



# QUEBEC

## HARBOUR COMMISSIONERS' REPORTS

### FOR THE YEAR 1884

Officers of the Quebec Harbour Commission

#### COMMISSIONERS

F. V. YARVIS, Esq., M.P., Chairman  
The Hon. JAMES THOMSON, M.P.  
E. R. BOOTHBY, Esq.  
RICHARD CHASE, Esq.

Special Commissioner, Mr. J. H. HARRIS, Esq., M.P.  
at the request of the Hon. the Secretary of State for the Colonies

By Appointment, His Majesty's

Surveyor-General, Mr. J. H. HARRIS, Esq., M.P.

Mr. J. H. HARRIS, Esq., M.P.

Mr. J. H. HARRIS, Esq., M.P.

Mr. J. H. HARRIS, Esq., M.P.

Printed by J. H. HARRIS, Esq., M.P., at the Press of the Quebec Harbour Commission, 1885.

LEGER BROSSEAU STEAM PRINTING ESTABLISHMENT  
9, BOND STREET

1885



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### FOR THE YEAR 1884

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., M. P., 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.

NESTOR LACHANCE, Esq., President of the Corporation of Pilots.—*Ex-Officio* member of the Commission when acting as Pilotage Authority.

Frs GOUDEAU, Harbour Master,  
C. SULLIVAN, Asst. Harbour Master,  
JAMES WOODS, Chief Clerk and Book-keeper,  
ULRIC BINET, Clerk,  
A. H. VERRET, Secretary-Treasurer.

JOHN ED. BOYD, Engineer in charge,  
ST GEORGE BOSWELL, Asst Engineer,

HENRY F. PERLEY, Chief Engineer,

CHS MCGREEVY, Asst Engineer,  
LA FORCE LANGEVIN, Asst Engineer.

QUEBEC  
LÉGER BROUSSEAU STEAM PRINTING ESTABLISHMENT  
9, Buade Street

1885

NO 7763

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## QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1884.

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

QUEBEC, 9th JANUARY, 1885.

To the Honorable A. W. McLELAN,  
Minister of Marine and Fisheries, &c,  
Ottawa.

SIR,

In compliance with the provisions of Section 14 of the 38th Victoria, Chapter 55, I have the honor to report as follows on the doings of the Quebec Harbour Commissioners for the year 1884.

*Chief Engineer to the Graving Dock appointed Chief Engineer to the Harbour Works.*

In order to simplify the duties of the Engineer in charge, Mr John E. Boyd, it was deemed advisable to place the Harbour Works under the control, as Chief Engineer, of Mr Henry F. Perley, Chief Engineer of the Department of Public Works of Canada, and that gentleman, with the permission of the Honorable the Minister of Public Works, consented to undertake the duties in connection therewith, in addition to those of the Graving Dock which, you are aware, he assumed during the summer of 1883.

*Chief Engineer's Report.*

The enclosed Report from the Chief Engineer, M. Henry F. Perley, on both the Harbour and Graving Dock Works, gives a full and most interesting detail of the progress of the works during the year.

*Further shortening of the Graving Dock and supplementary contract for its completion.*

A few weeks after the works of the Graving Dock were resumed at the opening of the season, the Chief Engineer, Mr Perley, addressed to the Commissioners a Report, in which, after alluding to his previous communication, he expresses himself as follows:

" I have now to report that on Wednesday, and Thursday, the 14th and 15th instant, (May), attempts were made to "pump out" the area enclosed by the works and dam as per contract and the auxiliary dam, which resulted in a failure in the "concrete flooring" at points where it joined the rock to withstand a pressure due to a head of 15½ feet, and I had to direct the pumping to cease, as the pump in position was not sufficient to pump against any greater head, nor was it desirable to continue because, with the influx of water, quantities of sand and pure gravel were brought in, evidently from under the concrete flooring, the tendency of which was to weaken if not to destroy the purpose for which it has been put in.

"The area enclosed was however pumped dry enough to enable me to locate the position of the "blow holes" and to determine the volume of water they permitted to enter. I was also able to see the bottom, the state it is in and the position of the rock.

"In the Report alluded to herein, I stated the reasons why it was desirable to shift the "Entrance Works" 30 feet inwards, so that they might have a bearing on the rock. The examination made last week showed that shifting them thus would *not* place them on the rock, and that the "blow holes," which will have to be stopped or enclosed, are directly under the flushing culvert leading to the caisson chamber and under the north wall of the chamber itself, and that the *solid rock* lies to a greater distance inwards.

"I have previously stated that the Dock as originally designed was 549 feet in length between the face of the caisson and the circular head and that, by shifting the entrance works 30 feet inwards, the length would be reduced to 519 feet, a length long enough to accommodate any vessel which can *pass over* the Dock Sill, and I instanced the "Circassian" which is 465 feet in length as being the longest steamer frequenting the port.

"To insure the efficiency and future usefulness of the Dock, and to place the entrance works on the solid rock, it will be necessary to shift them inwards a further distance of 25 feet, thus reducing the length of the Dock to 495 feet, which would be still long enough to accommodate the "Circassian."

"In view of the great benefits which will arise by shifting the entrance works a further distance of 25 feet inwards and the completion of the Dock this year, I have to state that I have, after mature consideration, decided upon making the change in question and I now submit my action for the approval of the Board.

"In connection with this matter I would state that if, at a future date, it be found that the Dock is to short to accommodate the class of vessels then frequenting the port, it can be easily and cheaply lengthened by extending it from the southern end."

In the meantime the Engineer transmitted, for the consideration of the Commissioners, a copy of a correspondence that had taken place between himself and the contractors for the Graving Dock, Messrs. Larkin, Connolly & Co, on the subject of an "offer" by the latter for the completion of the Dock this year, such offer to be a bulk sum which would include all moneys paid to date on account of the Dock, for the execution of all works that were or would be required for its completion, it being understood that all the works were to be built according to the plan and specification, except that the concrete backing of the Caisson Chamber Walls would be increased 50 per cent in thickness and that the foundations of the chimneys, pumping engines and boilers shall be of rubble masonry founded on rock. The offer to be based on the assumption that the Caisson Chamber will be moved 25 feet to the southern of the "then" present site; that the discharging culvert be increased that distance in length; that the flushing culvert on the East side be of the length shewn on the drawings; and that the cost of all works in the chape of coffer-dams, the maintenance of the "then" present auxiliary dam, pumping, dredging outside of the dam, thus clearing the entrance to the Dock, and the clearing up the site of the works, etc.

All those recommendations were accepted by the Commissioners subject to the approval of the Minister of Public Works. Subsequently they were sanctioned by an Order in Council.

The Contractors by their supplementary Contract had undertaken to complete the Dock, as above stipulated, for the sum of \$64,080.00 and, for a further sum of \$10,000.00 to erect the Caisson.

The Contractors have failed to complete the Dock in accordance with their supplementary contract. They have been protested and have answered to the protest that their failure in completing the work was due to grave defects in the auxiliary dam, which had been designed by and constructed under the supervision of the Commission's late Engineers, and for other reasons which they could not control.

Mr Perley, in his Report accompanying the present, alludes to this failure and declares that "it is due to the Contractors to state that they made every exertion in their power to bring the work to completion this year, etc."

*Messrs Peters, Moore & Wright's claim in final settlement of their Contract for the Harbour Improvements.*

In the Report for 1883, alluding to the arbitration which had taken place in connection with Messrs Peters, Moore and Wright's claim for a final settlement of their contract, it is stated



that the Commissioners had decided not to recognize as valid the award of the Dominion Arbitrators and that, on being informed of the decision, the Contractors, instead of suing the Commissioners for the recovery of the Arbitrators' award, had instituted an action for the sum of three hundred and fifty-two thousand four hundred and thirty seven dollars and twenty cents—\$352,437.20 representing their new claim in settlement of their Contract.

In April a communication was received from Messrs, Peters, Moore and Wright praying the Commissioners to consent to transfer their Case from the Courts to a Board of Arbitration to be chosen as follows: one by the Commissioners, one by them and these two to select a third, and their decision to be final and binding on both parties.

The Commissioners, after having given the most due consideration to this communication, replied that, in their desire of avoiding litigation, they would be willing to pay the amount awarded by Messrs Kinipple & Morris with interest at six per cent from the date of such award. The payments made since to be of course deducted. This offer was made in order to meet, if possible, the wish of the Contractors for an amicable settlement, and was without waiving the Commissioners' defense as pleaded to the writ.

A judgment has been recently rendered by the Superior Court rejecting with cost the *réponse spéciale* of the Plaintiffs to the various *réponses en loi* of the Defendants, which have been maintained.

By this judgment the Contractors were compelled to procure the Engineers' final certificate under the clauses 55, 56 and 57 of the specification attached to their contract. They therefore, through their Attorney, addressed, on the 18th November, a letter praying the Commissioners to take the necessary means to obtain them the certificate in question.

To this letter the Commissioners have replied that they did not recognize any obligation incumbent on them to obtain the certificate required, reminding them, in the meantime, that, on the occasion of M. Morris's visit to Quebec, in July 1882, they had declined an offer from that gentleman to grant them such certificate.

In the same communication Messrs Peters Moore & Wright's Attorney was informed that nevertheless the Commissioners were quite ready to aid his clients with a letter to Messrs Kinipple & Morris asking these gentlemen to furnish the desired certificate on hearing that such letter will meet his clients' wishes.

No answer having been sent to this last communication, the question is therefore still pending.

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*Erection of a building on the Louise Embankment.*

The Contractors have been allowed to erect a large brick building on the Louise Embankment in conformity with a plan and specification approved by the Commissioners. It has been built on a site chosen by the Engineer in charge.

In case, at the expiration of their contract, an arrangement could not be agreed upon for the transfer of the building to the Commissioners at a valuation the Contractors have the right to retain it by paying, for the ground used, an annual rent not exceeding the yearly amount which will be charged to other parties who will occupy similar ground, exclusive of all right of mooring crafts in front of the Embankment and of landing and loading goods of any description whatever.

The building, which is very substantial and covered with tin, is now used by the Contractors as workshops and storehouse. It is large enough to be used as a Railway Station and Depot.

*Proposed laying of a Railway Track on the Louise Embankment.*

The levelling of the sand, which is now in full progress, will permit the laying of one or two Railway Tracks, early next spring, on the Louise Embankment. The Commissioners have decided that no Railway Company whatever will be allowed to run on the Embankment except on the tracks laid by the Commission's Engineers. All the Railway Companies, on their application, will be granted the permission of running by paying a uniform tariff which will be established to that effect.

*An Illustrated Description of the Harbour Works.*

"Le Génie Civil," an important revue published in Paris, in its Nos 20 and 21 of 1884 contains a most remarkable and interesting description of the Harbour Works illustrated with drawings. It is due to the pen of Mr C. E. Gauvin, Civil Engineer, who is attached to the Crown Lands Department of this City. Mr Gauvin cannot be too much praised for this work of his which indicates that he is thoroughly acquainted with all the details of our Harbour Improvements. Mr Gauvin, having done this work of his own accord and without any remuneration is entitled to the thanks of the Commissioners for the services he has rendered in thus placing before the public abroad, and specially before those interested in the shipping, the advantages which will be offered to vessels of all description when those improvements will be completed.



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*Lifting Barge.*

The Lifting Barge, which had been transferred to the Public Works Department after she had completed the removal of the nests of anchors and chains and other obstructions in the Harbour, was, by the kind permission of the Minister of that Department, placed at the disposal of the Commissioners for the purpose of removing obstructions which had been discovered opposite the Upper Block of Indian Cove and also for the purpose of resuming the removal of boulders inside the Fly Bank.

The Master of the Lifting Barge, Captain Giguère, has reported that he has raised 11 boulders, mesuring 10  $\frac{1}{8}$  cubic yards, at Indian Cove, and 279, mesuring 191  $\frac{1}{8}$  cubic yards, inside the Fly Bank.

The removal of the boulders inside the Fly Bank, which was commenced in 1879, discontinued in 1881 and resumed this year, is not entirely completed, and, according to Captain Giguère's report, it will take another week to finish the work. It is the intention of the Commissioner to request the Minister of Public Works to further allow them the use of the Barge for a week or two, previous to the resumption of her operations next season, in order to complete the so long needed improvement of freeing this channel of its boulders which have always been a source of great inconvenience to navigation.

The removal of those boulders will greatly facilitate the movement of vessels reaching the inside of that Bank through this channel.

The number of boulders previously removed from that channel, amounting to.....	610
added to the.....	279
	889
raised this year, give a total of.....	889

boulders, representing an aggregate weight of at least 2050 tons.

This channel has been buoyed for the first time this year and will continue to be buoyed every season.

*By Law.*

Verbal complaints having been frequently made that there exist no regulations concerning the anchoring and mooring of vessels in the channel of the River Saguenay, the Harbour Master was, on the 25th June, directed to proceed to that River in order to examine the anchorage for vessels all along its navigable places with the view of reporting on the advisibility of enacting regulations concerning same.

The Harbour Master reported that he had made the examination required and had established the necessity of regulating the anchoring and mooring of vessels frequenting the River Saguenay between Pointe-des-Roches and the Government Wharf in the Town of Chicoutimi.

A By-Law was therefore prepared and published in conformity with the law and, no opposition to same having been lodged, it was duly passed by the Commissioners and submitted to the sanction of H. E. the Governor General in Council. The required sanction having been obtained, the By-Law was immediately put into force. Its usefulness has already been demonstrated by three months' application and, during this period, not a single complaint has been uttered.

#### *Surveys.*

By direction of the Commissioners a survey has been made, during the winter, of the Fore-Shore at Levis from Bégin's Hill to the Eastern side of Glenburnie Cove, a distance of 3960 feet.

The object of this survey has been to establish the cost of improving that part of the Harbour with the view of utilizing it for the dumping of the dredged materials from the Louise Basin and also for the discharge of ballast from ships which is now thrown into the Ballast Ground.

A similar survey has been ordered and made of Beauport Flats, East Dorchester Bridge, for a length of about 1000 feet, and of Palais Harbour as far as Dorchester Bridge.

The object of this last survey is to establish the cost of building cribworks which could be utilized as a place of deposit for the surplus spoil dredged in the Louise Basin.

The engineer's Report, with plan, on the first survey is in the hands of the Commissioners. The other is expected daily. They will be both taken into consideration as soon as the latter will have been laid before them.

#### *Building destroyed by fire.*

The brick building on Pointe-à-Carcy Wharf was, on the 20th October, between 9 and 10 o'clock P. M., destroyed by fire. It was insured for five hundred dollars—\$500,—at the *National Assurance Company of Ireland* represented here by Owen Murphy, Esquire. The amount of insurance has been promptly settled.

This building, which formed part of the property leased to the North Shore Railway Company, has been rebuilt and will be, in few days, returned to the Company.

*Repairs to Property.*

The long contemplated repairs to Atkinson's Wharf has been put into effect this year. The works commenced on the 19th March, were completed early in July and the wharf was handed over to the tenant on the 9th of that month. Its coping level has been raised 4 feet in order to avoid the great floods which, of late, have happened almost twice a year and which have caused considerable damage to all the Wharves.

During its repairs nine hundred—900—tons of stone ballast, four hundred—400—tons of rubbish, taken from ballast ships, and sixty-six—66—boulders were dumped into the Wharf. It will require a few hundred tons more of ballast to complete its filling.

This property is now in the best condition.

The repairs of this Wharf having been of such an extensive and permanent character that it has been decided to distribute the cost, \$6287.32, over five years including the present.

The whole length of the south face of Pointe-à-Carcy Wharf has been lined with spruce deals. This work has been done for the purpose of protecting its ballast.

One thousand and seventy tons, 1070, of stone ballast have been dumped into that wharf during the season. Its ballasting is progressing steadily although not as rapidly as the Commissioners would desire on account of difficulty of procuring the filling material.

One large shed covered with sheet iron has been erected on Raynar's Wharf. It has been built at the request of the tenant of the Wharf for the purpose of storing hard coal, he, the tenant, having agreed to pay ten per cent on its cost. Three dumping holes for the discharge of the coal had been made at the front of the second story facing the street which have since proved useless on account of a city By-Law prohibiting impediments of any kind whatever on sidewalks. The tenant has been brought before the Recorder's Court; he has proved that the complaint lodged against him for the use of those dumping holes was of little or no importance, inasmuch as greater impediments of all sorts are daily allowed on other sidewalks of the city. Notwithstanding his plea the Court has interdicted the use of the holes in question, on the ground only that a complaint had been lodged.

In consequence of this decision the tenant is refusing to pay the ten per cent agreed upon. It will therefore be necessary either to allow him a reduction on his agreement or to restore the building to its intended purpose by moving it inwards.

Store No 6 has been tarred, Store No 8 and half of store No 11 have been painted during the summer.

The others stores and wharves under the control of the Commission have, as usual, been inspected and kept in the best state of repair.

*Coasting Trade.*

The following statement conveys the detail of the Coasting Trade of the Harbour for the season of navigation :

Cargoes by Schooners.....	1,845
“ “ Bateaux.....	1,096
“ “ Barges.....	227
“ “ Steamboats.....	267
Passengers.....	80,063

The aggregate tonnage of the crafts engaged in the Coasting Trade, during the season, is represented by 430,740 tons served by crews numbering 16,848 men.

The accompanying annexures contain all the information yearly furnished to your Department, also a completed statement of the Commissioners' accounts for the year.

*Revenue.*

The following is a comparative statement of the Revenue of the Commission for the two last years :

	1883	1884	Difference in 1884.	
	\$ cts.	\$ cts.	\$ cts.	
Tonnage Dues.....	26,008 34	18,811 80	7,196 54	Decrease.
Import “ .....	3,919 86	3,482 23	437 63	“
Export “ .....	8,872 34	6,447 10	2,425 24	“
Harbour “ .....	2,932 62	2,738 19	194 43	“
Properly Receipts.....	21,677 93	19,943 95	1,733 98	“
Interest.....	1,144 55	975 17	169 38	“
Beach & Deep Water Lots.....	1,977 37	2,362 96	385 59	Increase.
Sundries.....	61 81	37 45	24 36	Decrease.
Total.....	\$66,594 82	\$54,768 85	\$11,825 97	“

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

Secretary-Treasurer.



OTTAWA, 8th DECEMBER, 1884.

Sir,

I have the honour to submit, for the information of your Board, the following with reference to the Harbour Works, etc., under my charge.

*The Graving Dock.*

In my report of the 17th Nov. 1883, I stated, with reference to the completion of the Graving Dock during the season of 1884, that it was "dependent upon the manner in which the concrete walls (auxiliary dam) withstand the effects of the winter, and if, next spring, they are capable of withstanding a pressure due to a head of 30 ft., and also upon the perfectness and solidity of the concrete flooring, etc., etc."

At the opening of the work, last May, it was found that the concrete walls had stood very well during the winter, and did not show any signs of damage or failure, and orders were given to "pump out." Pumping commenced on the 13th May. At 5 p. m. on the 14th., just at the time the work could have been pronounced dry, a hole blew through the concrete flooring, of such a size as to render the continuance of pumping useless. Steps were at once taken to choke the hole, and, on the afternoon of the 15th., pumping was resumed and carried on until 6 p. m., when a second hole was blown through the flooring of such magnitude as to completely flood the works.

The contractors at once procured a very large and powerful pump to supplement the one in use; but it was not used, as it was found that sand came in through the leak in such a quantity as to lead to the belief that if it were attempted to overcome the influx of water by pumping, there would be a danger of undermining the west wing wall and the portion of the discharging culvert already built.

During the time the work was dry an examination was made of the bottom, when it was ascertained that the north wall of the Caisson chamber and the whole of the Caisson berth at the entrance of the Dock would have to be placed on the concrete flooring, which had proved to be defective, and that by shortening the Dock a further length of 25 feet, the whole of the entrance works and Caisson chamber would be placed on a rock foundation; and, as stated in my report of last year, "the future success and usefulness of the Dock depends upon the perfect stability of the outer and inner inverts, and the rigidity of the Caisson berth", I had to advise the shortening of the Dock this further length of 25 feet, thus reducing it to 495 feet, which is 30 feet longer than the "Circassian" the longest steamer frequenting the port.

At this juncture an arrangement was entered into with the contractors, whereby in consideration of the payment of a certain sum in addition to their contract amount, and to what had already been expended in connection with the auxiliary dam, they undertook to build and construct all the works and provide all the machinery necessary to overcome all the leaks, and to complete the work without any further expense to the Commissioners.

After the completion of this arrangement the contractors took immediate steps to conquer the leak, which they were the better enabled to do on account of the shifting of the entrance works the distance of 25 feet inwards, as ample room was thus provided for the construction of an inner dam which enclosed the leak, and thus permitted pumping to be resumed; but it was not until the end of July that the work was dried to such an extent as to permit excavation in the bottom being commenced, and, on the 8th August, the laying of masonry in the floor of the Dock began, after a delay of nearly two years, which had been spent in overcoming the defects inherent in the design for rendering the work water tight.

As the contractors had lighted the work by electricity, and were working day and night, the prospects of bringing it to completion at the close of the season were promising, but, on the 21st August, a "blow" took place under the western wing wall close to the main coffer dam, and the water poured in so fast that the workmen had barely time to escape before the works were filled.

After much delay, difficulty and expense, this leak was stopped, and, on the 10th September, building was again resumed and carried on until the 31st October, when the water broke in through a fissure in the rock which was probably opened, or at any rate enlarged, by the shocks of blasting which was being carried on in the vicinity, and the work was again flooded. To stop this leak took a week, at the expiration of which the weather having set in cold and the season for suspending operations having arrived, it was decided to delay pumping out until next spring, and, on the 14th November, the works were closed.

These accidents, I must state, were not due to failure or defect in any of the works which have been carried on under my direction. With the exception of the last, which arose from a natural cause, they are attributable to the weakness of the original temporary works and to the policy which placed the entrance works on a foundation of quicksand of unknown depth, and the belief that they would of themselves, in connexion with a coffer dam between the entrance piers, be sufficiently tight, to prevent the influx of water when it became necessary to pump

out. Early in 1881 this weakness was fully known, and an expensive artificial foundation for the entrance works was commenced, and since then it has become apparent that the data on which this artificial foundation had been designed were substantially incorrect.

The permanent work done during the past season consist in the completion of the floor of the Dock, the carrying forward of the side walls, stairways and timberslides as far as the line of the inner invert, the setting of the inner quoins of the latter, and the building of the culvert leading to the pump well, the valve seats in which have been set. The building of this culvert was a difficult and tedious work, owing to the great mass of tough rock which had to be excavated to reach the depth required. The foundation of the boiler room of the engine-house has been finished, the walls are well under way, the chimney completed, and the boilers set in place.

A large portion of the pumping machinery and a number of valves have been delivered. The erection of the caisson has been commenced, and it will be brought to completion before its berths ready to receive it.

It is due to the contractors to state that they made every exertion in their power to bring the work to completion this year, but they were prevented doing so by the unexpected mishaps which took place over which they had not any control, and have been the cause of a greatly increased expenditure on their part.

#### *The Louise Basin.*

Dredging commenced on the 16th May and was carried on until the 18th November last, when it was brought to a close for the season. During the winter of 1883-84 the contractors built a second dredge which was placed at work, and the two machines removed during the season 299,935 cubic yards of material, of which quantity, 167,332 cubic yards were deposited in the Louise Embankment, and 132,603 cubic yards were, by permission of the Commissioners, dumped in deep water in the river. The greater portion of the material thus removed was taken from the trench to be occupied by the cross-wall, and at depths varying from 20 to 35 feet below low water mark.

The total quantity removed by the present contractors is 394,027 cubic yards, 261,424 cubic yards having been placed in the Embankment, and 132,603 cubic yards in the river.

The crib-work for the foundation of the cross-wall was commenced early in June, and during the season five sections, of the following dimensions, were completed; viz: one, 152 feet in length, from 37 to 50 feet in width, and 32 feet in height for



the northern side of the entrance opening ; two, 145 feet in length, from 20 to 30 feet in width and 28 feet in height for the tidal side of the wall ; and two others, one, 145 feet in length, the other, 138 feet, and both from 20 to 30 feet in width and 22 feet in height, and intended for the Wet Basin side of the wall. Of these the three first mentioned have been placed in position and well filled with concrete and ballast. A large quantity of stone has been prepared at the quarry and is held in readiness to be built in place next year.

A settlement which took place in the north (the wooden) wall of the Embankment last year has been repaired, and steps taken to prevent its being undermined at other points, the danger of which will disappear as soon as the space between the walls is filled in and the Embankment completed.

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

(Signed) HENRY F. PERLEY,  
Chief Engineer.

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

DOMINION OF CANADA.

PORT OF QUEBEC.

DOMINION OF CANADA.

PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers with the Number of Men employed, entered Inwards and Outwards, for the years ending on the 31st December, 1883 and 1884; shewing the Countries from whence they came and for which they cleared, whether with cargo or in ballast; also, distinguishing the Countries to which they belonged. —

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

RETURN OF VESSELS INWARDS FOR THE YEARS  
ENDING 31st DECEMBER, 1883 AND 1884.

	1883		1884	
	Vessels	Tons.	Vessels	Tons.
Total Vessels arrived.....	713	785772	9593	564 646365
Vessels with Cargoes.....	330	519479	14509	299 435160
Do. in ballast.....	323	266293	5084	265 211205
Total.....	713	785772	9593	564 646365
Number of Steamers.....	171	329018	108	3 166 332433
Do. of Sailing Vessels.....	542	456759	8710	398 3 3932 6211
Total.....	713	785772	9593	564 646365
British Vessels.....	461	606337	15970	317 468260
Foreign do.....	252	179435	3623	247 174108
Total.....	713	785772	9593	564 646365
UNDER WHAT FLAG.				
British.....	461	606337	15970	317 468260
United States.....	2	1724	36	1482 20
French Empire.....	16	8598	27	14198 376
Portuguese.....	3	326	12	1191 10
Norwegian and Swedish.....	222	167550	3191	204 15084 2961
Italian.....	3	1969	42	3 3496 58
Danish.....	1	1060	30	3 3239 94
Belgian.....	4	3247	63	4 2579 60
Russian.....				1 473 12
Austrian.....				
Dutch.....				
Total.....	713	785772	9593	564 646365
WHENCE ARRIVED.				
United Kingdom.....	557	67159	17392	415 540966
United States.....	11	1029	18	4 4218 70
Newfoundland.....	10	3771	126	10 2137 94
St. Pierre et Miquelon.....				3 1047 37
French Guiana.....	14	4664	126	1 484 14
Spanish West Indies.....	31	20788	421	415 110
France.....	13	10726	212	27 16335 374
Spain.....	3	1582	38	5 312 71
Portugal.....	9	8914	189	11 3047 71
Holland.....	10	8386	163	11 10207 237
Germany.....	9	6549	128	3 5693 113
Norway and Sweden.....	32	2238	464	29 23998 447
Italy.....	3	2416	49	3 2276 47
Africa.....	1	1012	18	3 2192 52
Gibraltar.....	1	1318	20	1 455 12
Danmark.....	1	356	9	1 1002 18
Russia.....	7	8196	143	1 12818 220
Central America.....				1 1069 19
Brazil.....				2 1913 33
Argentine Republic.....				
Uruguay.....				
Total.....	713	785772	9593	564 646365

RETURN OF VESSELS OUTWARDS FOR THE YEARS  
ENDING 31st DECEMBER, 1883 AND 1884.

	1883		1884	
	Vessels	Tons.	Vessels	Tons.
Total Vessels cleared.....	702	685826	16372	565 570196
Vessels with Cargoes.....	701	684909	16352	565 570196
Do. in ballast.....	1	917	20	14561
Total.....	702	685826	16372	565 570196
Number of Steamers.....	116	215429	7389	122 243898
Do. of Sailing Vessels.....	586	470397	8983	443 326298
Total.....	702	685826	16372	565 570196
British Vessels.....	446	565812	12797	309 890170
Foreign do.....	256	180014	3575	256 180026
Total.....	702	685826	16372	565 570196
UNDER WHAT FLAG.				
British.....	446	565812	12797	309 890170
United States.....	2	1723	32	1 1482 20
French Empire.....	16	8598	27	14198 376
Portuguese.....	3	326	12	1191 10
Norwegian and Swedish.....	228	163860	3213	213 155657 3038
Russian.....	3	1969	42	3 3496 58
Danish.....	2	2084	36	2 473 12
Belgian.....	2	1219	24	2 473 12
Russian.....	2	1257	23	2 834 19
Argentine Republic.....				
Total.....	702	685826	16372	565 570196
FOR WHAT COUNTRY.				
United Kingdom.....	696	643691	15297	459 624854
United States.....	2	1745	37	1 1482 20
Newfoundland.....	47	10383	379	43 10461 401
St. Pierre et Miquelon.....	5	516	29	4 450 21
France.....	7	3684	84	13 6224 159
Spain.....	7	4863	91	8 4099 90
Belgium.....	2	1794	42	1 1961 24
Germany.....	1	260	9	1 574 14
Norway and Sweden.....	1	323	9	2 782 21
Gibraltar.....	4	1597	41	1 639 13
Africa.....	5	4806	86	3 3638 61
Australia.....	2	1084	2	1 750 15
Central America.....	1	573	12	1 334 10
Pert.....	1	307	9	1 1069 19
Brazil.....	5	2447	53	18 9334 200
Argentine Republic.....	10	5254	110	8 5682 109
Uruguay.....				
Total.....	702	685826	16372	565 570196

(Certified Correct.)

N. L. G. BELLEAU.

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

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, showing the number of Vessels, Tonnage, and number of Men employed, distinguishing the number of Vessels Entered and Cleared at Out-Ports, for the years 1880, 1881, 1882, 1883 and 1884 :

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, showing the number of Vessels, Tonnage, and number of Men employed, distinguishing the number of Vessels Entered and Cleared at Out-Ports, for the years 1880, 1881, 1882, 1883 and 1884 :

INWARDS.

	1880			1881			1882			1883			1884			
	Vessels	Tons	Men.	Vessels	Tons	Men.	Vessels	Tons	Men.	Vessels	Tons	Men.	Vessels	Tons	Men.	
Port of Quebec	786	8250	0	20273	60	679790	17243	558	921539	16721	648	746282	18739	506	609381	16306
Out-Port of Chicoutimi	37	22786	505	29	187250	399	25	17052	347	26	18204	367	23	1847	323	
Do.	4	1855	48	8	4104	96	2	1149	26	4	2306	59	3	2007	43	
Do.	7	2578	80	7	3357	89	7	3124	92	3	4729	56	11	5256	135	
Do.	9	4396	111	6	3668	79	5	2464	62	8	4132	100	6	3190	75	
Do.	6	4836	84	13	6704	156	7	3367	82	9	4671	100	1	5826	146	
Do.	.....	.....	.....	7	6322	123	6	3426	79	14	8448	181	4	2238	53	
Grand Total For Quebec	849	861501	21101	678	722665	18183	610	652951	17409	713	785772	19593	564	646365	17084	

OUTWARDS.

Port of Quebec	773	771013	18213	1645	693276	17308	564	570846	14576	624	642716	15406	49	53129	6	1371
Out-Port of Chicoutimi	42	2507	543	34	19584	431	29	17614	372	36	20831	432	33	20068	384	
Do.	4	1855	48	8	4104	96	2	1149	26	4	2306	52	3	2007	43	
Do.	7	2578	80	8	3971	104	7	3424	92	4	4729	46	11	5256	135	
Do.	10	4494	117	6	3668	76	5	2994	67	10	4512	115	7	3299	80	
Do.	6	4836	84	12	6090	142	6	3367	82	10	5284	120	12	6113	154	
Do.	.....	.....	.....	7	6322	123	6	3426	79	14	8448	181	4	2238	53	
Grand Total For Quebec	842	808653	19085	720	737015	18283	620	602820	15283	702	685926	16372	665	570196	14561	

(Certified correct.)

N. L. G. BELLEAU.



## HARBOUR COMMISSIONER'S OFFICE

QUEBEC 31st DECEMBER 1884.

## DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards by vessels from all parts of  
the Dominion at this port for the season 1884.

	Total.
Schooners.....	1345
Bateaux.....	1096
Barges.....	227
Steamboats.....	267
Tonnage.....	430740
Crews.....	16848
Passengers.....	80063
IMPORTS.	
Apples.....brls	24916
Ale & Porter.....do	7455
do.....hhds	8474
Almonds & Nuts.....bags	3311
Agricultural Implements.....do	1070
Axes.....boxes	4097
Biscuits.....brls	3875
do.....boxes	22287
Brandy.....hhds	178
do.....Orleks	422
do.....Cases	7602
Boots & Shoes.....boxes	217
Blacking.....do	9096
Beef.....brls	864
Barley.....bus	66124
Bran.....ton	1072
do.....bags	23621
Brooms.....Pkgs	5440
Butter.....kegs	766
do.....lbs	69703
Beans.....bus	30
Blueberries.....boxes	27666
Books.....Cases	3303
Baking Powder.....boxes	9914
Bricks.....M.	2467
Boards.....Pics	401092
Bark.....bords	2728
Cigars.....Cases	5530
Cheese.....boxes	11876
Crockery.....Puns	11
do.....brls	370
do.....Crates	2186

OFFICE

MBER 1884.

## HARBOUR COMMISSION OFFICE.—(Continued.)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1884.

from all parts of  
4.

Total.	IMPORTS.—(Continued.)		Total.
	Coals.....	tons	3777
	Coffee.....	brls	72
	do.....	bags	2670
1345	Cattle.....		1:306
1096	Corn.....	bus	127120
227	Cordag.....	bales	2168
267	Canada Plates.....	boxes	19097
430740	Carpets.....	bales	537
16848	Champagne.....	Cases	764
80063	Currants.....	brls	289
	Candles.....	boxes	4960
	Clocks.....	Cases	1149
	Confectionary.....	brls	7091
24916	do.....	Cases	15128
7457	Cod oil.....	gals	32355
8474	Dry fish.....	Cwts	1032
3311	Drugs.....	brls	981
1070	do.....	Cases	10441
4097	Deals.....	Pcs	1393954
3875	Eggs.....	doz	104060
22287	Flour.....	brls	78748
178	do.....	bags	80904
422	Feathers.....	do	4449
7602	Furniture.....	loads	23622
217	Fruits.....	brls	27933
9096	do.....	C. & B.	33473
364	do.....	Crates	5985
66124	Fowls.....		6233
1072	Gin.....	Cases	4419
23621	do.....	hhds	642
5440	Green fish.....	brls	12019
766	do.....	Cwts	665
69703	Glue.....	brls	1287
30	Grain.....	bags	40693
27666	Glassware.....	hhds	78
3303	do.....	brls	1667
9914	do.....	Crates	622
2467	do.....	boxes	2883
401092	Glass.....	do	9996
2728	Hides.....		148639
5530	Herrings.....	brls	10434
11876	Horses.....		633
11	Hops.....	bales	372
370	Hardware.....	brls	891
2185	do.....	C. & B.	9581



HARBOUR COMMISSION OFFICE.—(Continued.)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1884.

IMPORTS.—(Continued.)		Total.
Hay.....	bcls	66105
Iron.....	do	59772
Leather.....	bales	40006
Lard.....	kegs	32079
do.....	do	102
Linseed.....	brls	1278
Molasses.....	bus	1569
do.....	Puns	817
Mackerel.....	brls	22
Machinery.....	do	1244
Macaroni.....	Pkgs	22646
Matches.....	boxes	2787
Mineral Water.....	do	65
Marble.....	brls	417
Nails & Spikes.....	Pkgs	23236
do.....	Kegs	3009
Oakum.....	brls	1087
Oats.....	bales	163474
Old Iron.....	bus	136
Pork.....	Cwts	5619
Peas.....	brls	15698
Potatoes.....	bus	77782
Perch & Pickets.....	bus	10635
Raisins.....	boxes	14801
Rice.....	bags	7055
Ropes.....	Pkgs	3894
Rosin.....	brls	312
Refrigerators.....	do	246
Sugar.....	brls	38277
Stones.....	doises	524
Shingles.....	M	4816
Salmon.....	brls	505
Sewing Machines.....	do	3814
Starch.....	boxes	13654
Soap.....	do	26408
Spices.....	do	11229
Steal.....	Pkgs	6386
Seal oil.....	gals	41105
Seeds.....	bags	7981
Showels & Spades.....	Pakgs	4034
Soda Carb.....	brls	245
Scales.....	do	770
Scythes handles.....	Cases	2357
Stationary.....	Pkgs	4551
Stationary.....	Cases	2224
Slabs.....	loads	

## HARBOUR COMMISSION OFFICE.—(Continued.)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1884.

Total.		Total.
IMPORTS.—(Continued.)		
66105	Tea.....boxes	16163
59772	Tobacco.....do	32639
40006	Tin.....do	35062
32079	Turpentine.....brls	2027
102	Trout.....do	35
1278	Tar.....do	477
1569	Wine.....hhds	154
817	do.....Qrleks	3353
22	do.....brls	3759
1244	do.....boxes	7572
22646	Whiskey.....brls	2780
2787	do.....Cases	4337
65	Washbord.....Pkgs	1774
417	Wood.....Cords	40782
23236	Wheat.....bus	8605
3009		
1087		
163474		
136		
5619		
15698		
77782		
10635		
14801		
7055		
3894		
312		
246		
38277		
524		
4816		
505		
3814		
13654		
26408		
11229		
6386		
41105		
7981		
4094		
245		
770		
2357		
4631		
2224		

JAS. WOODS,  
Chief Clerk.

## WESTERN CARGOES.

	Tons.		
Allan Line—Inwards.....	4734	473	40
Dominion Line—Inwards.....	1828	182	80
Beaver Line—Inwards.....	240	24	00
Sundry Steamers - Inwards.....	29	2	90
		683	10

E. &amp; O. E.

Quebec, December 13th 1884.

JAS. WOODS,  
*Chief-Clerk*Amount required for  
completion.

\$ cts

500000 0

50000 0



25-26-27-28-29-30

QUEBEC HARBOUR COMMISSION

STATEMENT showing the particulars of the Contracts awarded by the Quebec Harbour Commissioners in connection with the construction of the Graving Dock and of the Har

Nature of Contracts.	Dates of Contracts.	To whom awarded.	Dates of completion of Contracts.	Net amounts of Contracts.	Deductions from Contracts.	Additions to Contracts.	Total amounts of Contracts.	Total amounts paid to Contractors.	Total engineering expenses.	Sundries including salaries of Inspectors.	Interest on amounts expended.	Total expenditure.	Total amount received from Federal Government.	Designation of Statutes authorizing expenditure.	Expenditure incurred													
															1877	1878	1879	1880										
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.										
Harbour Improvements.....	2nd May 1877.....	Peters, Moore & Wright.....	2nd October 1880.....	129296 31	All reductions effected have been transferred to additions.	153495 68	682791 99	645799 15	59585 39	19426 38																		
Gas Wharf Junction.....	25th September 1882.....	Larkin, Connolly Co.....	1st November 1883.....	14785 46			12634 65	12634 65	2325 00	5973 67	178345 79	1182398 50	1142000 00		36 Vict. Cap. 62 43 Vict. Cap. 17 45 Vict. Cap. 47 and 47 Vict. Cap. 9	46500 46	164533 19	251572 50	169713 09	76657 10	66034 17	130759 19	273608 80	200000 00	500000 00			
Dredging of the Louise Basin.....	25th September 1882.....	Larkin, Connolly Co.....	1st November 1881.....	138845 00			139845 00	115431 60	1935 00	3094 73																		
Cross Wall.....	6th June 1883.....	Larkin, Connolly Co.....	1st December 1885.....	631000 00			631000 00	124698 39	1186 00	1963 75																		
Graving Dock.....	17th August 1878.....	Larkin, Connolly Co.....	1st June 1882.....	330953 89			623875 67	497771 22							38 Vict. Cap. 56 46 Vict. Cap. 40 and 47 Vict. Cap. 10													
Caisson for same.....	7th August 1879.....	Wigham, Richardson Co.....	7th January 1880.....	29221 51			29331 45	29331 45	43559 44	41901 13																		
Pumping Machinery for same.....	30th March 1880.....	Carrier, Lainé Co.....	1st March 1881.....	32000 00			32000 00	16076 00																				
Boilers — 3 — do.....		Carrier, Lainé Co.....	Delivered.....	4500 00			5453 27	5453 27																				

25-26-27-28-29-30

QUEBEC HARBOUR COMMISSION

the Quebec Harbour Commissioners in connection with the construction of the Graving Dock and of the Harbour Improvements up to the 31st December 1884.

Total engineering expenses.	Sundries including salaries of Inspectors.	Interest on amounts expended.	Total expenditure.	Total amount received from Federal Government.	Designation of Statutes authorizing expenditure.	Expenditure incurred each year to date.							Amount available for completion.	Amount required for completion.	REMARKS.
						1877	1878	1879	1880	1881	1882	1883			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
59585 39	19426 38														
2325 00	5973 67	178345 79	1182398 50	1142000 00	36 Vict. Cap. 62 43 Vict. Cap. 17 45 Vict. Cap. 47 and 47 Vict. Cap. 9	46500 46	164533 19	251572 50	169713 09	76657 10	66034 17	130759 19	273608 80	200000 00	500000 00
1935 00	3094 73														
1186 00	1963 75														
43559 44	41901 13		634122 51	612000 00	38 Vict. Cap. 56 46 Vict. Cap. 40 and 47 Vict. Cap. 10		35531 38	59731 38	98861 09	106012 60	100712 24	120580 31	112693 51	108000 00	50000 00

(Certified)

A. H. VERRET,  
Secretary-Treasurer.

In the column under the heading of "Total Engineering Expenses" is included a sum of \$5195.83 paid to Messrs Knipple & Morris, the Late Chief Engineers both to the Harbour and Graving Dock Works, representing their Commission of 2 1/2 per cent for preparing the plans and specification of the Cross Wall, the construction of which had been estimated by them at £43000 sterling. The amount of \$3225 under the same heading placed against the Gas Wharf Junction Contract, being out of proportion with the amount of the Contract itself, is explained by the fact that half of the amount of the salaries of the staff of Engineers had to be, attributed to that work till the middle of the season of 1883 inasmuch as no other works were in progress during that season.

Under the heading of "Sundries including salaries of Inspectors" an amount of \$5090.25 is included in the expenditure connected with the Gas Wharf Junction which represents the cost of the property purchased from the Messrs Dinning for the purpose of connecting the Harbour Improvements with the North Shore Railway on the South side.

In the column under the heading "Amount required for completion" is included the interest on the whole amount of expenditure that will have to be paid till the works under contract will have been completed and will be available.—No provisions have been made in this column for the payment of the amount which will have to be paid to Messrs Peters, Moore & Wright when judgment will have been rendered in their case against the Commission.

Included under the heading of "Sundries including salaries of Inspectors" an amount of \$7154.25 for duty and \$1213.35 for freight on Caisson. All the amounts paid previous to the letting of the main Contract are included in the column under the heading of "Expenditure incurred in 1878." The large increase of the expenditure for the completion of the Graving Dock is explained in the Report of the Chief Engineer, Mr Perley, annexed to the Commissioners' Report for the year 1883.

In the column under the heading of "Additions to Contracts" is included the amount of the Supplementary Contract, dated the 23rd June 1884, for the completion of the Graving Dock and Erection of the Caisson, viz: \$74080 — See, for details, the Commissioners' Report also the Chief Engineers' Report to which this statement is annexed.







# R E M A R K S.

(ANNUAL CIRCULAR.)

QUEBEC, 10th December, 1884.

## J. BELL FORSYTH & CO.'S

Prices Current of TIMBER, DEALS, &c.

QUEBEC, 10th December, 1884.

	\$	cts.	\$	cts.
WHITE PINE, in the Raft, for inferior and ordinary, according to average, quality, &c., measured off.	0	15	0	18
for Fair average quality.	do	do	0	18
for Good and Good Fair average.	do	do	0	22
for Superior.	do	do	0	25
In shipping order.	do	do	0	20
Waney board, 18 to 19 inch.	do	do	0	32
do 19 to 21 "	do	do	0	34
do 21 to 23 "	do	do	0	37
RED PINE, in the Raft, measured off, according to average and quality	0	16	0	22
in Shipping order, 35 to 45 feet	do	do	0	40
OAK, Canada, by the Dram, according to average and quality	0	46	0	49
Do Michigan and Ohio, do do do	0	34	0	53
Do do do do do 45 to 50 feet	0	28	0	30
Do do do do do 30 to 35 "	0	28	0	32
ASH, 14 inches and up.	do	do	0	22
BIRCH, 16 inch average.	do	do	0	12
TAMARAC, Square, according to size and quality	0	10	0	12
Flatted, do do do	0	305	0	320
STAVES, Merchantable Pipe, according to quality and specification.	0	75	0	80
do W. O. Funcheon, Merchantable do	0	75	0	80
DEALS, Bright, according to Mill Specification.	\$115 to \$118 for 1st, \$75 to \$80 for 2nd, and \$35 to \$37 for 3rd quality.			
Do do Michigan.	\$130 to \$140 for 1st, and \$90 to \$95 for 2nd quality.			
Do do Bright Spruce.	\$38 to \$40 for 1st, \$22 to \$24 for 2nd, and \$20 to \$22 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 shipping only to be added.

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

1880.		1881.		1882.		1883.		1884.	
SAILING VESSELS FROM SEA.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
895	106,346	643	498,870	593	449,782	627	504,902	499	380,147
OCEAN STEAMSHIPS.									
Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.
261	409,737	233	383,818	220	356,254	240	451,599	240	427,834
LOWER PROVINCES.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
252	72,920	241	71,725	335	128,177	355	144,523	335	129,756

### COMPARATIVE STATEMENT of Sailing Vessels cleared at the Port of Quebec, for Sea, (Lumber laden), 1876 to 1884, from the opening to the close of navigation :

(Compiled by Mr. F. Jonsen, Quebec Exchange.)

Year	Vessels	Tons
1876	786	624,110
1877	796	670,627
1878	476	399,833
1879	433	364,628
1880	694	555,451
1881	450	380,186
1882	426	359,925
1883	487	416,169
1884	866	291,398

The Timber and Deal Trade at this Port for the past season has been on a much more limited scale than usual and the great falling off, both in Supply and Export, a marked feature in the business of the year, as will be seen by referring to our Comparative Statements. We have also to note a considerable decrease in the arrivals of sailing ships and Ocean steamers, while the statement of the former (Lumber Laden) and cleared at this Port defies the entire shipment. Deals delivered to steamships excepted.

With this greatly reduced export we might naturally look for more encouraging accounts from the principal markets in Great Britain to which our products are conveyed; but as yet we can discern no improvement, trade there is depressed, no revival has taken place in ship-building, which industry absorbs so much Canadian timber, and the imports of wool goods from other quarters have been more than sufficient for all requirements.

The trade between Canada and South America is again on the increase and the shipments have been about 37 Million Feet Board measure from the St. Lawrence.

WHITE PINE—WANEY BOARD.—The supply has been light, and generally speaking of good quality, the shipments considerable, leaving a stock on hand slightly over the average of the past five years. The demand has been good all season and especially during the autumn when it was found that large average and choice Lots were not easily procurable, and our highest quotations were given for timber of this class. As to the quality on hand we should remark that a large per centage is composed of Ottawa wood, small in size and poor in quality, while large average and choice timber is scarce.

SQUARE.—The quantity measured unusually light comprising as it does some Rafts now wintering on the Ottawa, the shipments have been exceptionally small and the Stock wintering rather over the average of past years. There has been considerable difficulty all season in placing square timber and transactions have been chiefly confined to those Rafts containing a good proportion of first class wood. Apart from some 12 to 14 Rafts manufactured during the winter of 1883 and 1884 and which have been held back on the Ottawa there will be but a small supply to come from that quarter next season, as the winter's production according to the last estimates will not exceed 1½ Million feet altogether including a proportion of Waney Board. Quite sufficient however for all requirements likely to arise, and the manufacturers are acting very prudently in curtailing their operations to such an extent. Our present stock comprises the usual proportion of ordinary and inferior wood for which there is at the present period little or no demand.

	Supply.	Export.	Stock.
1884 (Square)	3,707,159	6,047,680	7,561,529
Waney	2,199,867		2,399,901
1883 (Square)	7,412,031	10,437,000	7,780,629
Waney	3,786,523		2,728,840

RED PINE.—The supply this season has been ample. The consumption in the Home markets having greatly diminished of late years. Good timber has been in fair request and the Stock now wintering includes a considerable quantity of small inferior wood. The production will be almost nil this winter.

	Supply.	Export.	Stock.
1884	327,755	611,290	1,012,426
1883	498,111	1,048,969	1,519,925

OAK.—Both the supply and export have been exceedingly moderate, and the stock on hand unusually light. Prices have been well maintained although transactions have not been numerous. The quantity wintering at Garden Island is we learn, heavier than last season. The present mild weather and want of snow in the West should it continue, will seriously curtail the production of Oak and other Hardwoods this winter.

	Supply.	Export.	Stock.
1884	772,200	1,212,520	837,715
1883	1,916,322	2,132,880	1,263,347

ELM.—The quantity measured although double that which arrived in 1883 is still under the average and about equal to the shipments, leaving a small stock for next spring. Standing Timber is scarce and the manufacturer finds much difficulty in procuring choice wood. The production will not exceed that of last year from all accounts.

	Supply.	Export.	Stock.
1884	657,919	658,000	114,961
1883	308,531	739,920	87,124

ASH.—The receipts have been in excess of past years, the export an average one, and the stock on hand almost sufficient for a season's shipments. Prices are easier than last year and this winter's productions will be small in consequence.

	Supply.	Export.	Stock.
1884	451,084	309,680	339,358
1883	263,448	346,320	135,278

BIRCH.—With a limited supply and fair shipment this wood has been in good request. The quantity wintering is light and the supply for next year likely to be a moderate one.

	Supply.	Export.	Stock.
1884	194,346	241,120	23,038
1883	132,624	233,040	6,929

STAVES—PIPE.—The few Mills (94 in all) called must strike our readers as being alarmingly small, still these figures are correct. Twenty years ago the receipts were 1817 Mills, an immense decrease in this once profitable branch of the Quebec trade! This supply appears to have been ample, as prices in Great Britain have ruled low. The stock wintering 'till trade' is above the average of the past five years.

PUNCHED.—In 1884, 4023 Mills were received against 201 in 1884, a decline in the same ratio as Pipe. The export has been less than usual, the stock on hand moderate. We reduce our quotations for both Pipe and Punched from those of a year ago.

	Supply.	Export.	Stock.
1884 (Pipe)	94	183	379
Punched	261	700	474
1883 (Pipe)	680	549	474
Punched	693	923	805

DEALS.—PINE.—The demand has been chiefly for 1st and 2nd qualities which have been scarce, have ruled high and been in great request, especially choice lots from Michigan and elsewhere. There is a very considerable decline at this port both in the supply and export while we find statements from Montreal and elsewhere showing a very decided increase in the year's shipment. We are aware that there are several causes at present influencing a portion of the Deal trade to Montreal, but when we hear that Owners of steamships refuse to charter their vessels to load at Quebec owing to certain by-laws of the Ship Laborers Benevolent Society we think it only right to call attention to this matter of such grave importance to the ship-laborer as well as to all others interested in the trade and welfare of this Port. The total shipments from Montreal and Penville as we learn from the circular of Messrs. Anderson, McKenzie & Co., amount to over two million (Quebec stand.) pine and spruce,—a very great increase in the past two years.

	Supply.	Export.	Stock.
1884	2,247,240	2,442,946	847,633
1883	3,226,622	3,903,972	1,545,359

SPRUCE have not varied much in value, the low prices ruling in Great Britain leaving an insufficient margin for profit. The Supply and Export have been light and the stock wintering a very moderate one. Owing to present prospects the cut of logs will be greatly curtailed. First quality are scarce and in great request while we do not alter our quotations for 2nd and 3rd quality.

	Supply.	Export.	Stock.
1884	2,222,557	2,636,405	838,817
1883	3,560,440	2,729,635	1,752,725

FRIGHTS opened at 20s. to 22s. Timber, 50s. Deals to Liverpool, 22s. to 23s. 3d. Timber, 50s. Deals to London, 17s. to 18s. 6d. Timber, 50s. Deals to Olybia. Closing at 21s. Timber, 50s. Deals to Liverpool, 22s. 6d. Timber, 50s. Deals to London, 17s. Timber to Olybia, 22s. 6d. Timber for orders safe port U. K. Lumber freights, for River Plate ranged from 811 to 14 per M. R. B. M.

J. BELL FORSYTH & CO.

REVENUE AND EXPENDITURE



REVENUE AND EXPENDITURE

1884		1884			
Dec. 31-		Dec. 31-		\$	cts.
To Tonnage	1881 80	By Officers	2056 99	\$	cts.
Export	6447 10	Reporters	5690 00		
Import	3452 23	Commissions	1745 00		
Harbour	2738 19	Auditors for 1883	574 00		
Breakwater	3657 63	Expenses	1524 26		
Point-a-Garcy Wharf	6999 50	Point-a-Garcy Wharf	509 02		
East India Wharf	2433 33	Expenses	186 00		
Grand Trunk Wharf	2000 00	Grand Trunk Wharf	358 81		
Wellington Wharf	1973 34	Wellington Wharf	1471 67		
Atkinsons Wharf	1897 65	Atkinsons Wharf	788 42		
Reynars Wharf	982 50	Reynars Wharf	395 85		
Interest	975 17	Legal	248 32		
Beach & Deep Water Lots	2362 96	Hardware for general use	304 38		
Sundries	37 45	Printing Commissioners Report	178 69		
		Harbour Masters service	284 50		
		Advertizing Stationary Office cleaning and Sundries	2056 99		
		One year interest and Sinking Fund on \$723,000 Harbour Debentures	36150 00		
		Profit & Lost	1387 02		
	\$54768 85		\$54768 85		

JAS. WOODS,  
Book-keeper.

A. H. VERRET,  
Secretary-Treasurer.

**BALANCE SHEET OF 31st DECEMBER 1884.**

**DR.**

**CR.**

To Office Furniture .....	2387 30	By Beach & Deep Water Lots .....	45466 15
Amount at debit of Grantees B. & D. Water Lots .....	39989 04	Quebec Harbour Debentures .....	1865000 00
Amount at debit Lessees Wharves & Warehouses .....	5334 46	Dom. Govt Graving Dock .....	613000 00
Amount at debit Sundry Parties for Harbour Dues .....	1352 20	Sinking Fund .....	148121 46
Point-a-Carcy Wharf .....	27292 46	Profit & Loss .....	43618 68
East India do .....	48368 40		
Grand Trunk Co .....	15433 32		
Wellington do .....	84730 35		
Atkinsons do .....	50943 30		
Reynars do .....	9918 20		
Breakwater do .....	22034 63		
Peters, Moore & Wright .....	645799 15		
Harbour Improvements .....	89011 77		
Larkin, Connolly & Co, Dredging .....	115431 60		
Dredging Contingencies .....	5039 73		

Larkin, Connolly & Co, Cross-Wall .....

Cross-Wall, Contingencies .....

124698 39

3148 75

Larkin, Connolly & Co, Dredging ..... 115431 60  
 Dredging Contingencies ..... 5039 73

Larkin, Connolly & Co, Cross-Wall.....	124698 39
Cross-Wall, Contingencies.....	3148 75
Larkin, Connolly & Co, Piling.....	12634 65
Piling Contingencies.....	8298 67
Harbour Improvts, Int. (sp).....	178345 70
Larkin, Connolly & Co, Graving Dock.....	497771 22
Wigham, Richardson & Son.....	29331 45
Carrier, Laine & Co.....	21529 27
Graving Dock.....	85490 57
Rev. Gen. Sinking Fund.....	148121 17
La Banque Nationale.....	9467 18
Cash.....	283 06
Jackscrows Account.....	394 87
Tools Account.....	974 55
Open Exchange.....	2519 15
Fly Bank Channel.....	7482 51
Carried forward.....	2737029 30
Carried forward.....	2744206 01

**Dr. BALANCE SHEET OF 31st DECEMBER 1884. — (Continued).**

	CR.	
To amount brought forward.....	2737029 30	By amount brought forward..... 2744306 01
Anchor Account.....	483 59	
Lumber Account.....	421 82	
Atkinsons Wharf, Construction.....	5029 86	
Suspense Account.....	1241 44	
<b>Total .....</b>	<b>2744306 01</b>	<b>Total..... 2744306 01</b>

**JAS. WOODS,**  
*Book-keeper.*

**A. H. VERRET,**  
*Secretary-Treasurer.*

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1884, and that the above is a correct copy of the balance sheet.

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





## STATEMENT of Assets and Liabilities, per Balance Sheet of Date.—Quebec, 31st December 1884.

ASSETS.—(Continued.)	\$	cts.	LIABILITIES.—(Continued.)	\$	cts.
Brought forward .....		1925631 72	Brought forward .....		2711206 01
<i>Graving Dock:</i>					
Leahin Connolly Co .....	497771	22			
Wigham, Richardson & Son .....	29331	45			
Carrier, Lathe Co .....	21529	27			
Engineering & Sundries .....	85490	57			
<i>Sinking Fund:</i>		634122 51			
In hands of Recev. General .....		148121 17			
<i>Cash:</i>					
On hand .....	283	06			
In La Banque Nationale .....	9467	18			
<i>Rents:</i>		9750 24			
Due by Sundries as per Bal. Sheet.....		5534 46			
<i>Harbour Dues:</i>					
Due by Sundries as per Bal. sheet.....		1352 20			
<i>Abbotsons Wharf "Construction"</i>		5029 86			
<i>Open Exchange.....</i>		2319 15			
<i>By Bank Channel.....</i>		7462 51			

Atkinsons Wharf "Construction"  
 Open Exchange  
 Fly Bank Channel

5029 86  
 2319 15  
 7462 51

<b>Jackscrews:</b>		
On hand.....	391 87	
<b>Tools:</b>		
On hand.....	974 55	
<b>Anchors:</b>		
On hand.....	483 50	
<b>Lumber:</b>		
On hand.....	421 82	
<b>Office Furniture.....</b>	2387 36	
	2744206 01	2744206 01

JAS. WOODS,  
 Book-keeper.

A. H. VERRET,  
 Secretary-Treasurer.

QUEBEC, 16th January, 1885.

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commission on the 31st Decr, 1884—as detailed on pages 19-20-21 and 22 of the Journal and that we have found the same in all its particulars the correct position of the Trust at date named.

A. GABOURY, }  
 A. AHERN. } AUDITORS.

Quebec, 17th January, 1885.

TO THE CHAIRMAN AND COMMISSIONERS,  
*Quebec Harbour Commission,*  
*Quebec.*

GENTLEMEN,

We beg to report that we have audited the books and vouchers of the Commission for the year 1884, and we are pleased to state that we have found everything in order.

We have to thank Mr Verret and Mr. Woods for having given us all facilities possible.

We have the honor to be,  
Gentlemen,  
Your obedient servants,

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

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**QUEBEC HARBOUR COMMISSIONERS' REPORT.**

AS PILOTAGE AUTHORITY FOR THE YEAR 1884.

(Under 36th Victoria, Chapter 54.)

Quebec, 9th January 1885.

To the Honorable A. W. McLelan,  
Minister of Marine and Fisheries, etc.,  
Ottawa.

SIR,

In compliance with the requirements of section 24 of the "Pilotage Act 1873," 36th Victoria, chapter 54, I have the honor to submit the following report of the Quebec Harbour Commissioners, as Pilotage Authority, for the year 1884 :

This year's operations have commenced the 22nd April by the departure of nine pilots who were sent, through the Intercolonial Railway, for the purpose of boarding the Pilot Schooner No 4, which had been placed in a winter berth on the 1st station. On the 3rd May following the schooner No 5 left with twenty six pilots and was followed, on the 7th of same month, by schooner No 1 with thirty pilots. On the 9th twenty-two pilots were dispatched by Railway to Rivière-du-Loup station and, on the 10th, forty three were sent to the same station by the same way.

The service of supplying with pilots the various stations during the season has been, as formerly, performed with satisfaction through the Intercolonial Railway and the Pilot Schooners.

*Old Pilots.*

The examination of the old pilots, under the 36th section of the "Pilotage Act 1873," took place on the second day of May. Thirty-six old pilots having attained the age of 65 and over appeared on that day before the Commissioners and were all examined with the view of establishing whether they could be kept on the Active List for another year. With the exception of one, Maurice Pepin dit Lachance, of the age of 70, they were all considered fit to be continued in the exercise of their duties and a new license, for one year, was consequently granted to each of them.

*Pilots Superannuated.*

Five old pilots have been placed on the Pension List during the year. They are respectfully named as follows : François

Vézina, Jean Audet dit Lapointe, Maurice Pepin dit Lachance, Hilarie Jovin and Pierre Pepin. The three first had attained the age of 70, the fourth 68 and the fifth 69.

#### *Trials.*

Five pilots have been tried during the season on complaints lodged by Ship Masters.

One of the annexures accompanying the present report contains all the particulars as to the nature of the complaint and the result of the trial in each case.

The Pilotage Authority are happy to have to state that no complaints have been lodged, this year, by the Corporation of Pilots against pilots for infringement of their regulations.

#### *Deaths.*

Two deaths have occurred this year among the pilots. The deceased names were Edouard Marcoux and Barthélemi Lachance. The first had attained the age of 76 and had been on the active list for the space of 50 years, and the other had attained his 68rd year and had completed his 41st year of service at the time of his death.

#### *Apprentice Pilots.*

Eight apprentices, after undergoing the examination required by law, have been admitted to practice as pilots.

Sixteen apprentices remain on the list who are entitled to undergo their examination at the expiration of their apprenticeship under the section 8 of the 45th Victoria, Chapter 32, which provides for the reduction of the number of pilots. The two apprentices formerly reported as absent have not yet made their appearance and it is more than probable that they will never return. The number of apprentices under this statute may consequently be considered as reduced to fourteen. Four of them will have completed their time in 1887 and the ten others, in 1888.

The Board of Corporation of Pilots have, on the 9th January, addressed a copy of a Resolution adopted by them requesting the Pilotage Authority to cause the law regarding the apprentice pilots to be amended so that they will be compelled, for the future, to effect only two voyages to and from Europe instead of four they are now obliged to make.

This request was referred to a committee of the whole of the Pilotage Authority. After a very careful consideration of same, the committee transmitted their report which was unanimously

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adopted and which resulted in the adoption of the following Resolution :

" That the Honorable the Minister of Marine and Fisheries be respectfully requested to cause the Section XXI of the 12th Victoria, chapitre 114, to be amended so that, for the future, the apprentice pilots will have the option of making two or four voyages to and from Europe or to and from any other Ports of the world, from and back to Quebec, of an equal or more distance by sea, and not less ; but, in case each or any of them would choose to make only two voyages, he be compelled to make them in sailing vessels, both outwards and inwards, from and back to Quebec, and to produce a Mate's Certificate before undergoing his examination to be admitted as pilot. It being understood that all the restrictions regarding the voyages the apprentices are compelled to make, specified in the Section XX of the By-Laws of the Trinity House, in force since the 1st April 1871, be maintained inasmuch as same have been enacted to constrain the apprentices to qualify themselves as Mariners."

On the 29th January a communication embodying the foregoing Resolution was most respectfully submitted to you and subsequently a letter was received from your Department, in which it was stated that it would not be advisable to propose any alterations to the law at that time. The Commissioners hope that, when you will be satisfied that it is desirable to amend the 12th Victoria, Cap. 114 and the 36th Victoria, Cap. 54, you will consider favorably their request as also the various amendments to the last mentioned statute already recommended by them.

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

The most important 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 the pilotage limits, has been *de novo* under consideration this year and it was decided to make a new attempt with the view of obtaining the revival of the practice in question.

A copy of the Harbour Master's Report on the subject, dated the 11th June 1878, the same which was annexed to the Report to your Department for same year, was addressed to you with a respectful request to give your consent to the reviving of said practice by placing, for that purpose, at the disposal of the Pilotage Authority one of the Government steamers at any time of the season when one of them had no work to perform.

The answer received was that it would interfere with the business of the Department to detach a steamer for the purpose

referred to and it was suggested, in the same answer, that one of the schooners belonging to the Corporation of Pilots might be used for that purpose.

The Commissioners are unable to put into effect the suggestion of using one of the Pilot Schooners for the purpose required, inasmuch as it is impossible to detach a single schooner from the stations where they have to remain all the season. The process of using a sailing vessel for such a survey would be very slow and would entail a great loss of time to the officers who would be obliged to accompany the apprentices, without taking into account the expenses which would have necessarily to be borne by the Corporation of Pilots, the Pilotage Authority having no funds for such an expenditure.

The Commissioners are therefore convinced that, owing to the great importance of the subject, the Government will reconsider their decision with the view of placing, for the future, at the disposal of the Pilotage Authority, for this purpose, one of their steamers at any time of the season when one of them has no work to perform.

*Complaints of detention owing to want of Pilots.*

During July two complaints of detention of vessels at Bic owing to want of pilots have been lodged in your Department by the firm Messrs Anderson, McKenzie & Co., of Montreal, and referred to the Pilotage Authority for report: the first was made on behalf of captain Kitchim, Master of the "James Kitchim," and, the other, on behalf of Captain Barnard, Master of the "Premier McKenzie."

Subsequently the same firm addressed to your Department a communication, which also was referred to the Pilotage Authority, in which, adverting to the two previous complaints, it was represented that one Pilot Schooner in the vicinity of Bic was not sufficient to meet the requirements of shipping and that four schooners should be cruising about in that locality waiting for incoming vessels and to receive pilots from outgoing vessels.

These matters have been most thoroughly investigated by the Commissioners and it has been established to their satisfaction that the two first complaints were entirely unfounded.

With reference to the last complaint, although of opinion that three schooners instead of two at the Bic Station, would be more effective when there is a rush of incoming vessels, which, during the last eight years, has not happened more than ten times, the Commissioners are satisfied that the five schooners engaged in the service of the stations are quite sufficient to meet the requirements of the shipping.

There is no doubt that a proper look-out, on their arrival at the Bic station, would lead, without trouble, the Ship-Masters to the nearest Pilot schooner on duty.

*Directors of the Corporation of Pilots.*

At their last annual meeting, held the 10th December, the Pilots have elected as Directors to their Corporation, for the ensuing year, Messrs. Nestor Lachance, Auguste Couillard Després, Cyprien Langlois, Laurent Godbout, Arbel Bernier and Onézime Noël, and, at a meeting of the newly elected Directors, held on the following day, Mr Nestor Lachance was reelected President.

The accompanying annexures contain all the information yearly furnished to your Departement by the Commissioners in their capacity of Pilotage Authority.

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,  
Secretary Treasurer.

**QUEBEC HARBOUR COMMISSION.**

**STATEMENT of Trials held during the year 1884 before the Quebec Harbour Commissioners under the authority of the "Pilotage Act 1873," 36 Victoria, Chapter 54.**

Names of Pilots tried.	Nature of Complaints.	Dates of Trials.	Result.
Alfred Larochelle.....	For having, on the 10th June, collided the SS. "Lake Champlain" with the Grand Trunk Wharf at South Quebec	16th June.....	The complaint was dismissed on the ground that there was no case against the Pilot.
Charles Francis Brown.....	For having, on the 11th June, collided the SS. "Delhi" with Davie's Dock, at Levis.	30th June.....	Found guilty and suspended for the space of 20 days.
Pierre Lemieux.....	For having on the 11th July, ran ashore, inside of Burstalls' Wharf, at South Quebec, the Barque "Cavaller."	21st July.....	Acquitted on the ground that the evidence had established that the Pilot was not guilty of the charge lodged against him.
Pierre Pepin.....	For having, on the 13th July, ran ashore on the N. E. end of Green Island the SS. "River Hérick."	24th July.....	The Pilot has pleaded guilty and has been suspended for the remainder of the season of navigation, with the understanding that he will be superannuated at the expiration of his suspension.

Narcisse Forgnas..... For having, on the 21st August, ran 4th & 8th Septem. Found guilty and suspended till the 31st of December, ber.  
 ber. sechoe at or near St. Fabien, the Bar.

...found guilty and has been  
suspended for the remainder of the  
season of navigation, with the under-  
standing that he will be superannuated  
at the expiration of his suspension.

Narcisse Forgue..... For having, on the 21st August, ran ashore, at or near St. Fabien, the Bar-  
que "Electric." ran 14th & 8th Septem- Found guilty and suspended till the 31st  
day of December.

Certified

A. H. VERRET,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
Quebec, 9th January, 1885.



### QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority on the 31st December, 1884.

Number.	Names.	When Indentured.	Remarks.
1	George Dugal.....	11th April, 1871	
2	Ernest Nolet.....	19th March, 1874	Absent since the fall of 1877.
3	Moise Arthur Lachance.....	22d July, 1880	Absent since the fall of 1878.
4	Joseph Talbot.....	do	
5	Louis Thivierge.....	do	
6	Lawrence Larochelle.....	20th October, 1880	
7	Edmond Larochelle.....	do	
8	Joseph N. Dallaire.....	30th March, 1881	
9	Emile Lachance.....	do	
10	Alphonse Asselin.....	do	
11	Joseph Plante.....	do	
12	Narcisse Desprès.....	15th June, 1881	
13	Alphonse Pâquet.....	do	
14	Napoléon Pouliot.....	20th July, 1881	
15	Arthur Doiron.....	do	
16	Adélar Bernier.....	do	
17	Adélar Vézina.....	14th Sept. 1881	
18	Jean-Baptiste Pouliot.....	23rd May, 1883	It is stipulated in the indentures of these apprentices that they will not be admitted to pass their examination before the number of Pilots is reduced to 125 as provided for by the Act 45 Vict. Cap. 32.
19	Joseph Thivierge.....	do	
20	Léonidas Lachance.....	do	
21	Eudore Langlois.....	do	
22	Herménégilde Pâquet.....	do	
23	Frs-Xav. Eust. alias Wm Doiron.....	12th July, 1883	

Certified,

A. H. VERRET,

*Secretary-Treasurer.*

OFFICE OF THE HARBOUR COMMISSION,  
Quebec, 9th January, 1885.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List during the year 1884.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December 1884, 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 and those in charge of Lighthouses, etc.

Number.	Names.	Age.	Residence.	Number of Pilots effected			Casualties and Remarks.
				Inwards.	Outwards.	Movers.	
1	Joseph Pepin.....	75	St John, Orleans.....	5	4	5	
2	Charles Nolet.....	76	Quebec.....	5	5	5	
3	Thomas Simard.....	70	do.....	5	6	5	
4	George Santerre.....	73	St Michel, Bell.....	6	5	6	
5	Laurent Larochelle.....	72	Quebec.....	6	4	4	
6	Charles Bernier.....	70	Cap St Ignace.....	6	6	5	
7	Régis Ménard.....	69	St Vallier.....	6	4	4	
8	Jean Pouliot.....	70	St John, Orleans.....	0	0	0	Sick during three days.
9	Hilaire Jovin.....	68	Quebec.....	1	7	3	Pensioned the 21st May.
10	Jean-Bte Bernier.....	69	St-James, Rimouski.....	7	7	0	Pensioned the 13th August.
11	Joseph Pouliot.....	68	L'Islet.....	6	6	6	Employed by the Allan Line of Steamers.
12	Jean Dugas.....	66	do.....	5	5	5	
13	Cyprien Raymond.....	68	do.....	5	6	4	
14	Louis Laprise.....	68	do.....	6	6	4	
15	Pierre Pepin.....	69	do.....	3	2	3	
16							Suspended the 24th July for the remainder of season of navigation. Pensioned the 26th November.
17	Charles Dumas.....	68	Green Island.....	5	5	5	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.—(Continued).

Number.	Names.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
18	Louis Cottin Dugal.....	74	St Michel, Bell.....	5	5	4	One of the Directors of the Corporation of Pilots. Not re-elected at last election.
19	Edouard Genest.....	66	Ste Pétronille, Orleans.....	0	0	0	
20	Pierre Lapiere.....	67	Notre-Dame, Levis.....	5	5	5	
21	Magloire Delisle.....	68	Trois-Pisoties.....	5	5	5	
22	Jean-Bte Talbot.....	67	Berthier.....	5	6	6	
23	Joseph Dick.....	65	St-John, Orleans.....	5	4	3	
24	Frs Noël.....	74	Ste Pétronille, Orleans.....	6	4	3	
25	Paul Langlois.....	69	Lauzon, Levis.....	6	4	3	
26	George Audet.....	64	Lauzon, Orleans.....	6	4	3	
27	Gabriel Lachance.....	65	St John, Orleans.....	6	4	3	
28	Isaie Marticotte.....	64	Quebec.....	6	4	3	
29	François Dallaire.....	67	St Laurent, Orleans.....	0	0	0	
30	Laurent Godbout.....	67	St Laurent, Orleans.....	5	5	4	
31	Pierre Roy.....	69	St Sauveur, Quebec.....	3	3	3	
32	Joseph Boucher dit Morency.....	67	St Roch, Quebec.....	5	6	4	
33	David Bonfard.....	65	Quebec.....	3	3	3	
34	Edouard Labrecque.....	64	St Laurent, Orleans.....	6	4	3	
35	Bert. Pepin dit Lachance.....	63	do do.....	4	2	4	
36	Antoine Lapointe.....	63	St John, Orleans.....	3	4	3	
37	Jean Chassé.....	68	St Sauveur, Quebec.....	5	5	4	
			Cacouna.....	6	4	5	

On the sick list since September.  
On the sick list since September.  
On the sick list since September.—Died  
the 26th December.

38 Narcisse Forques..... 63 Lauzon, Lévis..... 3 3 4  
Suspended the 8th September till the 31st  
December.

38	Narcisse Forgues.....	63	Laizon, Lévis.....	3	3	4	Suspended the 8th September till the 31st December.
39	Ers Dumas.....	66	Green Island.....	6	4	4	
40	Dominique Verrault.....	64	Méchin.....	5	3	4	
41	Michel Guénard.....	61	Notre-Dame, Lévis.....	11	7	4	
42	Jean Coutombe.....	63	St Laurent, Orléans.....	4	4	4	
43	Gilbert Baillargeon.....	62	Ste Pétronille, Orléans.....	5	5	6	
44	Jos. Phil. Couillard.....	63	Quebec.....	0	0	0	One of the Directors of the Corporation of Pilots. Not relected at last election.
45	Louis Olivier Leclerc.....	70	St Michel, Bell.....	3	3	3	
46	Julien Dion.....	66	Green Island.....	1	12	0	Employed on the Saguenay Station.
47	Pierre Lemieux.....	60	Quebec.....	5	5	5	Tried the 11th July. Acquitted.
48	Louis Fontaine.....	64	N.-D. Aux., Buckland.....	6	6	4	
49	Frs Godreau.....	61	Cap St-Ignace.....	5	4	6	
50	Jérôme Dufresne.....	66	Quebec, St-Sauveur.....	6	4	4	Employed by the Allan Line of Steamers
51	Antoine Gobeil.....	56	St Laurent, Orléans.....	8	5	5	Employed by the Thompson Line of Steamers.
52	Pierre Fontaine.....	56	Quebec.....	5	7	6	Employed by the Great Western Line of Steamers.
53	Victor Demers.....	59	Laizon, Lévis.....	9	9	4	
54	Joseph Plante.....	54	Baie St-Paul.....	14	10	4	
55	Louis Thivierge.....	55	St-John, Orléans.....	5	5	5	Employed part of the season by the Thompson Line of Steamers, suspended for 20 days the 3 June.
56	Charles Francis Brown.....	56	Quebec.....	6	9	10	
57	Paul Piquet.....	53	St-John, Orléans.....	5	5	5	
58	Joseph Poullet.....	57	do do.....	5	5	5	
59	Georges Normand.....	54	Grane Island.....	5	5	5	
60	David Darnout.....	53	Trois-Pistoles.....	7	7	4	Employed by the Allan Line of Steamers.
61	Charles Vézina.....	50	St Michel, Bell.....	4	6	5	On the sick list during one month.
62	Ovide Dick.....	53	Quebec.....	7	8	4	Employed by the Allan Line of Steamers.
63	Amédée Barquet.....	50	St Michel, Bell.....	13	14	6	Master of the S. "Miramichi".
64	Amédée Barquet.....	49	Quebec.....	10	11	6	Employed by the Dominion Line of Steamers.
65	Joseph Gravel.....	55	do.....	0	0	0	One of the Directors of the Corporation of Pilots. Relected at last election.
66	Auguste Couillard Després.....	48	Bienville, Lévis.....	0	0	0	
67	Eustache Doiron.....	51	Laizon, do.....	5	4	5	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, etc.—(Continued).

Number.	Names.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	(Outwards.	Movages.	
68	Jean Bte Pouliot.....	43	St John, Orleans.....	5	5	5	
69	Jean Gobeil.....	43	do	5	6	5	
70	Joseph Paquet.....	47	do	5	5	5	
71	Louis Edmond Morin.....	46	do	9	8	4	Employed by the Allan Line of Steamers
72	Moise Lachance.....	47	Quebec.....	6	6	5	Employed by the Dominion Line of Steamers.
73	Joseph S. Brown.....	50	St John, Orleans.....	8	10	4	
74	Hubert Raymond.....	45	Montreal.....	5	7	5	
75	Achille Pamour.....	45	Quebec.....	6	5	5	
76	Cyrille Lapointe.....	45	St Valier.....	5	5	5	
77	Joseph Pouliot.....	41	St Laurent, Orleans.....	5	5	5	
78	Edmond Larochelle.....	41	St John, Orleans.....	0	0	0	
79	Ant. Thomas Chouinard.....	50	St Michel, Bell.....	6	4	5	Master Government Steamer "Napoleon III"
80	Laurent Godbout.....	41	Pointe-au-Pere.....	0	0	0	
81	Pierre S. Laprise.....	41	St Laurent, Orleans.....	5	6	5	One of the Directors of the Corporation of Pilots. Relected at last election.
82	Adelme Pouliot.....	45	St Laurent, Orleans.....	12	9	5	Employed by the Dominion Line of Steamers.
83	Bat. Pepin dit Lachance.....	39	St John, Orleans.....	5	5	4	
84	Frs. Xav. Delisle.....	39	St Laurent, Orleans.....	5	6	4	
85	Jos. Pepin dit Lachance.....	50	Quebec.....	5	7	4	
86	Damien Eugène Boulanger.....	41	Lauren, Lewis.....	5	6	5	





STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, etc.—(Continued).

Number.	Nan. es.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
117	Eli�ar Godbout .....	36	Quebec, St Saurer.	6	5	5	On the sick list during 17 days.
118	George Gouillard Despr�s .....	36	Bienville, Levis .....	7	5	4	
119	Pierre Gobel .....	35	St John, Orleans .....	5	5	5	
120	Th�d. Trepin dit Lachance .....	33	Quebec .....	5	4	4	
121	Achille Tremblay .....	33	St Joseph, Levis .....	3	4	4	
122	Jean Bissonnette .....	33	Bienville, Levis .....	6	4	4	
123	Narcisse Lavoie .....	33	St Luce, Rimouski .....	7	8	5	
124	Joseph Emilio C. Guillard .....	33	Quebec .....	5	10	4	
125	Louis Albert Boyer .....	39	St John, Orleans .....	5	5	5	
126	Ad�lard Sansterre .....	34	St Michel, Bell .....	0	5	4	
127	On�sime Noel .....	32	St John, Orleans .....	5	5	4	
128	Napol�on Baillargeon .....	34	St P�tronille, Orleans .....	5	5	4	
129	David F. Pelletier .....	32	Lauzon, Levis .....	6	5	5	
130	Jos. Frs-X. Bernier .....	32	Quebec .....	12	12	3	
131	Fr-X. Demeule .....	32	St John, Orleans .....	1	0	0	
132	Louis Honor� Lapiere .....	34	Notre-Dame, Levis .....	6	6	0	
133	Joseph Eug�ne Lachance .....	30	St John, Orleans .....	5	5	2	
134	David Arthur Bonfard .....	30	do .....	5	5	2	
135	Jean Th�ophile St-Laurent .....	33	Quebec .....	5	5	4	
136	Jacques Georges Dugas .....	32	St Anne Laspocati�re .....	5	5	4	
137	Joseph Victor Goudeau .....	37	St P�tronille, Orleans .....	5	5	5	

133 Louis Atlas Trem  Delisle .....

30 Trois-Pisoties .....

0 Master of Red Island Light Ship.  
Sick almost all the season



STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, etc.—(Continued).

Number.	Names.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
175	Lucien Lachance .....	23	St John, Orleans .....	5	5	5	
176	Alfred Dube .....	26	Green Island .....	5	0	4	
177	Camille Bernier .....	26	Cap St Ignace .....	3	3	3	
178	Moise Blouin .....	33	St John, Orleans .....	3	3	2	Licensed the 16th July.
179	Moise alias Laurent Godbout .....	24	St Sauveur, Quebec .....	2	3	2	Licensed the 16th July.
180	Alfred Godreau .....	31	Cap St Ignace .....	2	3	3	Licensed the 16th July.
181	Alfred Raymond .....	33	Kamouraska .....	2	3	2	Licensed the 16th July.
182	Philias Lachance .....	26	St John, Orleans .....	2	3	2	Licensed the 16th July.

(Certified)

A. H. VERRÉT,

Secretary-Treasurer.

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QUEBEC HARBOUR COMMISSION.

MEMORANDUM regarding the opening and the closing of navigation and the formation of ice in the Harbour of Quebec for the year 1884.

- The ice bridge formed before Quebec during the night of the 15th and 16th January and stood till 2 o'clock P. M., on the 16th of same month, when it started.....
- The Chaudière ice bridge, which was formed some few days previous, started on the same date.....
- The ice bridge, which had formed in front of the Parish of St. Nicolas at the same date as the Chaudière bridge, remained strong till the end of April.....
- The ice bridge formed before Quebec the 20th January and stood till the..... 19th April.
- The navigation in the Harbour of Quebec and below was opened the..... 20th April.
- The ice on the River St. Charles began to move the..... 17th April.
- The ice in the Louise Basin gave way on the 18th April and five days later the Basin was opened for navigation.....
- The navigation in the River St. Charles was opened the..... 25th April.
- The navigation in the Harbour of Quebec and above was opened the..... 29th April.
- The first ocean steamer arrived the 1st May and the first Montreal boat on the same date.....



On morning of the 28th November quantities of floating ice made their appearance before Quebec and the navigation in the Harbour and above was closed on that date.....

The ice formed in the Louise Basin the..... 11th December.

The navigation in the River St. Charles was closed the..... 11th December.

The S. S. "Polino" from St. John's Newfoundland, via Cow Bay, arrived in Port, at 2 o'clock P. M., on the 8th December, with a cargo of coals which was discharged on the Louise Embankment.....

The navigation in the Harbour of Quebec and below closed on the..... 14th December.

Two considerable floods have occurred during the year: the first on the 28th March and the second on the 5th November. In both cases the level of the St Lawrence reached an average between six and seven feet above the highest ordinary flood tide level. The last flood above mentioned was nine inches in excess of the previous.....

(Certified)

A. H. VERRET,  
Sec. Treas.

HARBOUR COMMISSIONERS' OFFICE. }  
Quebec, 9th January, 1885. }

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## 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 1884.

RECETTES.			
A Balance de 1883.....	\$ 3342 70	Yves Sylvestre.....	110 00
Percentage ou contribution des Pilotes.....	8121 47	Thomas Després.....	110 00
Intérêts sur placements.....	3073 00	Marcel LeBel.....	110 00
Intérêts par Caisse d'Épargne.....	76 98	Jean Aulet Lapointe, décédé le 16 août 1884.....	40 33
	\$14614 15	Jac. Tremblay, décédé le 30 août 1884.....	88 30
			\$1191 37
DÉBOURSÉS.		8 Pilotes à \$101.	
Par pensions.....	\$11092 87	F. X. Lachance.....	\$ 101 00
"  secours.....	385 74	Jean Frs Lamarre, décédé le 6 décembre 1883.....	10 00
"  salaires.....	500 00	Anselme Marmen.....	101 00
"  dépôts Caisse d'Épargne.....	2599 55	Pierre Pelletier.....	101 00
"  balance en Caisse.....	35 99	Joseph St Laurent.....	101 00
	\$14614 15	J.-Bte Turgeon.....	101 00
		Frs Thivierge.....	101 00
PILOTES SECOURUS PAR LE FONDS.		Maurice Pepin, à sa pension du 10 avril 1884.....	56 11
François Vézina.....	\$ 53 61		\$672 21
J.-Bte Couillard.....	48 00	6 Pilotes à \$92.	
Isaïe Marticotte.....	96 00	Edouard Demers.....	\$ 92 00
Hilari Jouvain.....	20 53	Clovis Antil.....	92 00
Joseph Morency.....	16 00	J. B. Paquet, arrérages.....	23 00
Laurent Godbout, père.....	16 00	"  do  année.....	92 00
Maurice Pepin.....	42 67	Amable St Laurent.....	92 00
Barth. Lachance, père, décédé le 28 décembre 1884.....	72 67	Alexis Vézina.....	92 00
Edouard Labrecque.....	20 26	Abraham Després, à sa pension du 26 décembre 1883.....	77 94
	\$385 74		\$560 94
PENSIONNAIRES A LA CHARGE DU FONDS.		4 Pilotes à \$90.	
Montant payé à chacun d'eux pendant l'année du 1er novembre 1883 au 1er novembre 1884.		Pierre Gourdeau.....	\$ 90 00
12 Pilotes à \$110		Jean Lavoie.....	90 00
Paul Blouin.....	\$ 110 00	Joseph Lavoie.....	90 00
Frédéric Bernier.....	110 00	Edouard Rousseau.....	90 00
Laurent Tremblay.....	110 00		\$360 00
Dominique Girard.....	110 00	4 Pilotes à \$88.	
Frs Vézina, à sa pension depuis le 21 mai 1884.....	48 88	F. X. Corriveau.....	\$ 88 00
Frs Jos. Pouliot.....	110 00	Joseph Lapointe.....	88 00
Hilari Jouvain, à sa pension du 13 août 1884.....	23 86	Frs Pelletier.....	88 00
J.-Bte Bourget.....	110 00	Antoine Roussel.....	88 00
			\$352 00



## 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 1884.—(Suite.)

Veuve Jean Marcoux.....	\$ 60 00
" Magtoie Mercier, arr.	15 00
" do 1 année.....	60 00
" J.-Bte Patoine.....	60 00
" J.-Bte Tremblay.....	60 00
" Ed. Vaillancourt.....	60 00
	\$900 00

16 Veuves à \$38.

Veuve Edouard Chevalier....	\$ 58 00
" J.-Bte Caron.....	58 00
" Thomas Dick.....	58 00
" Amable Fournier, arr.	29 00
" do 1 année.....	58 00
" Dennis Glynn.....	58 00
" Wm Irvine.....	58 00
" F. Langelier.....	58 00
" Julien Langlois.....	58 00
" J.-Bte Laroche.....	58 00
" A. Lavole (L. M.).....	58 00
" Henri Lavoie.....	58 00
" Firmin Lévesque, arr.	14 00
" do 1 ann. acc.....	43 00
" Henri Noël.....	58 00
" Pierre Ross.....	58 00
" Frédéric Simpson.....	58 00
" Joseph Simpson.....	58 00
	\$957 00

15 Veuves à \$56.

Veuve L. Asselin (M. L.).....	\$ 56 00
" Grégoire Bernier.....	56 00
" Germain Caron.....	56 00
" Jean Dion.....	56 00
" Augustin Doiron.....	56 00
" C. F. Koënik.....	56 00
" Ovide Lachance.....	56 00
" L. Langlois (E. L.)....	56 00
" Joseph Lévesque.....	56 00
" Antoine Michaud.....	56 00
" Pierre Normand.....	56 00
" David Petigrew.....	56 00
" Benj. Pineau.....	56 00
" Jean Pelletier.....	56 00
" John Simpson.....	56 00
	\$840 00

9 Veuves à \$48.

Veuve Guil. Amyot.....	\$ 48 00
" Paul Blouin.....	48 00
" Frs Boissinot.....	48 00
" Célestin Côté.....	48 00
" P. P. Lachance décédé	
le 20 janvier 1884.....	10 66
" P. Desrosiers, alias	
Dutremble.....	48 00
" F. X. Lachance.....	48 00
" Frs Leclerc.....	48 00
" Michel Pelletier.....	48 00
" Abraham Royer.....	48 00
	\$442 66

8 Veuves à \$40.

Veuve Jac. Dandurand, arr.	\$ 10 00
" do 1 année.....	40 00
" André Keable.....	40 00
" Guil. Morency.....	40 00
" Magloire Rioux, arr...	12 00
" do 1 année.....	40 00
" Pierre Rouleau.....	40 00
" J. B. Servant.....	40 00
" Henri Verreault.....	40 00
" Alfred Antil, arrérage.	10 00
" do acc.....	10 00
	\$322 00

14 Veuves à \$38.

Veuve Zach. Blanchet, arrér.	\$ 19 00
" do acc.....	19 00
" Fabien Caron.....	38 00
" R. Côté, arrérage.....	9 50
" do acc.....	28 50
" Magloire Côté.....	38 00
" Antoine Fortier.....	38 00
" L. Langlois, (A. R.)...	38 00
" Pierre Lapointe.....	38 00
" Pierr Michaud.....	38 00
" Ths McNeil.....	38 00
" Ant. Raymond.....	38 00
" George Simard.....	38 00
" Louis Thivierge.....	38 00
" Alfred Turgeon.....	38 00
" Louis Ph. Lavoie.....	38 00
	\$532 00

## 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 1884.—(Suite.)

17 Enfants.		16 Veuves à 62.....	
David Charest, infirme (1)...	\$ 15 00	15 " à 60.....	992 00
H. Jaire Couillard, do (1)...	15 00	16 " à 58.....	900 00
Henri Gauthier, (arrérage), infirme (1)...	15 00	15 " à 56.....	957 00
do le 13 janvier 1884. (1)...	4 29	9 " à 48.....	840 00
D. Charest (Gervais) arr. (1)...	3 75	8 " à 40.....	442 66
do acc. (1)...	11 25	14 " à 38.....	322 00
Nil Asselin, (2)...	14 55	119 Veuves.....	532 00
W. Petitgrew, 2 \$15 00 (2)...	27 50	17 Enfants à \$15, \$12.50, \$10.....	224 25
Ths Boutin, (1)...	15 00	183 Pensionnaires.....	\$11092 87
P. Toussaint, (1)...	15 00	ÉTAT DU FONDS.	
F. Dupuis, (1)...	15 00	Argentés prêtés.....	\$53352 71
N Fortin, acc. (1)...	11 25	Argentés dans la Caisse d'Épargne, Banque Nationale.....	2599 55
J. Jahan (1)...	15 00	Argentés dans les mains du Trésorier.....	35 99
H. Pineau, arrérage (1)...	15 00	A déduire les arrérages de pensions dus ce jour.....	\$55988 25
Z. Forbes, (2)...	27 48	E. O. E.	\$55713 43
P. Garneau, atteint ses 15 ans 10 novembre 1883.....	4 16	Québec, 31 décembre 1884.	
	\$224 25	F. X. Dion, Trésorier.	
RÉSUMÉ DES PENSIONS.		Nous soussignés certifions avoir examiné minutieusement les comptes et livres du Fonds des Pilotes Invalides et les avoir trouvés corrects.	
12 Pilotes à \$110.....	\$ 1191 37	EUG. D. BOULANGER, } Auditeurs.	
8 " à 101.....	672 21	DAVID DUMAS, }	
6 " à 92.....	560 94	THOS BOISSINOT, Comptable.	
4 " à 90.....	360 00		
4 " à 88.....	352 00		
4 " à 86.....	332 05		
3 " à 82.....	287 00		
5 " à 79.....	395 00		
1 " à 47.....	47 00		
47 Pilotes.			
13 Veuves à \$68.....	859 44		
13 " à 64.....	825 95		



## CORPORATION DES PILOTES.

F.-X. DION en compte courant avec la Corporation des Pilotes de Québec au 31 décembre 1884.

ACTIF.			
A Balance de 1883...	\$ 58 02	Par loyer.....	363 75
Fonds de Réserve de 1883.....	400 00	Par Dawe & Jarvis...	553 90
Douane de Montréal.....	42776 81	Par Gages des apprentis.....	831 36
Douane des Trois-Rivières.....	3243 66	Par Gages des cuisiniers.....	496 57
Douane de Chicoutimi.....	699 88	Par Indemnité aux Directeurs.....	600 00
Douane de Tadouac.....	135 24	Par Indemnité aux capitaines des goëlettes.....	200 00
Douane de Sorel.....	785 66	Par Indemnité pour station du Saguenay.....	237 00
Intérêts sur goëlette. \$ 30 00		Par Interdiction : payé à 2 Pilotes...	527 40
Intérêts : Banque Nationale.....	263 72	Par Parts de Goëlettes.....	840 00
	\$293 72	Par Emprunt : payé en a compte.....	150 00
Moins payé sur emprunt.....	218 12	Par Pilotage : Remises.....	697 26
Amendes.....	360 00	Par Salaires des employés.....	1700 00
Temps perdu.....	2765 62	Par Fonds des Pilotes Invalides.....	7961 18
Perçu par divers pilotes.....	200 67	Par D.vidende.....	97156 00
Pilotages : perçu à Québec.....	66575 40	Par Fonds de réserve	500 00
	\$118076 66	Par Balance.....	165 36
			\$118076 56
PASSIF.			
Par dépenses générales.....	\$1211 26	E. et O. E.	
Moins divers.....	1 75	Québec, 31 décembre 1884.	
	\$ 1209 51	F.-X. DION,	
Dépenses des pilotes.....	859 62	Trésorier.	
Moins perçu d'Allan, Rae, \$185.75.....	672 37		
Moins perçu par divers \$1.50.....		Nous soussignés, certifions avoir examiné minutieusement les livres de la Corporation des Pilotes de Québec et les avoir trouvés corrects.	
Dépenses des Goëlettes.....	1488 87	DAVID DUMAS,	} Auditeurs.
Moins SS. <i>Fylgia</i> , \$500 00.....		EUG. D. BOULANGER,	
Moins Dawe & Jarvis, \$110 00.....	664 12		} Tros BOISSINOT, Comptable.
Par divers, \$54.12.....			
Par provisions.....	2509 19		
Moins vendus à divers pilotes et capitaines. 119 04	2390 15		