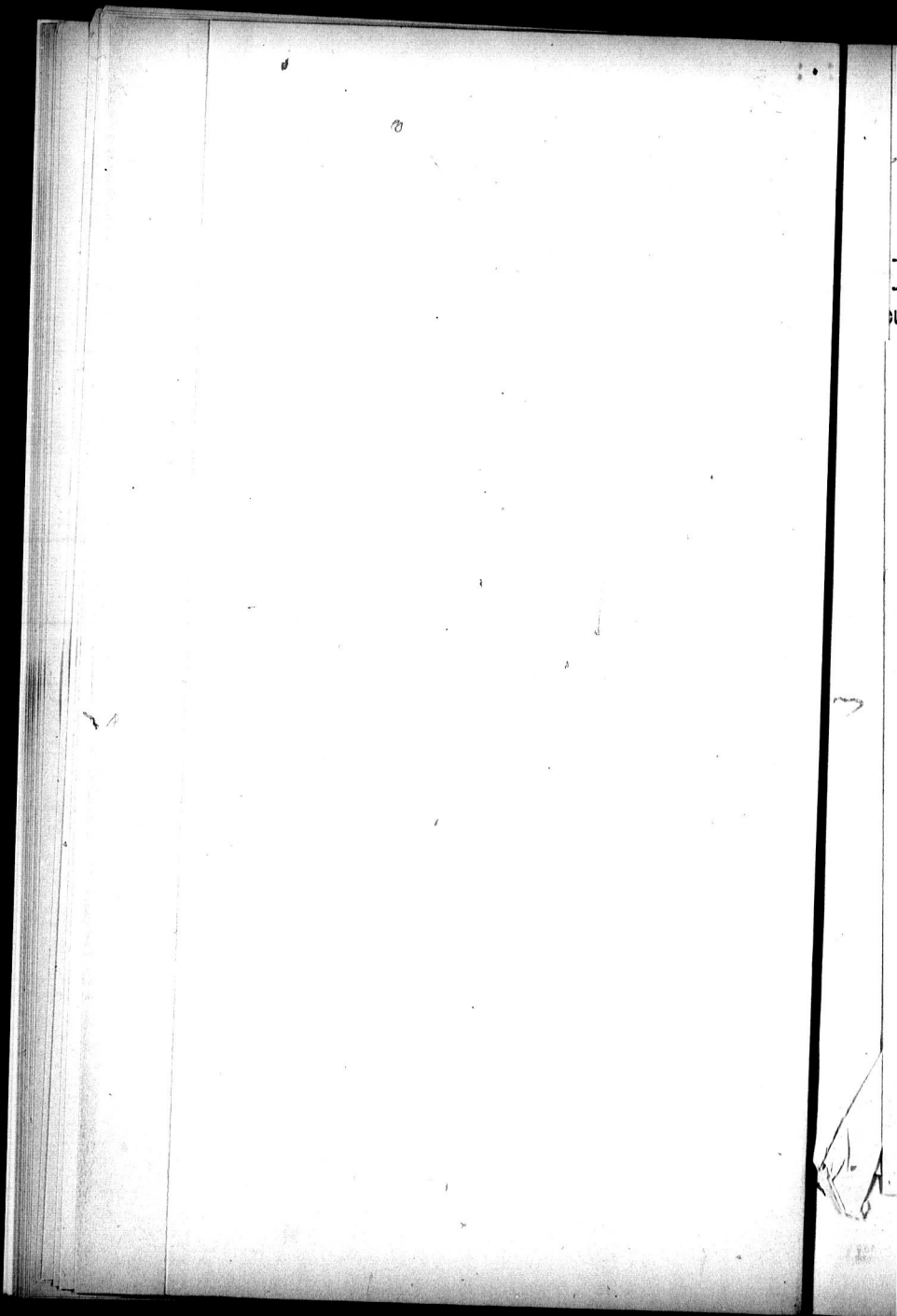
Nature of Works.	Total expenditure including interest etc., etc.	Total amount received from Federal Government	Designation of Statutes authorizing expenditure.	Total amount voted.	Amount available	REMARKS.
Harbour Improvements.....	\$2,452,131 40	\$2,397,000 00	36 Vic. Cap. 62 43 Vic. Cap. 17 45 Vic. Cap. 47 47 Vic. Cap. 9 49 Vic. Cap. 19 50-51 Vic. Cap. 41	\$3,252,000	\$ 855,000	The debt of the Commission, amounting to \$723,000, redeemed under 36 Victoria Chapter 62, is not included in this Statement.
Graving 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.



J. BELL FORSYTH & CO.'S

Prices Current of TIMBER, DEALS, &c.

QUEBEC, 21ST DECEMBER, 1887.

	\$ cts.	\$ cts.
WHITE PINE, in the Raft, for inferior and ordinary, according to average, quality, &c., measured off.	0 16 @	0 18
for Fair average quality, do do &c., do	0 19 @	0 22
for Good and Good Fair average, do do &c., do	0 23 @	0 26
for Superior, do do &c., do	0 26 @	0 28
In shipping order, do do &c., do	0 24 @	0 38
Waney board, 18 to 19 inch, do do &c., measured off.	0 31 @	0 34
do 19 to 21 " do do &c., do	0 34 @	0 38
RED PINE, in the Raft, measured off, according to average and quality	0 16 @	0 25
in Shipping order, 35 to 45 feet do do	0 20 @	0 27
OAK, Canada, by the Draft, according to average and quality	0 42 @	0 45
Do Michigan and Ohio, do do do do	0 47 @	0 49
Elm, by the Draft, do do do do 45 to 50 feet	0 27 @	0 29
Do do do do do 30 to 35 "	0 25 @	0 26
ASH, 14 inches and up, do do do do	0 27 @	0 30
RIBBON, 16 inch average, do do do do	0 20 @	0 22
TAMARAC, Square, according to size and quality	0 15 @	0 18
Platted, do do do do	0 12 @	0 15
STAVES, Merchantable Pipe, according to quality and specification	\$250 @	\$260
do W. O. Punched, Merchantable do do	\$ 70 @	\$ 80
DEALS, Bright, according to Mill Specification, \$115 to \$120 for 1st, \$78 to \$80 for 2nd, and \$39 to \$41 for 3rd quality.		
Do do Michigan, do do do do \$120 to \$130 for 1st, and \$85 to \$90 for 2nd quality.		
Do do Bright Spruce, do do do do \$40 to \$43 for 1st, \$23 to \$25 for 2nd, and \$20 to \$21 for 3rd quality.		

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

ARRIVALS AND TONNAGE at the Port of Quebec for the years :

1883.		1884.		1885.		1886.		1887.	
SAILING VESSELS FROM SEA.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
627	504,962	499	380,147	502	352,826	432	331,568	308	295,921
OCEAN STEAMSHIPS.									
Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.
269	451,509	240	427,834	242	445,522	285	528,959	287	541,324
LOWER PROVINCES.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
585	144,523	585	129,756	515	131,121	548	145,189	425	168,186

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. JONESON, Quebec Exchange.)

Year	Vessels	Tons
1877	796	670,627
1878	476	399,833
1879	433	364,628
1880	634	555,451
1881	459	380,186
1882	426	359,925
1883	487	416,169
1884	366	291,898
1885	369	294,789
1886	325	250,685
1887	271	206,172

REMARKS.

Quebec, 21st December, 1887.

ANNUAL CIRCULAR.

We have again the pleasure of publishing our annual statements of supply, export, and stock wintering, together with prices current, etc., etc.

The increase in arrivals of Ocean Steamships referred to in previous circulars still continues, also the tonnage from the Lower Ports, while in the number of sailing vessels from sea there is a marked falling off, and each year the business of the Port from one cause or another seems to be steadily on the decline.

Owing to the very limited production last winter the supply has been unusually small especially of White Pine, and far below the average of past years. The accounts from Great Britain are on the whole more encouraging than they have been for a long period; still it must be borne in mind that the consumption of Canadian Woods has been greatly curtailed for years, owing to the rates at which Pitch Pine and other cheap woods are imported and sold at there.

WHITE PINE.—The supply of both Square and Waney has been exceptionally short, the shipment slightly over that of last year and the quantity wintering exceedingly light. The market opened weak and without buyers last spring, and continued in a very unsatisfactory state during the summer months, the few sales then effected being at low and unremunerative rates. Towards the middle of September an increased demand set in, and from that time to the present higher prices have been obtained. The greater portion of the stock wintering is in the hands of shippers, a few lots only remaining on manufacturers account. The greatest difficulty is now experienced in obtaining first class wood which is becoming more scarce every year, and the very high prices paid at the Government sale in Ontario last week for Timber Limits must enhance the value of White Pine, especially of choice quality.

WANEY.—Has been in better request than square all season, and with a light supply and a shipment below the average the quantity wintering is less by 817,691 tons than it was twelve months ago. The present stock contains a proportion of old wood which has been some years in the Cove, a good deal of this quality remaining unsold. Owing to a decidedly better feeling in the market as well as to the certainty of a small production this winter, large sales have recently taken place at our quotations; and no fresh timber wintering now remains in first hands.

SQUARE.—The supply this year is perhaps the lowest on record and the stock in the Cove very light. The demand in the United Kingdom is not by any means as great as formerly and with the exception of choice grades for dockplank and other purposes the consumption of Square Pine has considerably fallen off. The stock on hand is less by 2,277,816 feet than last year and contains about the usual proportion of old and inferior wood quite unsuitable for export. From latest accounts the production this winter will be confined to a few operators only, and a very limited manufacture is looked for. There has been a fair local demand all season, the consumption being equal to former years.

	Supply.	Export.	Stock.
1887	1,168,547	5,127,980	4,294,851 Square.
	2,060,083		2,448,408 Waney.
1888	3,632,738	4,524,760	6,572,964 Square.
	3,877,331		3,267,994 Waney.

RED PINE.—There has been rather a better demand for this wood than during the past few years. The supply has been ample, the shipment under the average, and the quantity now on hand very light, though slightly in excess of last season. With the recovery of trade in Ireland we may look for a better demand and heavier export.

	Supply.	Export.	Stock.
1887	591,646	465,720	404,124
1888	375,797	464,520	256,904

OAK.—Has also been in much better request during the past three months and commanded higher rates than in the early part of the season, when it was very dull of sale. The supply has been a very moderate one, the export close on that of 1886 while the Cove returns show 245,940 feet less than when we last issued our Circular. The quantity at Garden Island and Collins' Bay is unusually small. The winter's production promises to be light, and our highest quotations are now asked.

	Supply.	Export.	Stock.
1887	745,245	1,017,160	748,637
1888	1,039,432	1,051,369	995,715

ELM.—The receipts have been trifling, most of this timber in the Supervisor of Cutlers' returns having wintered in demand, was estimated in last year's stock. The shipment though light is equal to the previous year, and the wintering stock, 494,626 feet less. The enhanced cost of staving timber and the difficulty in procuring it militates against its manufacture, and the production this winter will be on a very limited basis.

	Supply.	Export.	Stock.
1887	221,368	405,040	502,773
1888	399,698	407,120	906,791

ASH.—This wood in supply and export is under the average, but does not receive as much attention as formerly. The stock wintering comprises some old timber, and is slightly under that of last season. The production will be light.

	Supply.	Export.	Stock.
1887	114,282	191,840	287,174
1888	138,485	174,350	221,211

RIBBON.—The quantity wintering is almost nil, but if prices advance and with a favorable winter, no doubt ample for all requirements will be made.

	Supply.	Export.	Stock.
1887	112,999	192,680	12,935
1888	221,291	285,680	67,336

STAVES.—This branch of our trade, at one time so important, has dwindled down to the shipment of a few thousands—exceedingly low rates of freight from the States having been the chief cause in bringing this about. The stock is a diminutive one.

	Supply.	Export.	Stock.
1887	44	220	41
	166	308	33
1888	65	161	354
	139	308	159

DEALS.—PINE.—Our comparative statement shows a considerable decline in the supply and export. We fear this branch of our lumber trade is finding its way through other channels where greater facilities of shipment and cheaper rates of storage prevail than in our own port. The demand during the early months was rather slow, but with the autumn prices advanced and large transactions have taken place at about our quotations. Most of the "large cuts" have already been disposed of for next seasons delivery. The supply from Michigan will be trifling owing to the improved rates current there for sawn lumber.

	Supply.	Export.	Stock.
1887	1,467,138	1,365,610	676,841
1888	1,978,064	2,271,069	795,712

Do.—SPRUCE.—The business done in this article has been considerable, the demand though very slack during the spring and summer months improved towards the autumn, prices have advanced and some large sales are reported at our quotations. At the same time Mill-Owners will do well not to increase on last year's production.

	Supply.	Export.	Stock.
1887	2,301,996	2,396,489	990,691
1888	2,102,833	2,316,335	1,288,084

SAWN LUMBER.—Has been in good request, more especially for the higher grades. We quote Pine at \$16 to \$18 per 1000 feet b. m. and Spruce at \$5.50 to \$10.50, according to quality and specification.

Freights have ruled low all season.—Opening at 19s. to 20s. for Timber, and 45s. to 47s. 6d. Deals, closing at 19s. to 20s. Timber, and 40s. Deals.

J. Bell Forsyth & Co.

QUEBEC HARBOUR COMMISSION

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

	1886	1887	Difference in 1887.	
	\$ cts	\$ cts	\$ 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 39	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 06	Increase.
Totals	50,417 34	53,032 56	2,615 22	Increase.

DR.

BALANCE SHEET OF 31st DECEMBER 1887.

CR.

To Office Furniture.....	3425 57	By Bench & Deep Water Lots.....	54706 31
Amount at debit of Grantees B. & D. Water Lots.....	40685 25	Sinking Fund.....	229744 33
Amount at debit Salaries for Rents, Harbour Dues etc.,	11976 29	Recev.-Gen. 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		
Aikinsons ".....	50945 20		
Reynars ".....	9918 29		
Harbour Improvements.....	2374755 32		
Graving Dock.....	833716 94		
Recev.-General " Sinking Fund ".....	226129 33		
Cash.....	437 32		
La Banque Nationale.....	39149 14		
Jackscrews Account.....	394 87		
	4234889 37	Continued.....	4254041 50

DR. BALANCE SHEET OF 31st DECEMBER 1887.—(Continued). CR.

Continued.....	4234889 37	Continued.....	4254041 50
Tools Account.....	1369 05		
Open Exchange.....	2519 15		
Lifting Barge.....	5644 45		
Atkinsons Wharf " Reconstruction ".....	2514 94		
Suspense Account.....	1241 44		
Profit & Loss.....	5863 10		
	4254041 50		4254041 50

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

Quebec, 21st January 1888.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1887 and that the above is a correct copy of the balance sheet.

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

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

	\$	cts.	\$	cts.	LIABILITIES.—(Continued)	
ASSETS.—(Continued)			75,812	32		425,404 50
<i>Sinking Fund:</i>						
In hands of Recv. (general)			226,129	33		
<i>Cash:</i>						
On hand		437		32		
In "La Banque Nationale"		39,149		14		
<i>Harbour Improvements</i>			39,586	46		
<i>Graving Dock</i>			237,475	32		
<i>Open Exchange</i>			83,371	94		
<i>Atkinsons Wharf & Reconstruction</i>			2,519	15		
<i>Lifting Barge</i>			2,514	94		
<i>Jackscrews:</i>			5,644	45		
On hand			394	87		
<i>Tools:</i>						
On hand			1,369	05		

34425 57

5863 10

Office Furniture

Profit & Loss

1369 05

Office Furniture.....	3425 37
Profit & Loss.....	5863 10
	4254041 50

4254041 50

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

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, }
A. AHERN, } AUDITORS.

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.
 " A. AHERN. }

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

Nos.	Countries.	Value 1885.	Value 1886.	Value 1887.	Total.
		\$	\$	\$	\$
1	Great Britain.....	2,123,504	2,170,035	2,061,553	6,355,092
2	United States.....	1,207,905	1,052,985	795,016	3,055,906
3	British West Indies.....	89,147	78,680	134,472	302,299
4	France	81,014	78,543	114,106	273,663
5	Germany.....	69,516	46,692	45,135	161,343
6	Holland.....	46,999	40,565	50,805	138,369
7	Belgium	30,836	35,684	29,169	95,689
8	Spain.....	20,214	24,251	22,938	67,403
9	Japan.....	13,701	14,103	9,023	36,827
10	Newfoundland.....	12,388	8,033	8,249	28,670
11	Italy.....	10,130	7,559	4,308	21,997
12	China.....	3,050	2,459	8,570	14,679
13	Greece.....	2,150	264	1,823	4,237
14	Portugal.....	1,688	1,379	2,275	5,342
15	Turkey in Asia.....	1,207	.....	155	1,362
16	Spanish West Indies ...	428	1,215	334	1,977
17	Smyrna in Asia.....	392	1,807	911	3,110
18	Norway.....	324	170	1,057	1,551
19	St Pierre Miquelon.....	218	11,576	511	12,305
20	British Africa.....	118	111	.....	229
21	Sweden.....	.....	382	.....	382
22	Austria.....	.....	180	47	227
23	Buenos-Ayres .....	.....	19	17	36
24	British India.....	.....	.....	81	81
25	Other Countries.....	.....	.....	851	851
	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
RECAPITULATION of exports for the years ending 31st
December 1885, 1886 and 1887, Shewing the Countries to
which Exported.

Nos.	Countries.	Value 1885.	Value 1886.	Value 1887.	Total.
		\$	\$	\$	\$
1	Great Britain.....	6,108,600	5,145,116	4,500,105	15,753,821
2	United States.....	329,725	294,390	345,093	969,208
3	Newfoundland	96,912	88,022	74,604	259,538
4	Argentine Republic.....	83,798	88,794	41,521	214,013
5	Portugal.....	32,791	39,512	38,961	111,264
6	British Africa.....	25,337	21,391	.....	46,728
7	St Pierre Miquelon.....	24,863	12,401	32,673	69,937
8	Uruguay	22,698	31,973	48,552	103,223
9	British Australia.....	18,848	26,369	10,750	55,967
10	France	13,422	35,151	38,430	87,003
11	Holland .....	.....	13,566	.....	13,566
12	Norway	10,160	.....	7,300	17,460
13	U. States of Columbia.....	9,269	.....	.....	9,269
14	Gibraltar.....	5,046	4,848	3,281	13,175
15	Spain.....	3,611	22,638	20,430	46,679
16	Belgium	1,186	.....	5,840	7,026
17	Germany	953	.....	.....	953
18	British West Indies.....	125	.....	.....	125
19	Labrador.....	68	159	.....	227
20	Brazil.....	.....	.....	6	6
	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 Commissioners, 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.

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 83 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.

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.

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.

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 $\frac{1}{2}$ 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 meantime, 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.

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,

I beg to acknowledge 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.

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.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1887, before the Quebec Harbour Commissioners under the Authority of the "Pilotage Act" 36 Victoria, Chapter 54.

Names of Pilots tried.	Nature of Complaints,	Dates of Trials.	Result.
Joseph Plante.....	For having on the afternoon of the 29th April, grounded the S. S. "Barcelona" in or near the Fraverse.	21st May.....	Acquitted.
Louis Fontaine.....	For having, on the morning of the 30th June, grounded the S. S. "Koraima" at Brandy Pots.	30th & 11th July....	Found guilty and suspended for the remainder of the season of navigation.
Pierre Lemieux.....	For having, on the morning of the 18th July, grounded the S. S. "Grandholme" off Kamouraska.	29th July.....	Found guilty and suspended for the space of twenty calendar months.— <i>Judgment carried in appeal before Superior Court.—Appeal dismissed and judgment confirmed.</i>
David Dumas.....	For having, on the 28th July, collided the S. S. "Chomley" with the S. S. "Statut of Gibraltar" about the Pilgrims.	10th August.....	Found guilty and suspended for the remainder of the season of navigation.
Théodule Pepin dit Lachance.....	For having, on the 23rd June, insulted one of the Directors of the Corporation of Pilots.	17th & 24th August.	Found guilty and fined twenty dollars and costs.

David Arthur Bouffard..... For having, on the 13th September, grounded the S. S. "West Cumberland" near St. Paul's Bay. 24th September and 6th October.... Found guilty and suspended for the space of nine calendar months.

Harbert Raymond..... For having, during the night of the 14th and 15th of October, 1887, grounded the S. S. "St. Charles" near the Pointe à la Pêche. 17th and 24th October.... Found guilty and suspended for the space of nine calendar months.

David Arthur Bouffard.....	For having, on the 13th September, grounded the S. S. " West Cumberland " near St. Paul's Bay.	24th September and 6th October....	Found guilty and suspended for the space of nine calendar months.
Herbert Raymond..... (Tried under 45 Vic. Cap. 32. Sec. 4)	For having, during the night of the 15th and 16th October, whilst in charge of ship "Loyal," collided the said ship with the Lower Traverse Lightship.	27th October and 29th November, and 6th December.	Acquitted, the Commissioners being however of opinion that, under the circumstances, the Defendant, Raymond, might have carried less sail on his ship.

Certified,

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

A. H. VERRET,
 Sec.-Treas.

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December 1887.

Number.	Names.	When indentured.	Remarks.
1	George Dugal.....	11th April, 1871	Absent since the fall of 1887.
2	Ernest Nolet.....	19th March, 1874	Absent since the fall of 1878.
3	Moise Arthur Lachance.....	22d July, 1880	
4	Louis Thivierge.....	20th October, do	
5	Lawrence Larochele.....	20th do do	
6	Edmond Larochele.....	30th March, 1881	
7	Joseph N. Dallaire.....	30th do do	
8	Emile Lachance.....	30th do do	
9	Alphonse Asselin.....	30th do do	
10	Joseph Plante.....	15th June, do	
11	Narcisse Desprès.....	15th do do	
12	Alphonse Pâquet.....	20th July, do	
13	Napoléon Pouliot.....	20th do do	
14	Arthur Doiron.....	20th do do	
15	Adélar Bernier.....	14th September, do	
16	Adélar Vézina.....	23d May, 1883	
17	Jean-Bte Pouliot.....	23d do do	It is stipulated in the indentures of those apprentices that they will not be admitted to pass their examination before the number of Pilots is reduced to 125, as provided for by the Act 45 Vict. Cap. 32.
18	Joseph Thivierge.....	23d do do	
19	Léonidas Lachance.....	23d do do	
20	Eudore Langlois.....	23d do do	
21	Herménégilde Pâquet.....	23d do do	
22	Frs.-Xav. Eust. alias Wm. Doiron.....	15th July, do	

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 Steamers, etc. etc.

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
19	Gabriel Lachance.....	68	St. John, Orleans.....	4			
20	François Dallaire.....	70	St. Laurent, Orleans.....	3	4		
21	Laurent Godbout.....	72	Quebec, St. Sauveur.....	4	5		
22	Pierre Roy.....	72	St. Roch, Quebec.....	4	4		
23	David Bonifard.....	68	St. John, Orleans.....	5	5		
24	Antoine Lapointe.....	64	Quebec, St. Sauveur.....	5	5		
25	Jean Chassé.....	71	Cacouna.....	5	4		
26	Frs Dumas.....	69	Green Island.....	5	5		
27	Gilbert Baillargeon.....	65	Stc. Petronille, Orleans.....	6	4		
28	Jos. Phil. Côtillard.....	65	Quebec.....	5	6		
29	Julien Dion.....	69	Green Island.....	0	0		One of the Directors of the Corporation of Pilots. Not re-elected at last election.
30	Pierre Lemieux.....	63	Quebec.....	4	5		Suspended, the 29th July, for twenty calendar months.
31	Louis Fontaine.....	67	N. D. Aux-Buckland.....	2	1	2	Suspended, the 11th July, for the remainder of the season of navigation.
32	François Godreau.....	64	Cap. St. Ignace.....	6	5		
33	Jérémie Dufresne.....	66	Quebec, St. Sauveur.....	5	6	4	
34	Antoine Gobeil.....	59	St. Laurent, Orleans.....	7	7	3	
35	Pierre Fontaine.....	59	Quebec.....	7	8	5	Employed, all season, by the Allan Line of Steamers.
36	Victor Demers.....	62	Lauzon, Levis.....	5	5	4	

37	Joseph Plante.....	57	Bay St. Paul.....	15	15	3	Employed, all season, by the Thomson Line of Steamers.—Tried the 21st May.—Acquitted.
38	Louis Thivierge.....	58	St. John, Orleans.....	4	4	4	On the sick list during 57 days

37	Joseph Plante.	Bay St. Paul.	15	15	3	Employed, all season, by the Thomson Line of Steamers.—Tried the 21st May.—Acquitted. On the sick list during 57 days.
38	Louis Thierge.	St. John, Orleans.	4	4	4	
39	Charles Francis Brown.	Quebec.	2	4	1	
40	Paul Paquet.	St. John, Orleans.	4	8	4	
41	Joseph Poulton.	St. John, Orleans.	5	6	4	
42	George Normand.	Crane Island.	3	5	1	On the sick list during 57 days.
43	David Damour.	Trois-Pistoles.	5	6	5	
44	Charles Vézina.	St. Michel, Bellechasse.	7	7	2	Employed all season, by the Allan Line of Steamers.
45	Numa Lachance.	St. Michel, Bellechasse.	9	8	2	Employed, all season, by the Allan Line of Steamers.
46	Annibal Baquet.	Quebec.	13	13	3	Master Steamer "Miramichi."
47	Joseph Gravel.	Quebec.	11	11	4	Employed, all season, by the Dominion Line of Steamers.
48	Auguste Couillard Després.	Lauzon, Levis.	0	0	0	One of the Directors of the Corporation of Pilots. Not relected at last election.
49	Eustache Doiron.	Lauzon, Levis.	5	5	4	
50	Jean-Bte Pouliot.	St. John, Orleans.	5	3	5	
51	Jean Gobell.	St. John, Orleans.	5	5	5	
52	Joseph Paquet.	St. John, Orleans.	6	5	4	
53	Louis Edmond Morin.	Quebec.	0	0	0	One of the Directors of the Corporation of Pilots. Relected at last election.
54	Motse Lachance.	St. John, Orleans.	5	6	5	Employed, all season, by the Dominion Line of Steamers.
55	Joseph S. Brown.	Montreal.	11	12	3	Tried the 27th October, 4th and 20th November and 6th December. Acquitted.
56	Huibert Raymond.	Quebec.	6	10	4	Master of the Pilots Schooner No. 5.
57	Achille Damour.	St. Valier.	0	0	0	Master Government Steamer "Napoléon III"
58	Cyrille Lapointe.	St. Laurent, Orleans.	5	5	6	Elected one of the Directors of the Corporation of Pilots at last election.
59	Joseph Poulton.	St. John, Orleans.	5	0	0	One of the Directors of the Corporation of Pilots. Died the 27th July.
60	Edmond Larocelle.	St. Michel, Bellechasse.	0	0	0	
61	Ant. Thomas Chouinard.	Pointe au Père.	11	10	3	
62	Laurent Godbout.	St. Laurent, Orleans.	5	6	5	
63	Pierre S. Laprise.	St. Pétronille, Orleans.	0	0	0	

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Motages.	
64	Audime Pouliot	48	St. Laurent, Orleans.....	12	12	4	Employed, all season, by the Dominion Line of Steamers.
65	Bart. Pepin dit Lechance	42	St. John, Orleans.....	9	7	3	
66	Frs. X. Delisle	42	St. Romuld.....	5	5	5	
67	Jos. Pepin dit Lechance	55	Quebec.....	5	6	5	
68	Damian Eugene Boulanger.....	44	Tadoussac	1	0	0	Employed, all season, on the Saguenay Station.
69	Cyprien Langlois	43	St. John, Orleans.....	5	5	4	
70	Jean Delisle	42	St. John, Orleans.....	10	10	3	Master S. S. "Greenlands."
71	Nazaire Curodeau	40	Quebec	5	8	5	
72	Charles Normand	41	Quebec	7	7	5	
73	Napoléon Rioux.....	42	St. Pétrouille, Orleans.....	5	5	4	
74	Jean-Bte Tremblay.....	44	Quebec	10	10	3	Employed, all season, by the Black Diamond Line of Steamers.
75	Ray. Paquet dit Lamontagne.....	42	St. Michel, Bellechasse.....	7	8	3	Employed, all season, by the Beaver Line of Steamers.
76	Frs.-Nav. Lamarre.....	41	St. Valier.....	12	9	3	Employed, all season, by the Donaldson and Ross Line of Steamers.
77	Moïse Pouliot.....	39	St. John, Orleans.....	12	7	3	Employed, all season, by the Allan Line of Steamers.
78	Paul Gobeil.....	41	St. John, Orleans.....	5	6	5	
79	Chas. Alarie Roymond.....	39	Quebec	5	6	5	

80 Victor Vézina

Quebec

10

9

3

Employed, all season, by the Allan Line of Steamers.

78	Chas. Alarie Kymond.....	39	Quebec	5	6	5	
79	Victor Vézina	42	Quebec	10	9	3	Employed, all season, by the Allan Line of Steamers.
	Louis Honorius Lachance.....	49	St. Michel, Bellechasse.....	0	0	0	Master Tug "Lake."
	L. B. O. Contron dit Larochele.	41	St. Michel, Bellechasse.....	10	9	3	Employed, all season, by the Allan Line of Steamers.
83	Chas. Hermie alias Arbel Bernier.	42	St. Michel, Bellechasse.....	0	0	0	One of the Directors of the Corporation of Pilots. Relected at last election.
84	Louis Robert Demers.....	41	Quebec	0	0	0	Master Government Steamer "Druid."
85	Vital Ephrem Chamberland.....	47	Troy, United States.....	7	5	4	Employed, all season, by the Allan Line of Steamers.
86	Joseph G. Dupil.....	40	Quebec	7	8	4	
87	Jean-Bte Tallbot.....	42	Berthier.....	8	9	3	
88	Joseph Fortier.....	43	St. John, Orleans.....	0	0	0	One of the Directors of the Corporation of Pilots. Relected at last election.
89	Nestor Lachance.....	42	St. John, Orleans.....	10	10	3	Master S. S. "Polino."
90	Cyrille Audet dit Lapointe.....	42	St. Michel, Bellechasse.....	5	5	4	
91	Joseph Lapointe.....	43	St. Laurent, Orleans.....	6	6	5	
92	Pierre Pepin dit Lachance.....	38	Montreal.....	5	5	5	
93	Theophile Goudeau.....	43	Lauron, Levis.....	8	5	3	Employed, part of the season, by the Dominion Line of Steamers.
94	Istode Noel.....	37	St. John, Orleans.....	5	5	4	
95	Jean Evariste Adam.....	43	Trois Saumons.....	10	10	3	Employed, all season, by the Beaver Line of Steamers.
96	Alfred Larochele.....	37	Notre-Dame, Levis.....	10	10	3	Employed, all season, by the Black Diamond Line of Steamers.
97	Theophile Corriveau.....	40	Quebec, St. Sauveur.....	10	8	3	
98	Elzéar Godbout.....	39	Quebec, St. Sauveur.....	6	6	5	
99	George Couillard Després.....	39	Bianville, Levis.....	5	5	4	
100	Pierre Gobeil.....	39	St. John, Orleans.....	5	5	2	
101	Théodore Pepin dit Lachance.....	42	Montreal.....	5	5	2	Absent since 21st September. Had previously lost 57 days.—Fined \$20 and costs the 24th August.
102	Achille Treflé Simard.....	36	St. Joseph, Levis.....	5	5	4	Employed, part of the season, by the Dominion Line of Steamers. Afterwards 2nd mate on S. S. "Cacouna."
103	Jean-Bte Patoiné.....	36	Bianville, Levis.....	11	10	3	Master of Pilot schooner No. 4.
104	Narcisse Lavoié.....	38	Stes Luce, Kimonski.....	0	0	0	

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
105	Joseph Emilio Couillard	36	Quebec	15	14	2	Employed, all season, by the Hansa Line of Steamers.
106	Louis Albert Royer	42	St. John, Orleans	6	6	5	Employed, all season, by the Allan Line of Steamers.
107	Aldard Sausure	37	St. Michel, Bellechasse	10	9	5	One of the Directors of the Corporation of Orleans.
108	Onésime Noël	35	St. John, Orleans	4	2	3	Pilots since 29th July. Relected at last election.
109	Napoli-o Bastilagenon	37	Ste. Pétronille, Orleans	5	5	4	Employed, all season, by the Donaldson and Ross Line of Steamers.
110	David J. Pelletier	37	Lauzon, Lévis	4	6	5	
111	Jos. Frs. X. Bernier	35	Quebec	9	14	5	
112	Frs. X. Demoule	35	St. John, Orleans	6	5	5	
113	Louis Honoré Laperre	37	Notre-Dame, Lévis	5	7	4	
114	Joseph Eugène Lachance	33	St. John, Orleans	4	6	4	
115	David Arthur Bonfiant	33	St. Laurent, Orleans	4	2	4	Suspended, on the 6th October, for nine calendar months.
116	Jean Théophile St. Laurent	36	Quebec	10	9	3	Employed, all season, by the Allan Line of Steamers.
117	Jacques Georges Dugas	35	Ste Anne Lapocatière	5	5	5	
118	Joseph Victor Gourniveau	40	Ste Pétronille, Orleans	5	6	5	
119	Louis alias Treffé Delisle	33	Trois-Piètoles,	0	0	0	Master Reel Island Lightship.
120	J.-Bc Couillard	36	Cap St. Ignace	4	7	5	

121 Chs Pelletier

37

Quebec

6

5

5

122 Jos. alias Philéas Langlois

38

St. John, Orleans

6

5

5

123 Nazaire Delisle

38

St. John, Orleans

6

5

5

Master Red Island Lightship.

5

0

5

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7

4

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36

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118	Joseph Victor Gourneau.....	40	St. Péronille, Orleans.....	5	0	0	5
119	(sous alias Tréfié Delisle.....	33	Tréte-Pissoles.....	0	0	0	7
120	J.-Bte Couillard.....	36	Cap St. Ignace.....	4	0	0	5
121	Chs Pelletier.....	37	Quebec.....	6	5	5	4
122	Jos. alias Philéas Langlois.....	42	St. John, Orleans.....	6	5	5	4
123	Kazare Delisle.....	48	St. John, Orleans.....	5	5	5	4
124	J.-E. Bonaventure Lavoie.....	35	St. Luce, Rimouski.....	7	5	5	4
125	Alexis Vézina.....	37	St. Laurent, Orleans.....	5	5	5	4
126	Adjutor Baillargeon.....	33	St. Péronille, Orleans.....	4	5	5	3
127	Samuel Rioux.....	34	Quebec.....	5	5	5	3
128	Chs-Oct. Clavet.....	33	St. Michel, Bellechasse.....	5	5	5	3
129	Joseph Dion.....	31	Notre-Dame, Lévis.....	4	5	5	4
130	Paul Lachance.....	29	Quebec.....	4	5	5	4
131	Arcadius Jovvin.....	29	St. Luce, Rimouski.....	0	1	0	0
132	Léon Labrecque.....	32	St. Laurent, Orleans.....	5	5	5	4
133	Paul Lachance.....	32	St. Laurent, Orleans.....	5	5	5	3
134	Joseph Pouliot.....	31	St. John, Orleans.....	5	5	5	4
135	Joseph Larochelle.....	31	St. John, Orleans.....	5	5	5	4
136	Adjutor Lachance.....	20	St. Michel, Bellechasse.....	10	9	9	3
137	Frs Gaudreau.....	36	Rimouski.....	6	4	4	4
138	Arthur Koenig.....	36	L'Islet.....	6	5	5	4
139	Eugène Anctil.....	29	Quebec.....	0	4	4	4
140	David Dumas.....	34	Notre-Dame, Lévis.....	4	3	3	2
141	Jos. Lachance.....	33	St. Laurent, Orleans.....	4	4	4	2
142	Paul Plquet.....	29	St. John, Orleans.....	5	5	5	3
143	Alphonse Poulhot.....	35	St. John, Orleans.....	5	5	5	3
144	Elzéar Normand.....	28	L'Islet.....	6	4	4	4
145	Jean Bernier.....	28	L'Islet.....	10	11	11	3
146	Joseph Piquet.....	26	St. John, Orleans.....	6	5	5	4
147	Jean-A. Lachance.....	25	Quebec.....	6	5	5	4
148	Arthur Baillargeon.....	30	St. Péronille, Orleans.....	9	13	13	3
149	Joseph Vézina.....	26	St. Laurent, Orleans.....	5	5	5	3
150	Hermégnide Guénard.....	29	Quebec.....	5	5	5	3
151	Elzéar Desrosiers.....	34	Quebec.....	6	5	5	3
152	John J. A. Irvine.....	31	Green Island.....	5	5	5	3
153	Fret. Bouffard.....	30	St. Laurent, Orleans.....	5	5	5	4

Drowned the 6th August.
Elected, at last election, one of the Directors
of the Corporation of Pilots.

Master of the Pilot schooner No 1.

Employed, all season, by the Beaver Line of
Steamers.Employed, all season, by the Donaldson and
Ross Line of Steamers.Employed, part of the season, by the Dominion
Line of Steamers.

On the sick list during the whole season.

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.	
				Inwards.	Outwards.	Movages.		
154	Jules Asselin.....	26	St. Michel, Bellechasse.....	5	5	4	Absent during part of the season.	
155	Prudent Marmen.....	28	Quebec.....	3	2	4		
156	Lucien Lachance.....	26	St. John, Orleans.....	6	5	4		
157	Alfred Dion.....	29	Green Island.....	7	9	5		
158	Camille Bernier.....	29	St. Michel, Bellechasse.....	7	5	4		
159	Moise Blouin.....	36	St. John, Orleans.....	5	2	4		
160	Moise alias Laurent Godbout.....	27	St. Sauveur, Quebec.....	5	6	5		
161	Alfred Godreau.....	34	Cap. St. Ignace.....	5	5	4		
162	Alfred Raymond.....	26	St. John, Orleans.....	5	4	5		
163	Philéas Lachance.....	29	St. John, Orleans.....	5	5	4		
164	Joseph H. Talbot.....	25	Berthier.....	3	4	3		Licensed the 27th July.

Certified,

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

A. H. VERRET,
Sec.-Treas.

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 "Oregon," arrived in 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,
Québec, 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 “

July, 23d Highest Tide : 26 feet and 9 inches.

" 8th Lowest " 8 " " 6 "

Wind : West during 18 days.

" East " 13 "

" North " 0 "

" Calm " 0 "

August, 21st Highest Tide : 26 feet and 7 inches.

" 20th Lowest " 8 " " 6 "

Wind : West during 22 days.

" East " 4 "

" North " 1 "

" Calm " 4 "

September, 20th Highest Tide : 25 feet and 6 inches.

" 21st Lowest " 7 " " 10 "

Wind : West during 25 days.

" East " 3 "

" North " 2 "

" Calm " 0 "

October, 18th Highest Tide : 26 feet and 1 inch.

" 16th Lowest " 7 " " 0 "

Wind : West during 18 days.

" East " 11 "

" North " 0 "

" Calm " 2 "

November, 14th Highest Tide : 28 feet and 3 inches.

" 23d Lowest " 7 " " 6 "

Wind : West during 17 days.

" East " 13 "

" North " 0 "

" Calm " 0 "

December, 16th Highest Tide : 27 feet and 10 inches.

" 17th Lowest " 7 " " 6 "

Wind : West during 18 days.

" East " 11 "

" North " 0 "

" Calm " 2 "

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

CORPORATION DES PILOTES.

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

RECETTES.			
A balance de 1886.....	\$ 1796 15	Charles Dumas à sa pension du 15 septembre 1887, acc.	\$ 8 50
A pourcentage ou contribution des Pilotes.....	8484 89	Joseph Pepin.....	110 00
A intérêts sur placements.....	3073 00	Louis Laprise, décédé le 21 décembre 1886.....	15 25
A intérêts par Caisse d'Épargnes.....	40 20	Louis Dugal, arrérages.....	27 50
		" " année.....	110 00
	\$13394 24	Charles Nolet, à sa pension du 17 octobre 1887.....	4 58
		Paul Langlois, à sa pension du 1er décembre 1886....	100 83
			\$1610 79
DÉBOURSÉS.		10 Pilotes à \$101.00.	
Par pensions.....	\$11104 73	Maurice Pepin.....	\$ 101 00
Par secours.....	56 00	F. X. Lachance.....	101 00
Par salaires.....	500 00	Frs Thivierge.....	101 00
Par dépôts, Caisse d'Épargnes.	1600 00	Isaïe Marticotte.....	101 00
Par balance en caisse.....	133 51	Joseph Morency.....	101 00
	\$13394 24	Frudent Marmen, décédé le 15 mars 1887.....	37 87
PILOTES SÉCOURUS PAR LE FONDS.		Edouard Labrègue.....	101 00
I PILOTE.		Narcisse Forgues.....	101 00
Frédéric Bouffard.....	\$ 56 00	Jean Coulombe.....	101 00
	\$ 56 00	Dom. Verreault.....	101 00
PENSIONNAIRES À LA CHARGE DU FONDS.			\$ 946 87
<i>Montant payé à chacun d'eux pendant l'année du 1er Novembre 1886 au 1er Novembre 1887; mais payé du 31 Décembre 1886 au 31 Décembre 1887.</i>		7 Pilotes à \$92.00.	
18 Pilotes à \$110.00.		Amable St-Laurent.....	\$ 92 00
Paul Blouin.....	\$ 110 00	Edouard Demers.....	92 00
Frédéric Bernier.....	110 00	J. Bte Paquet, acc.....	46 00
Laurent Tremblay.....	110 00	Clovis Antil.....	92 00
Dominique Girard.....	110 00	Abraham Després.....	92 00
Frs Vézina.....	110 09	Alexis Vézina.....	92 00
Frs Jos. Pouliot.....	110 00	Louis Ol. Leclerc.....	92 00
Yves Sylvestre.....	110 00		\$598 00
Thomas Després.....	110 00	4 Pilotes à \$90.00.	
Marcel LeBel.....	110 00	Jean Lavoie, décédé le 11 décembre 1886.....	\$ 19 75
Pierre Pepin dit Lachance.....	110 00	Pierre Gourdeau.....	90 00
Charles Bernier, décédé le 19 janvier 1887.....	24 13	Joseph Lavoie.....	90 00
Hilaire Jouvin.....	110 00	Ovide Dick, à sa pension du 24 septembre 1887.....	17 12
			\$ 268 87

CORPORATION DES PILOTES.

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

4 Pilotes à \$88.00.			
F. X. Corriveau	\$ 88 00		
Joseph Lapointe	88 00		
Frs Pelletier.....	88 00		
Antoine Roussel.....	88 00		
	\$ 352 00		
2 Pilotes à \$86.00.			
Alexis Roy.....	\$ 86 00		
Célestin St-Pierre.....	86 00		
	\$ 172 00		
3 Pilotes à \$82.00.			
Siméon Plante.....	\$ 82 00		
F. X. Ménard.....	82 00		
Michel Vézina, arrérages....	41 00		
“ “ acc.....	61 50		
	\$ 266 50		
5 Pilotes à \$79.00.			
Pierre Charest.....	\$ 79 00		
Frs Côté.....	79 00		
Léandre Raymond	79 00		
Paul Pouliot	79 00		
J. Léon Roy.....	79 00		
	\$ 395 00		
1 Pilote à \$47.00.			
James Forbes, arrérages....	\$ 11 75		
“ “ année.....	47 00		
	\$ 58 75		
VEUVES DE PILOTES.			
16 Veuves à \$68.00.			
Veuve Jacques Tremblay, acc.	\$ 51 00		
“ Charles Brown	68 00		
“ J. Bte Dion.....	68 00		
“ Chs Chouinard	68 00		
“ Ls Jos. Lavoie.....	68 00		
	\$ 323 00		
13 Veuves à \$62.00.			
Veuve C. J. Adam.....	\$ 62 00		
“ Michel Fournier	62 00		
“ Gabriel Plante.....	62 00		
	\$ 196 00		
15 Veuves à \$64.00.			
Veuve Pierre Rouillard	\$ 64 00		
“ Paul Larochelle	64 00		
“ Jean Gobeil.....	64 00		
“ Joseph Raymond.....	64 00		
“ Jean Frs Lamarre.....	64 00		
“ Robert Demers.....	64 00		
“ Pierre Laprise.....	64 00		
“ Michel Morin	64 00		
“ F. X. Delisle.....	64 00		
“ Barth. Lachance.....	64 00		
“ Hubert Dumas	64 00		
“ Cyprien Langlois	64 00		
“ J. Bte Turgeon, décédée le 20 décembre 1886.....	8 88		
“ Michel Guénard, à sa pension du 7 novembre 1886.....	62 94		
“ Jean Lavoie, à sa pension du 11 décembre 1886.....	57 06		
	\$ 896 88		
13 Veuves à \$62.00.			
Veuve C. J. Adam.....	\$ 62 00		
“ Michel Fournier	62 00		
“ Gabriel Plante.....	62 00		
	\$ 196 00		

CORPORATION DES PILOTES.

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

ACTIF.			
A balance de 1886.....	\$ 78 52	Par loyer.....	363 75
A fonds de réserve de 1886..	500 00	Par gages des apprentis.....	636 77
A Douane de Montréal.....	51159 84	Par gages des cuisiniers.....	499 16
“ des Trois-Rivières, de Chicoutimi, de 1886.....	3680 87	Par indemnité aux directeurs.....	600 00
“ de Chicoutimi, de 1887.....	20 40	Par indemnité aux capitaines.....	250 00
“ des Escoumains, de 1886.....	737 22	Par indemnité pour la station du Saguenay.....	225 00
“ de Tadouac.....	64 88	Par payé sur emprunt.....	925 00
“ de la Riv.-Ouelle, de 1886.....	445 13	Par mis au fonds d'emprunt No 3..	850 00
“ de la Riv.-Ouelle, de 1887.....	13 30	Par parts de Goëletes.....	600 00
“ de Sorel.....	329 91	Par pilotage.....	746 66
“ de la Baie St-Paul.....	1069 37	Par salaires des employés.....	1550 00
A intérêts : Banque Nationale, payé sur emprunt.....	\$153 35 104 38	Par fonds des Pilotes invalides.....	8336 30
A amendes.....	48 97	Par dividendes.....	102080 25
A temps perdu.....	400 00	Par fonds de réserve.....	500 00
A pilotage : perçu à Québec.....	3482 15	Par balance.....	444 33
A la goëlette No 3.....	61466 70 850 00		\$124483 03
	\$124483 03		
PASSIF.			
Dépenses des Goëletes.....	\$ 1332 11	E. O. E.	Québec, 31 Décembre 1887.
Moins vente d'un Staysail.....	11 00	F. X. DION,	
	\$ 1321 13	Sec. Trésorier.	
Par dépenses des Pilotes.....	599 53	Nous, soussignés, certifions avoir examiné minutieusement les livres et comptes de la Corporation des Pilotes et les avoir trouvés corrects.	
Par dépenses générales.....	2157 29	JOSEPH G. DUPIL, } Auditeurs.	
Moins vente d'une bouilloire.....	4 50	NAZ. CURODEAU, }	
Par provisions.....	1874 48*		
Moins vendu à divers pilotes.....	71 12		
	1802 36		

THOS. BOISSINOT, Comptable.