
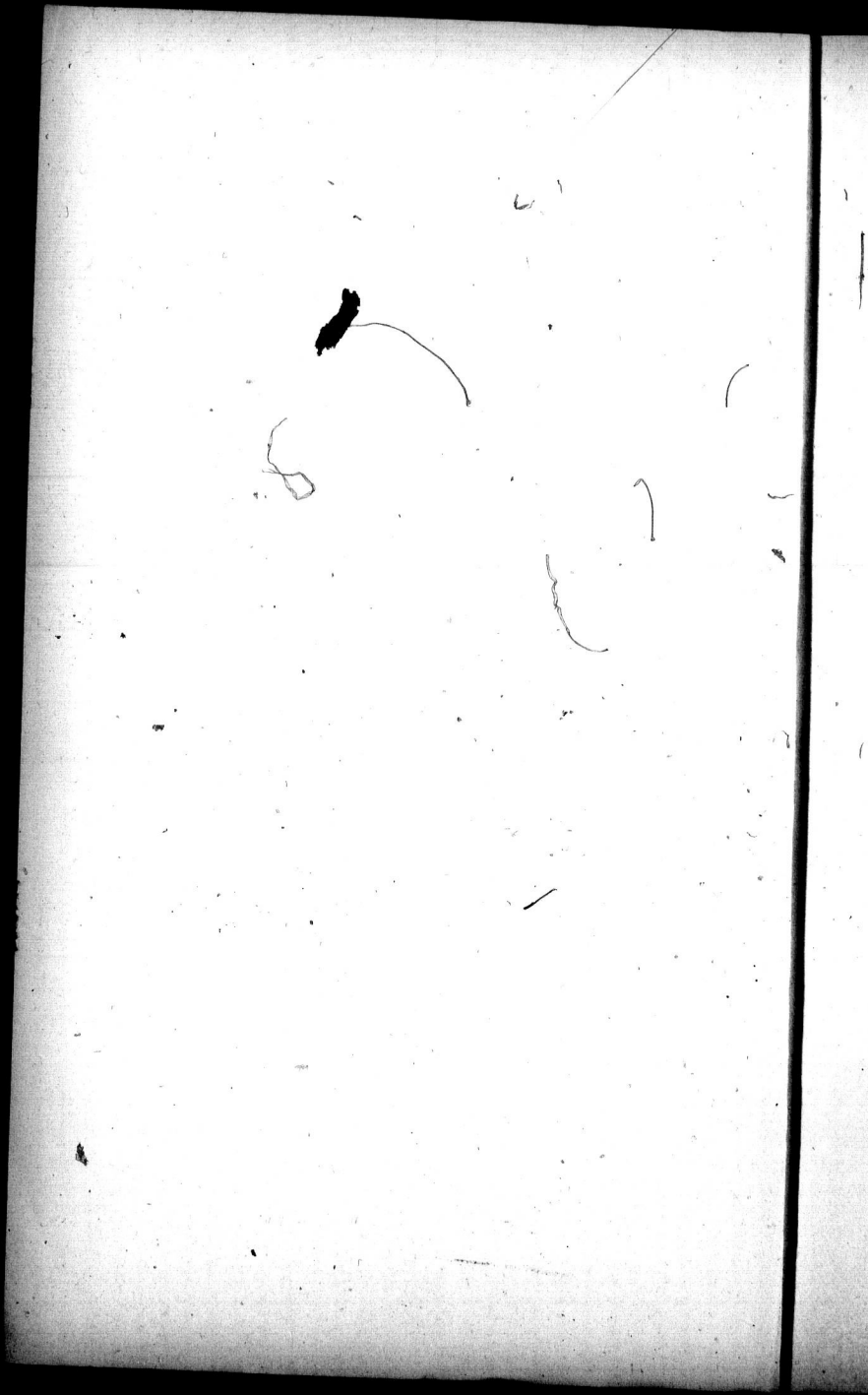


QUEBEC
HARBOUR COMMISSIONERS'
REPORTS
FOR THE YEAR, 1892





QUEBEC

HARBOUR COMMISSIONERS' REPORTS

FOR THE YEAR 1892

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

OFFICERS OF THE QUEBEC HARBOUR COMMISSION

COMMISSIONERS

EDMOND GIROUX, Esq., Chairman,
VICTOR CHATEAUVERT, Esq.,
R. R. DOBELL, Esq.,
JULIEN CHABOT, Esq.,


WILLIAM RAE, Esq.,
JOHN SHARPLES, Esq.,
FELIX CARBRAY, Esq.,
R. H. SMITH, Esq.,

ARTHUR J. TURCOTTE, Esq.

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

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

ST. GEORGE BOSWELL, Chief Engineer.



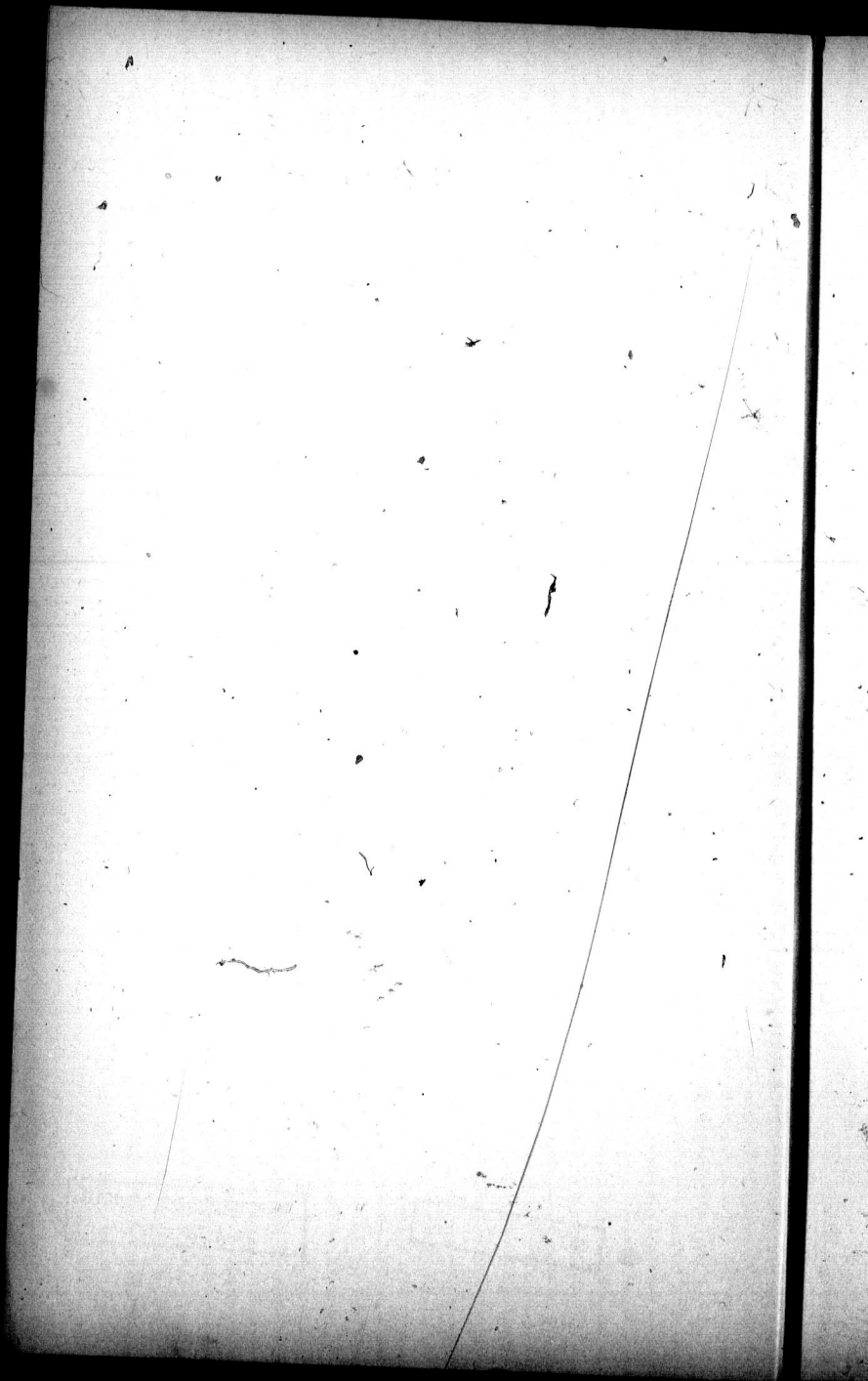
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BIBLIOTHÈQUE DES ARCHIVES
VILLE DE QUÉBEC



QUEBEC HARBOUR COMMISSIONERS' REPORTS FOR THE YEAR 1892.

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

QUEBEC, 2nd January, 1893.

To the Honorable CHAS. H. TUPPER,
Minister of Marine & Fisheries,
&c., &c., &c.,
Ottawa.

SIR,

In compliance with the requirements of the 38th Victoria, Chapter 55, Section 14, I have to report as follows on the doings of the Quebec Harbour Commissioners for the year 1892 :

CHIEF ENGINEER'S REPORT

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

WHARFINGER'S REPORT

The annexed Report (marked "A 2") from the Wharfinger, Mr. Jas. F. Golden, gives all the usual information regarding the number of vessels using the Louise Docks, and the surface traffic over this portion of the Commissioners' property during the year 1892.

BIBLIOTHÈQUE DES ARCHIVES
VILLE DE QUÉBEC

REVENUE AND EXPENDITURE

The Commissioners' Revenue for 1892 was seventy two thousand seven hundred and ninety eight dollars and fifty three cents (\$72,798.53), an increase over that of 1891 of fourteen thousand five hundred and ninety three dollars and seventy one cents (\$14,593.71), and the working expenses, twenty seven thousand eight hundred dollars and twenty one cents (\$27,800.21), a decrease as compared with those of 1891 of five thousand and thirty one dollars and sixty seven cents (\$5,031.67). The net result for 1892 being a surplus of forty four thousand nine hundred and ninety eight dollars and thirty two cents (\$44,998.32) of receipts over the working expenses.

Capital Account has been increased by ninety eight thousand five hundred and twenty two dollars and thirty five cents (\$98,522.35), of which eighty three thousand eight hundred and two dollars and forty two cents (\$83,802.42) was received from the Dominion Government out of the Commissioners' unexpended votes for the Harbour Improvements, and the balance of fourteen thousand seven hundred and twenty three dollars and ninety three cents (\$14,723.93) was withdrawn from the ordinary revenues of the Commissioners.

The larger portion of this expenditure on Capital Account was in the settlement of the claim of Messrs. Peters, Moore & Wright, who, on the 29th October, were paid eighty five thousand eight hundred and forty four dollars and forty five cents (\$85,844.45), in full settlement of judgment with interest to the date of payment. Messrs. W. & A. H. Cook having previously been paid eight hundred and forty one dollars and forty seven cents (\$841.47), the taxed costs in this case.

The remainder of the payments on account of Capital have been in connection with the Louise Docks and Pointe-à-Carey Wharf, nine thousand one hundred and seventy nine dollars and eighty nine cents (\$9,179.89), having been spent on the former and five thousand five hundred and forty four dollars and four cents (\$5,544.04) on the latter.

PREMISES LEASED

All the different properties usually leased by the Commissioners were continued in the occupancy of the various tenants, the only change being: that the inside face and surface of one half of the Breakwater was leased to Messrs. Madden & Ellis with such restrictions as would prevent any interference with the working of the Louise Docks. The changes referred to in the Reports of 1890 and 1891 in the arrangements with the Quebec & Lake St. John and Quebec, Montmorency & Charlevoix Railway Companies giving them power to cross the embankment, have been completed, and the deed embodying them signed.

SETTLEMENT OF TAXES

The Corporation of Quebec having, by an amendment to their Act, included the new works of the Commissioners in the city limits, and collected taxes from them on same for 1887-88 and 1888-89, the Commissioners decided to resist this pretention, and after three years contention, in February 1892, they (the Corporation) abandoned their claim, returning all the moneys that had been overpaid and accepting what the Commissioners tendered.

The reduction thus made up to the time of settlement being eight thousand three hundred and eighty eight dollars and sixty eight cents (\$8,388.68.)

BALLAST

Four thousand and sixty tons of filling material, consisting of ballast taken from ships, nearly all of good granite, and costing three hundred and fifty eight dollars and seventy five cents (\$358.75) or an average of eight and three quarter cents per ton has been obtained during the year.

It was disposed in the Commissioners' properties as follows: Pointe-à-Carcy Wharf, fifteen hundred and forty tons (1540), Louise Docks, seven hundred and eighty tons (780), and Breakwater seventeen hundred and forty tons (1740).

REPAIRS TO PROPERTY

Particular attention has been paid during the year to the various properties of the Commission in maintaining and bringing them up to a first class condition. Pointe-à-Carcy is now under course of reconstruction, and will be completed during the course of this year, and the defect in the Inner Basin, Quay Wall, known as the "Bulge", is also being attended to. Details will be found in the Chief Engineer's Report.

NOMINATION AND ELECTIONS TO COMMISSION

On the 7th April, a communication was received from the Deputy Minister of Marine, Ottawa, stating that by an Order-in-Council of 17th of March, M. Felix Carbray, M. P. P. for Quebec West, had been appointed a Government member of the Harbour Commissioners of Quebec, and at the meeting of the Commissioners, held on the 8th of August, letters were received from the Shipping Interest informing that, Messrs. Wm. Rae and R. H. Smith had been unanimously re-elected as their representatives on the Commission for the ensuing term of three years; from the Board of Trade Quebec, and the Board of Trade, Levis, that M. R. R. Dobell and M. Julien Chabot had been respectively re-elected as their representatives on the Commission for the same period.

CHAIRMAN'S VISIT TO OTTAWA

On the 5th April, the Chairman, (Mr. Edmond Giroux) proceeded to Ottawa, accompanied by the Chief Engineer and Secretary Treasurer, for the purpose of having an interview with the Honorable the Minister of Public Works concerning certain works required to complete the Harbour Improvements, and the advancing to the Commissioners of the balance of their unexpended votes for this purpose.

At 11 A. M., on the 6th, accompanied by his officers and assisted by the presence of Messrs. A. J. Turcotte, M. P., L. G. Desjardins, M. P., and Senator Landry, the Chairman had an extended interview with the Honorable the Minister, and placed

the Commission's requirements before him in the clearest and most forcible manner. The Minister gave the various items thus stated his most earnest attention, and finally decided to have it submitted to him in memorial form ("A 3") with all the necessary plans and estimates, when he could give it more deliberate attention. This has been done, and as since this interview, the Honorable the Minister has caused his Chief Engineer to visit and inspect the works, has himself, accompanied by his chief officers, made a thorough examination of them, the Commissioners trust that this present year will see them enabled to carry out those necessary improvements.

GRAIN ELEVATOR AND FLOUR SHED

Anxious to encourage the shipments of grain and other produce from this Port for which their new works possess such unrivalled facilities, the Commissioners have, for a nominal rental, conceded for twenty five years to the Canadian Pacific Railway Company, the sites for a Grain Elevator and Flour Shed, and trust to see the construction commenced this winter, so that they can be utilized for at least a portion of next season's business.

RIVER POLICE

The following is a copy of the correspondence that has passed between the Department of Marine, Ottawa, Board of Trade, Quebec, and the Commissioners on this subject :

" HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, May 11th, 1892.

" To the Honorable CHS. H. TUPPER,
Minister of Marine & Fisheries,
&c., &c. &c.,

Ottawa.

" Sir,

" At a full meeting of the Quebec Harbour Commissioners, it was unanimously resolved :-

“ That the Chairman and Secretary be instructed to write to the Honorable the Minister of Marine and to call his attention to the present unsatisfactory position of the police force for the protection of the Harbour.

“ The Commissioners would respectfully advise the Honorable the Minister, that they consider the retention of this force an absolute necessity.

“ The case of Montreal offers no comparison to the Harbour of Quebec, and no City force could be provided from the City funds, nor would it be consistent to exact it.

“ The Shipowners and Shippers of Quebec would much prefer to have the River Police force kept up to its old efficiency, even if the present tax is maintained.

“ They would strongly beg of the Government to organize the force without delay as already the tax has been enforced and paid by steamers and ships which have arrived to date, and who look for the necessary protection in case of need.

“ We remain, Sir,

“ Your most obedient servants,

“ EDMOND GIROUX,
Chairman.

“ JAMES WOODS,
Secretary-Treasurer.”

“MARINE DEPARTMENT, CANADA.

OTTAWA, 16 th. May, 1892.

“EDMOND GIROUX, Esq.,

Chairman, Harbour Commissioners,

Quebec.

“SIR,

“I have your letter of the 11th instant transmitting, on behalf of the Quebec Harbour Commissioners, copy of the resolution passed by the Board, calling attention to the unsatisfactory position of the River Police Force, and asking that it be retained as an absolute necessity, and in reply I beg to inform you that steps will be taken immediately for the organization of the force for the present season.

“I may, however, state that the Shipowners who pay the River Police tax, and who are for the most part foreigners, wish to have it removed, and they are quite prepared to take care of their own seamen, as they consider they do not get sufficient benefit from the service to remunerate them for the dues paid.

“There is also a great desire on the part of the principal Shipowners and Steamboat Agents at Montreal for the abolition both of River Police and Sick Mariners' dues, so as to make the St. Lawrence as free as possible for the encouragement of shipping visiting it, and for the purpose of enabling it to compete with Shipping Ports on the seaboard.

“Yours faithfully,

“CHARLES H. TUPPER.”

“OFFICE OF THE QUEBEC BOARD OF TRADE.

QUEBEC, October 7th, 1892.

“MR. JAS. WOODS,
Secretary-Treasurer,
Harbour Commission,
Quebec.

“SIR,

“At the request of the President of the Quebec Board of Trade, I have the honor to transmit you enclosed copy of a letter that has been addressed to the Honorable the Minister of Marine and Fisheries at Ottawa, in re the transfer of the River Police control to the Quebec Harbour Commission, and to express the hope that the Commissioners will likely assume that responsibility for the greater efficiency of the service, in the interests of the Port of Quebec, and in compliance with the wishes of a great number of those who are interested in the maritime trade of this Port.

“I have the honor to be,

“Your humble servant,

“N. LEVASSEUR,
Secretary.”

“OFFICE OF THE QUEBEC BOARD OF TRADE.

QUEBEC, September 8th, 1892.

“HONORABLE C. H. TUPPER,
Minister of Marine & Fisheries,
Ottawa.

“SIR,

“I beg leave to inform you, on behalf of the Council of the Quebec Board of Trade that, at a recent meeting of the Council,

the question of the Quebec River Police was again seriously discussed, and that the general conclusion of the debate was a resolution recommending that the force be placed under the control of the Quebec Harbour Commission, and that the Hospital Dues now collected on tonnage for the Sick Mariners' Fund be entirely abolished.

“ I have the honor to submit the above recommendations to your consideration.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ N. LEVASSEUR,
Secretary. ”

— — —
“ HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, October 12th, 1892.

“ N. LEVASSEUR, Esq.,

Secretary,

Quebec Board of Trade,

Quebec.

“ SIR,

“ I have the honor to acknowledge receipt of yours of 7th instant transmitting copy of letter sent by order of the Council of your Board to the Honorable the Minister of Marine & Fisheries, Ottawa, recommending the retention of the Harbour Police and the placing of their management in the hands of the Commissioners, and in same communication expressing the hope that for the greater efficiency of this service, and in compliance with the wishes of those who are interested in the maritime trade of this Port, that the Commissioners will undertake this responsibility.

“ I am directed in reply to state that, if the Gouvernement desire it, the Commissioners are willing to assume the management of the Harbour Police, provided they are empowered to collect sufficient dues to meet the expenses connected with this service, such dues in no case to exceed the present rates.

“ I am, Sir,

“ Your most obedient servant,

“ JAMES WOODS,
Sec.-Treasurer.”

“ OFFICE OF THE QUEBEC BOARD OF TRADE.

QUEBEC, November 30th, 1892.

“ JAS. WOODS, Esq.,
Secretary,
Harbour Commission,
Quebec.

“ DEAR SIR,

“ Herein enclosed please find copy of a letter from the Department of Marine & Fisheries, Ottawa, which I am instructed by the Council of the Quebec Board of Trade to transmit to your Corporation.

“ I am,

“ Your obedient servant

“ N. LEVASSEUR,
Secretary.”

“ MARINE DEPARTMENT, CANADA.

OTTAWA, November 22nd, 1892.

“ N. LEVASSEUR, Esq.,
Secretary of the
Quebec Board of Trade,
Quebec.

“ SIR,

“ I have to acknowledge the receipt of your letter of 7th instant to Sir John S. D. Thompson, Acting Minister of Marine & Fisheries, enclosing copy of a letter from the Harbour Commissioners of Quebec, in which they state that they will assume the responsibility of the management of the Quebec Harbour Police, provided they are empowered to collect sufficient dues to meet the expenses connected with the service, and I have to inform you that the matter will be placed before the Minister of Marine and Fisheries on his return to Ottawa.

“ I am, Sir,

“ Your obedient servant,

“ WM. SMITH,
Deputy Minister of Marine. ”

ICE CUTTING

Permission having been asked by several to be allowed to cut ice in the Louise Basin, the Commissioners had it analyzed by the Reverend Professor Laflamme who, while pronouncing this ice of a fairly good quality, did not consider it sufficiently pure to be used for drinking purposes. Only two permits were therefore granted, viz :—Messrs. Boswell Brothers and Proteau & Carignan, Brewers, who each gave bonds to the extent of \$1000.00 that the ice so cut would be used for *cooling purposes only*.

Thirty eight thousand six hundred and forty three (38,643) blocks of ice all for local use have been cut during the winter of 1891-92, a difference of eight thousand six hundred and forty three blocks in excess of the harvest of the previous year.

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

I have the honor to be,

Sir,

Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

A 1

HARBOUR ENGINEER'S OFFICE.

QUEBEC, Dec. 16th, 1892.

JAS. WOODS, Esq.,

Secretary-Treasurer,

Harbour Commission.

SIR,

I have the honor to submit the following report of the various works executed during the season of 1892.

PRINCESS LOUISE DOCKS

The Commissioners' railway tracks on the Embankment and Cross-Wall were used in common, for the first time since their construction, by three Railway Companies, viz :—The Canadian Pacific, the Quebec & Lake St-John and the Quebec Montmorency and Charlevoix. The rules, issued by the Commissioners for the control of this joint traffic, have so far answered the purpose for which they were framed, and have required no amendment ; as although the number of cars handled on the tracks daily has been considerable, there has been no confusion or conflict of interests.

The arrangement, whereby a portion of railway track is used in common, as a connection between the Commissioners' lines on the Louise Embankment, and the lines of the Canadian Pacific, Lake St. John and Montmorency & Charlevoix Railway Companies, and as a connection between the railway bridge across the River St. Charles and the Railway Station on St. Andrew street, has so far appeared to work satisfactorily, as no complaints on account of delay in reaching or leaving the Embankment have been made.

The Commissioners' railway tracks on the Embankment and Cross-Wall have been maintained in good order, and an additional siding has been placed in track No. 4, that is to say, the

track along the face of the northern cribwork; this additional siding was rendered necessary, to afford sufficient accommodation to the constantly increasing lumber business done on this line.

The roadway on the Embankment, between the Ballast Wharf and the Cross-Wall, was macadamized and rolled, and generally put into good order; the stone for this work was broken up during the winter, and consisted of granite obtained from ships' ballast. An additional quantity of this stone has been collected during the past summer, and will be broken up during the winter for repairing the roadway between the Cross-Wall and the western end of the Embankment.

The Ballast Wharf, forming the eastern wall of the Tidal Basin, has been put into a good state of repair. The repairs consisting essentially of building up the stairway at the southern end of the wharf; filling the entire interior portion of the wharf up to coping level with ships' ballast; planking the surface for the reception of coal cargoes; renewing a number of the mooring posts; renewing all the fenders on the St. Lawrence face; and sheathing the face for a distance of 800 feet with 3 inch tamarac deals; and placing fenders on the piling in the north west angle. This wharf has also been repaired on three occasions, when it had been cut down by vessels colliding with it.

POINTE-A-CARCY WHARF

Extensive repairs have been made to this wharf, and to the buildings situated thereon.

All the defective cribwork along the St. Lawrence and southern faces was cut down and rebuilt; the total length thus repaired being 420 feet in length; the outside pockets have been filled with stone and the interior of the wharf is now ready to receive ordinary filling; two ships having already discharged ballast into the wharf, since the above mentioned repairs were effected. The whole of the repaired face still requires to be planked; this work could not be done this year, owing to the lateness of the season when the work was taken in hand.

The foundation of Store No. 2, which consisted of timber posts resting on the old cribwork, having become decayed, and endangering the safety of the store, they were renewed, and a solid cribwork foundation, extending from the old wharf up to the floor joists, substituted. The oak framing and pine subsills were also renewed; so that the whole foundation of this store is in good order; the space beneath the flooring however still remains to be filled.

The cribwork under Store No. 1 having given way, it was in danger of overturning. The building has now been raised up and levelled, and a new foundation placed beneath it; a portion of the oak and pine sills has also been renewed, and the store generally put in good repair.

VARIOUS PROPERTIES

A new fence has been constructed between Reynar's and Jalbert's Wharves, and a portion of the surface of Reynar's Wharf planked, besides minor repairs to the buildings situated on this property.

New floor beams have been placed in the Stores Nos. 6 and 8, and a new flooring and beams in the bonded portion of the Store No. 4; a new floor has also been placed in a portion of Store No. 11.

New fenders have been placed on various wharves during the summer.

The gates to the entrance of Wet Dock were closed, for the first time during the season, on May 11th, and remained in operation until October 28th. On the 2nd, 29th and 30th of September, owing to the tide not having risen sufficiently for the purpose, the gates were not opened with the day tide.

I have the honor to be,

Sir,

Your most obedient servant,

ST. GEORGE BOSWELL,

Chief Eng.

A 2.

HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, January 2nd, 1893.

JAMES WOODS, Esq.,
Secretary-Treasurer,
Harbour Commission,
Quebec.

SIR,

I have the honor to submit the following with reference to the traffic of the Louise Docks and Wharves :

During the past season forty two (42) Ocean Mail Steamers of one hundred ten thousand and five hundred and seventy five (110,575) tons Register, used the Docks for landing Immigrants' baggage, and three thousand six hundred and fifteen (3,615) tons Quebec and Western freight. Also thirty (30) Steamships lightered seven hundred and seventy seven (777) tons Quebec freight and also landed their Immigrants.

Nineteen (19) Ocean Steamers, of twenty nine thousand nine hundred and seventy eight (29,978) tons Register, landed eight thousand seven hundred and eighty seven (8787) tons of Quebec freight.

Fifteen (15) Steamers, of eleven thousand nine hundred and ninety eight (11,998) tons Register, used the Docks discharging their full cargoes of twenty two thousand nine hundred and eighty one (22,981) tons coal.

Eleven (11) Sailing Ships, of eleven thousand four hundred and forty three (11,443) tons Register, landed eight thousand and eighty two (8,082) tons Coal, and thirty (30) Barges of three thousand two hundred (3,200) tons Register, discharged four thousand seven hundred and thirty six (4,736) tons coal. Five

Schooners of six hundred tons Register, also discharged nine hundred and twenty five (925) tons coal.

Forty six (46) Sailing Ships, of forty one thousand four hundred and eighty (41,480) tons Register, have used the Docks loading full cargoes of timber and deals, and the surface traffic has required the employment of three thousand eight hundred and sixty four (3,864) Railway Cars.

Immigration Traffic.—During the past season, the different Ocean Mail Steamers landed fourteen thousand (14,000) steerage passengers at the Immigration Station, Louise Docks, who were forwarded to their future homes by the Canadian Pacific Railway.

No record has been kept of cabin passengers.

The S. S. "State of Georgia", in a sinking condition, having grounded and sunk on her way from Montreal, after being floated, was towed into Louise Docks and discharged there, prior to going into Graving Dock.

The S.S. "Texas," having collided with another steamer in the channel on her way down from Montreal, with a full cargo, put into Louise Basin for repairs, and same being made, left for sea without having to discharge either cargo or cattle.

The S. S. "Coomassee," on her outward trip, grounded in the north channel off the Island of Orleans, and was placed in the Louise Basin, when after discharging a portion of her cargo, it was found that no repairs were required. She consequently re-loaded and proceeded to sea.

I have the honor to be,

Sir,

Your most obedient servant,

JAS. F. GOLDEN,

Wharfinger.

A 3.

HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, April, 1892.

To the Honorable J. ALDÉRIC OUMET,
Minister of Public Works,

&c., &c., &c.,
Ottawa.

Sir,

In compliance with your request at the interview I had the honour of having with you on the 6th instant, to place before you in memorial form, the various matters then discussed, so that the Government might fully understand the needs of the Quebec Harbour Commissioners, and thus be enabled to deal with them intelligently, I have the honour to submit the following :

COMMISSIONERS' WHARF

This wharf was examined by the Commissioners' Engineer in August 1890, for the purpose of ascertaining its actual condition and of establishing the cost of effecting efficient repairs.

From the report then made (paper No. 1 transmitted herewith) and the Plan submitted (sheet No. 1) it appears that this wharf requires to be filled, from a depth of from twenty to twenty six feet below up to the coping level of the wharf. That there is a space in the centre portion of the wharf, perfectly hollow ; and only bridged over by a set of timbers, five feet in depth and now decayed. That the planking, on the river face of the wharf, has given way ; and that the filling has partially fallen out into the St. Lawrence ; giving in places along the face of the wharf, a depth of only nineteen feet of water at low tide.

That the timbers of the wharf are decayed, for a depth of 15 feet from coping and have to be renewed and made solid,

before the filling of the wharf can be completed. That the eastern end of the wharf requires to be raised three feet, it having settled down by so much since its construction. That the Store No. 1 (paper No. 2 transmitted herewith) situated on this wharf, and founded on the defective and hollow cribwork is now in a decayed condition; and that the cost of effecting permanent and efficient repairs, thereby rendering the wharf fit for use, would be about \$23,120.00.

DEEP WATER FACE TO THE NORTHERN SIDE OF THE
COMMISSIONERS' WHARF

The Commissioners' Wharf, forming the Southern side of the Tidal Basin of the Louise Docks, was constructed on the natural surface of the ground, which was, on the site of this wharf, generally above low water mark. It has been consequently impossible to complete the dredging of the Tidal Basin, as by so doing the Commissioners' Wharf would have been undermined and destroyed.

The undredged portion of the Basin is directly opposite the entrance to the Docks, and is a source of great danger to vessels making use of them, one vessel, the Wylo, having been wrecked, owing to the existence of this undredged bank. The Commissioners therefore, to complete the Tidal Basin, wish to put a deep water face along the north side of the Commissioners' Wharf.

This addition to the Tidal Basin would not only remove the dangerous shoal but would also give a berth 600 feet long for steamships drawing 30 feet of water, and would largely increase the surface area and value of the Commissioners' Wharf.

The cost of this work would be, if constructed of cribwork, about \$113,761.00 as per the report of the Chief Engineer, (paper No. 3) and the herewith Plans (sheets Nos. 1 & 2). If constructed of concrete and masonry, as per plan sheet No. 3, the cost would be about \$229,916.00. (Estimate paper No. 3). The site of the projected deep water face of the Commissioners' Wharf is shown

on the general plan of the Docks, sheet No. 4, colored red, and embraced within the letters E. F. G. II.

SOUTH QUAY WALL TO WET DOCK

By an agreement dated March 29th 1892, with the Lake St. John and Montmorency and Charlevoix Railway Companies, the Commissioners obtained possession of a strip of land 40 feet wide and about 1200 feet long, shown on the general plan, sheet No. 4, colored red, and embraced the within the letters A. B. C. D., immediately to the south of the Commissioners' line, in the Wet Dock; together with all the riparian rights of all the properties to the South of it.

The Lake St. John Railway Company have now erected a Station, Freight Shed, Grain Elevator, &c., on, and are now completing the filling in of their terminal property, colored yellow, on the general plan, sheet No. 4, and are now using the property as the terminus for the railway companies.

The Commissioners, by constructing a cribwork retaining wall, and filling in the property embraced within the letters A. B. C. D, would obtain a frontage for vessels drawing 80 feet of water, about 1200 feet long, at a comparatively low rate; thereby greatly increasing the value of the Docks to the shipping community.

They would also reap the benefits to be derived from the possession of the monopoly of the wharfage dues, etc., on goods handled by the Railway Companies interested in the terminal property. This projected work would be similar in character to that shown on sheet No 2, for the deep water face to the Commissioners Wharf, and has been estimated to cost about \$128,000.00 (paper No. 4).

CLAIM OF PETERS, MOORE & WRIGHT

Judgment was rendered in the Supreme Court in this case in November 1891, condemning Commissioners to pay the sum

of \$87,468.71, with interest from 4th February 1886, and costs amounting to \$752.95.

From this total sum there is to be deducted payments made to Messrs. Peters, Moore & Wright, to the extent of \$30,000.00 since the institution of suit with interest upon each payment from the date thereof, leaving a balance due, say on 1st May 1892, of \$83,037.65.

The original action in this case was taken by Messrs. Peters, Moore & Wright, in August 1886, and their claim then was for \$184,241.26, with interest from 1st November 1881. It will thus be seen that in contesting this claim the Commissioners have succeeded in making a considerable saving, in fact with the exception of the clerical error of \$34,472.00, which was given against them, all their pretensions have been maintained.

On the 7th May 1889, to enable the Commissioners to appeal from judgment in the Superior Court in this case, an Order in Council was passed qualifying the then Chairman and Secretary as sureties to the extent of \$100,000.00, and now that the case is finished and judgment finally rendered, those securities, and through them the Government who qualified them, are responsible for this amount \$100,000.00.

Accompanying this, are the following annexures : A1. Letter of G. G. Stuart, A2. Letter of G. G. Stuart, A3. Copy of Order in Council, and A4. Statement of amount that would be due Peters, Moore & Wright, on 1st May 1892.

UNEXPENDED BALANCE OF AMOUNTS VOTED FOR THE HARBOUR
IMPROVEMENTS NOW IN THE HANDS OF THE
DOMINION GOVERNMENT

By the 36 Vic. Cap. 62, 43 Vic. Cap. 17, 45 Vic. Cap. 47, 47 Vic. Cap. 9, 49 Vic. Cap. 19; and 50-51 Vic. Cap. 41, \$3,975,000.00 was voted to the Quebec Harbour Commissioners, \$723,000.00 of this being for the redemption of the old debt, the balance to be used solely for the construction of Improvements in

the Harbour of Quebec and for no other purpose whatever.—(see 36 Vic. Cap. 62, and other acts.)

Owing to some misunderstanding of the law, interest was paid out of capital to the extent of \$396,000.00, thus diverting improperly the funds voted by Parliament to a purpose for which they were never intended, and the payment of which was certainly illegal.

By the 51 Vic., Cap. 6, the Commissioners were relieved of all obligations in connection with this amount of \$396,000.00, and bonds to that extent were returned to them, the Government by same Act and at the same time taking possession of all the Commissioners' surplus moneys amounting to \$223,929.23.

It is thus evident that this improper payment of interest out of capital was fully recognized by Government and by the Act just quoted the Commissioners were placed in the same position as if it had never been drawn or paid.

The position now is that there are votes, none of which have been cancelled or modified to the extent of \$3,975,000.00, against this the Commissioners have drawn and the Government hold debentures for \$3,529,000.00, leaving a balance of \$446,000 available for the continuance of the Harbour Improvements.

What is now respectfully requested is, that out of this unexpended balance of \$446,000.00, the Government would advance \$348,000.00 for the following purposes :

Repairs Pointe-à-Carey.....	\$ 23,120 00
Deepening inside face Pointe-à-Carey....	113,761 00
South Quay Wall, Wet Dock.....	128,000 00
Peters, Moore & Wright.....	83,037 65
Total.....	\$347,918 65

At the meeting I had with you, on the 6th inst., I placed before you in as clear a manner as possible the advantages and

necessity of these improvements, especially as touching Pointe-à-Carey Wharf, the danger of leaving it in its present dilapidated condition with a sand bank at the entrance to Dock that may at any day cause an accident of hundreds of thousands dollars, and is an absolute preventative to first class steamers using the Louise Docks.

In conclusion, I would respectfully mention that while there is a large amount of arrears due by Commissioners for interest, much the larger part was incurred while the works were in course of construction; that the Commissioners have contra claims against your Department in connection with the Graving Dock for \$5,909.54, against the Department of Agriculture for the space occupied by the Immigration Buildings for \$79,142.88 and that the settlement of those claims would enable the Commissioners to meet some of this interest.

The Commissioners also believe that the improvements recommended, making entrance safe, utilizing ground acquired from Quebec & Lake St. John Railway Co., on which there is a grain elevator, together with the proposed erection of an elevator by the C. P. Ry. Co., will make a great change in the trade of this Port, and likely to make the Quebec Harbour Improvements an interest returning and a paying investment.

Accompanying this, marked B 1, are copies of the correspondence that has passed between Commissioners and Department of Finance touching the balance of \$446,000.00 of unexpended votes.

I have the honor to be,

Sir,

Your most obedient servant,

EDM. GIROUX,
Chairman.

 HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 31st December, 1892.

 STATEMENT showing the movement of the coasting trade of the
 Harbour for the season of navigation of 1892 (as reported
 at this office) :

Cargoes by Schooners	770
" " Bateaux.....	589
" " Barges.....	77
" " Steamboats	281
Tonnage.....	396,167
Crews, men.....	17,459
Passengers	63,179

HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 31st December, 1892.

DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port, (as reported at this office) for the season 1892 :

	Totals.
Schooners	770
Bateaux.....	589
Barges.....	77
Steamers.....	281
Tonnage.....	306,167
Crews.....	17,459
Passengers.....	63,179
IMPORTS	
Apples.....bbls	54,119
Ale and Porter.....do	20,500
do.....chhds	12,648
Almonds and Nuts.....bags	3,512
Agricultural Implements.....packages	19,362
Axes.....boxes	4,277
Biscuits.....cases & boxes	35,946
do.....brls	7,085
Boots and Shoes.....boxes	9,468
Blacking.....brls	1,166
do.....boxes	3,908
Beef.....brls	4,343
Barley.....bus	2,175
Bran.....tons	795
do.....bags	2,256
Brooms.....packages	4,703
Butter.....kegs	4,239
do.....lbs	19,088
Books.....cases & boxes	8,346
Baking Powder.....do	11,510
Brick.....M	627
Blueberries.....boxes	20,288
Boards.....pieces	607,060
Bark.....cords	1,636
Cigars.....cosses	4,939
Cheese.....boxes	8,163

DOMINION IMPORTS—(Continued).

REPORT of Principal Entries inwards by vessels from all parts of
the Dominion, at this port, (as reported at this office) for
the season 1892 :

	Totals.
Crockery	424
do	173
Coffee	989
do	2,690
Cattle	9,090
Coal	47,454
Corn	6,824
Cordage	2,005
Canada Plates	17,362
Carpets	540
Champagne	6,802
Currants	442
do	9,891
Candles	1,011
Clocks	283
Confectionery	2,044
Cod oil	23,320
Dry Fish	300
Drugs	5,251
do	14,883
Deals	521,018
Eggs	18,249
do	188
do	12,436
Flour	16,433
do	52,039
Fowls	905
Feathers	538
Furniture	1,176
Fruit	7,300
Gin	11,165
do	4,244
Glue	240
Green Fish	4,117
Grain	17,970
Glassware	25
do	924
do	486
do	3,332
Glass	16,290
Hides	203
Herrings	1,384
Horses	817
Hops	1,064

DOMINION IMPORTS—(Continued).

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port, (as reported at this office) for the season 1892 :

	Totals.
Hardware.....brls	363
do.....casks & boxes.....	17,021
Hay.....bdds	67,050
Iron.....packages	18,477
Leather.....bales	16,642
Lard.....kegs	24,522
Machinery.....packages	7,639
Macaroni.....boxes	20,800
Matches.....do	1,798
Mineral Water.....brls	450
Marble.....packages	442
Nails and Spikes.....kegs	37,803
do do.....boxes	7,003
Oakum.....bales	900
Oats.....bus	84,430
Old Iron.....cwts	1,060
Pork.....brls	2,011
Pens.....bus	1,362
Potatoes.....do	19,195
Perch and Pickets.....	7,000
Raisins.....brls	40
do.....boxes	15,291
Rice.....bags	14,979
Rakes.....packages	2,693
Rosin.....brls	75
Refrigerators.....	76
Sugar.....brls	12,860
Stones.....toises	37
Shingles.....M	998
Sewing Machines.....	3,411
Starch.....boxes	6,880
Soap.....do	35,287
Spics.....do	25,489
Steel.....packages	6,260
Seeds.....bags	2,305
Salmon.....brls	177
Sheep.....	927
Shovels and Spades.....packages	5,216
Soda Carb.....brls	355
Scythes handles.....packages	991
Scales.....	323
Sleepers.....	900
Stationary.....casks	13,964

*
DOMINION IMPORTS—(Continued).

Report of Principal Entries inwards by vessels from all parts of
the Dominion, at this port, (as reported at this office) for
the season 1892 :

	Totals.
Slabs.....loads	980
Seal oil.....galls	44,195
Tea.....boxes	30,254
Tobacco.....bales	2,953
do.....cases & boxes	10,849
Tin.....boxes	11,710
Turpentine.....brls	812
Trout.....do	49
Tar.....do	223
Wine.....hhd	214
do.....qr-cks	1,333
do.....brls	6,588
Whiskey.....cases	7,646
do.....brls	2,049
Washboard.....cases	4,730
Wood.....packages	1,171
do.....cords	21,441

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 31st December, 1891 and 1892; showing the countries from whence they came and for which they cleared whether with cargo, or in Ballast; also distinguishing the countries to which they belonged.—

(Compiled by ELZ. L. J. GIROUX or H. M. CROOKS.)

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31st DECEMBER 1891 AND 1892.

	1891.			1892.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total Vessels arrived.....	381,541,219	130,161	473,637,775	442,141	149,697	573,873
Vessels with cargoes.....	222,399,061	107,222	217,460,152	100,522	81,615	89,125
do in ballast.....	159,142,158	22,939	256,287,623	37,619	6,418	6,493
Total.....	381,541,219	130,161	473,637,775	442,141	149,697	573,873
Number of steamers, do.....	150,043,883	977	167,470,883	100,000	47,251	74,140,880
do sailing vessels, do.....	229,497,336	32,445	306,166,892	44,219	2,167	34,000
Total.....	381,541,219	130,161	473,637,775	442,141	149,697	573,873
British vessels.....	197,367,676	10,246	229,114,966	10,517	7,523	10,314
Foreign vessels.....	184,173,543	2,916	244,522,809	33,694	14,174	25,337
Total.....	381,541,219	130,161	473,637,775	442,141	149,697	573,873
UNDER WHAT FLAG.						
British.....	197,367,676	10,246	229,114,966	10,517	7,523	10,314
French.....	2	54	220,418,400	10,815	4,424	162,194,611
United States.....	2	56	2	20	13	1
Dutch.....	1	1	1	1	1	1
Denmark & Swedish.....	1	664	1	12	4	2,278
German.....	104,47,967	2,413	220,201,189	2,236	3,984	67,270
Russian.....	11,17,667	319	11,968,8	200	16	234,294,828
Spanish.....	1	170	7	4,255	6	8
Belgium.....	2	1,675	1	35	1	34,000
Belgium, Republic.....	1	1	1	1	1	1
Danish.....	1	1	1	1	1	1
Total.....	381,541,219	130,161	473,637,775	442,141	149,697	573,873

WHEREAS ARRIVED.

	1891.	1892.
United Kingdom.....	272,442,291	112,848
British West Indies.....	13	628
Cape Colony.....	3	41,899
United States.....	22	1,213
French Guiana.....	3	210
St Pierre & Miquelon.....	6	1,023
Germany.....	5	7,665
Norway and Sweden.....	14	19,127
Italy.....	5	4,886
Portugal.....	1	1
Brazil.....	1	1
Uruguay.....	8	10,481
Saint Paul de Lenda.....	1	948
Sea Fisheries.....	1	1
Total.....	381,541,219	130,161

RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31st DECEMBER 1891 AND 1892.

	1891.			1892.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total Vessels cleared.....	328,341,935	8,258	328,341,935	8,258	414,140,697	873,873
Vessels with cargoes.....	328,341,935	8,258	328,341,935	8,258	414,140,697	873,873
do in ballast.....	0	0	0	0	0	0
Total.....	328,341,935	8,258	328,341,935	8,258	414,140,697	873,873
Number of steamers, do.....	63,125,494	47,251	63,125,494	47,251	74,140,880	433,440
do sailing vessels, do.....	265,216,441	3,507	265,216,441	3,507	340,266,813	440,400
Total.....	328,341,935	8,258	328,341,935	8,258	414,140,697	873,873
British vessels.....	184,173,543	2,916	184,173,543	2,916	252,337,813	31,213
Foreign vessels.....	144,168,392	5,342	144,168,392	5,342	161,809,884	861,660
Total.....	328,341,935	8,258	328,341,935	8,258	414,140,697	873,873
UNDER WHAT FLAG.						
British.....	144,168,392	5,342	144,168,392	5,342	161,809,884	861,660
French.....	2	54	2	20	13	1
United States.....	2	56	2	20	13	1
Dutch.....	1	1	1	1	1	1
Denmark & Swedish.....	1	664	1	12	4	2,278
German.....	103,163,129	2,236	103,163,129	2,236	234,294,828	32,233
Russian.....	11	3,841	11	3,841	68	15
Spanish.....	1	170	1	1	1	1
Belgium.....	1	1	1	1	1	1
Belgium, Republic.....	1	1	1	1	1	1
Danish.....	1	1	1	1	1	1
Total.....	328,341,935	8,258	328,341,935	8,258	414,140,697	873,873

WHEREAS DEPARTED.

	1891.	1892.
United Kingdom.....	372,442,291	112,848
British West Indies.....	13	628
Cape Colony.....	3	41,899
United States.....	22	1,213
French Guiana.....	3	210
St Pierre & Miquelon.....	6	1,023
Germany.....	5	7,665
Norway and Sweden.....	14	19,127
Italy.....	5	4,886
Portugal.....	1	1
Brazil.....	1	1
Uruguay.....	8	10,481
Saint Paul de Lenda.....	1	948
Sea Fisheries.....	1	1
Total.....	372,442,291	112,848

INWARDS.

	1889.			1890.			1891.			1892.		
	Ves.	Tons.	Men.	Ves.	Tons.	Men.	Ves.	Tons.	Men.	Ves.	Tons.	Men.
Port of Quebec.....	426	22,494	14,514	436	25,879	13,925	417	25,665	12,411	447	24,148	12,993
Out Port of Chicoutimi.....	29	13,899	273	25	17,840	344	28	18,071	146	15	21,818	245
do Tadoussac.....	12	1,180	21	10	517	12	3	2,962	40	2	11,936	24
do Les Escoumins.....	5	3,397	51	2	856	57	4	2,453	40	4	3,415	80
do Saguenay.....	1	1	1	1	1	1	1	1	1	1	1	1
do Baie St-Paul.....	2	600	18	2	600	18	2	600	18	2	600	18
Grand Total for Quebec.....	477	397,225	15,115	412	51,696	13,899	430	62,024	13,779	381	51,219	13,916

OUTWARDS.

	1889.			1890.			1891.			1892.		
	Ves.	Tons.	Men.	Ves.	Tons.	Men.	Ves.	Tons.	Men.	Ves.	Tons.	Men.
Port of Quebec.....	404	20,073	11,876	387	18,884	9,745	385	21,089	9,745	391	22,129	10,296
Out Port of Chicoutimi.....	22	14,424	286	26	10,765	490	33	18,997	350	19	19,077	429
do Tadoussac.....	12	1,180	21	10	517	12	3	2,962	40	2	3,415	80
do Les Escoumins.....	7	3,397	58	8	1,777	34	9	4,845	57	4	2,453	50
do Saguenay.....	1	1	1	1	1	1	1	1	1	1	1	1
do Baie St-Paul.....	2	600	18	2	600	18	2	600	18	2	600	18
Grand Total for Quebec.....	468	39,487	13,899	433	35,179	13,228	438	48,064	13,779	381	51,219	13,916

ELZ. L. J. GIROUX,
of H. M. Customs.

Quebec, 31st December 1892.

Returns showing the opening of the navigation at the Port of Quebec, in each year, from 1848 to 1891, and also the date of closing thereof during that period:

PORT OF QUEBEC.

Returns of the number of vessels entered homeward and outward at this port, from 1848 to 1891 inclusive:

Years.	Arrivals from Montreal Steamers.		Arrivals from Sea.		Sailed for Sea.	Year.	Inwards.	Outwards.
	Date.	Number of Ships.	Date.	Number of Ships.				
1850	April 17	1	April 26	1	December 4	1849	1184	1242
1851	" 17	1	" 26	1	" 4	1850	1196	1275
1852	" 17	1	" 26	1	November 30	1851	1271	1275
1853	" 17	1	" 26	1	" 30	1852	1294	1394
1854	" 17	1	" 26	1	" 30	1853	1371	1270
1855	May 1	1	" 10	1	" 30	1854	1370	1406
1856	" 1	1	" 11	1	" 30	1855	1370	1538
1857	" 1	1	" 11	1	" 30	1856	1408	1633
1858	April 28	1	April 28	1	" 20	1857	1283	1659
1859	" 21	1	" 28	1	" 28	1858	1007	1051
1860	" 19	1	" 28	1	" 28	1859	970	1051
1861	April 21	1	May 20	1	" 28	1860	1232	1293
1862	" 21	1	" 20	1	" 28	1861	1571	1334
1863	May 2	1	April 18	1	" 28	1862	1347	1319
1864	April 24	1	May 3	1	" 28	1863	1661	1785
1865	" 17	1	April 24	1	" 28	1864	1329	1561
1866	May 8	1	May 8	1	" 28	1865	1300	1300
1867	April 25	1	April 28	1	" 28	1866	1211	1317
1868	" 25	1	" 28	1	" 28	1867	958	1211
1869	" 25	1	" 28	1	December 4	1868	958	1222
1870	May 7	1	May 7	1	November 25	1869	993	1028
1871	April 27	1	April 30	1	" 25	1870	1004	1007
1872	" 27	1	" 30	1	" 25	1871	886	899
1873	" 18	1	" 20	1	" 25	1872	1013	1030
1874	" 18	1	" 20	1	" 25	1873	892	875
1875	" 18	1	" 20	1	" 25	1874	1018	1050
1876	" 20	1	" 23	1	" 25	1875	823	819
1877	" 20	1	" 23	1	" 25	1876	976	987
1878	May 3	1	May 4	1	" 8	1877	1877	987
1879	" 30	1	April 27	1	" 30	1878	666	692
1880	" 30	1	April 27	1	" 30	1879	658	672
1881	April 21	1	April 27	1	November 29	1880	578	640
1882	May 2	1	May 2	1	November 29	1881	610	712
1883	May 2	1	May 2	1	" 29	1882	610	730
1884	May 2	1	May 2	1	November 27	1883	713	702
1885	" 2	1	" 2	1	" 27	1884	664	665
1886	" 2	1	" 2	1	" 27	1885	585	565
1887	" 2	1	" 2	1	" 27	1886	590	579
1888	" 2	1	" 2	1	" 27	1887	477	484
1889	April 30	1	May 6	1	" 27	1888	412	466
1890	April 29	1	April 25	1	" 27	1889	509	476
1891	May 1	1	May 20	1	" 27	1890	480	458
1892	May 1	1	May 1	1	" 27	1891	871	828
1893	May 2	1	May 1	1	" 27	1892	773	714

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

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

QUEBEC, 7TH DECEMBER, 1892.

	§ cts.	§ cts.
WHITE PINE, in the Raft, for inferior and ordinary according to average, quality, &c., measured off.	0 14	0 18
do for Fair average quality.	0 16	0 20
do for Good and Good Fair average.	0 23	0 27
do for Superior.	0 28	0 30
In shipping order.	0 29	0 35
Waney board, 18 to 19 inch.	0 30	0 36
do 19 to 21 "	0 37	0 40
do " "	0 45	0 51
RED PINE, in the Raft, measured off, according to average and quality	0 14	0 22
do in Shipping order, 25 to 26 feet	0 22	0 30
OAK, Michigan and Ohio, by the Drum, according to average and quality	0 45	0 51
P.L.M.	0 30	0 32
do	0 25	0 28
do	0 30	0 34
ASH, 14 inches and up.	0 20	0 23
BIRCH, 16 inch average	0 17	0 19
TAMARAC, Square, according to size and quality	0 15	0 18
do Flat.	0 20	0 23
STAVES, Merchantable Pipe, according to quality and specification	\$3.00	\$3.50
do W. O. Tomlinson, Mr. Knatchbull	\$8.00	\$9.00
DEALS, Bright, according to Mill Specification	\$115 to \$125 for No. 578 to \$82 for 2nd, and \$67 to \$42 for 3rd quality.	
do Bright spec.	\$10 to \$15 for 1st, \$7 to \$8 for 2nd, \$23 to \$25 for 3rd, and \$19 to \$21 for 4th quality.	

N. B.—Parties in England will bear in mind that timber sold in the Raft subjects the purchaser to great expense in dressing, cutting, 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:

1888.		1889.		1890.		1891.		1892.	
SAILING VESSELS FROM SEA.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
318.....	269,301	332.....	326,706	281.....	329,053	251.....	233,327	316.....	307,301
OCEAN STEAMSHIPS.									
Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.
241.....	184,419	321.....	396,398	341.....	642,874	313.....	423,858	379.....	753,379
LOWER PROVINCES.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
447.....	231,518	371.....	496,269	412.....	211,242	519.....	275,084	570.....	310,425

COMPARATIVE STATEMENT OF SAILING VESSELS cleared at the Port of Quebec, for Sea, Lumber laden.) 1877 to 1892, from the opening to the close of navigation:

Year	Vessels	Tons	Vessels	Tons	Vessels	Tons
1877.....	706	670,627	1885.....	369	369	294,789
1878.....	476	329,833	1886.....	325	325	250,635
1879.....	433	364,628	1887.....	271	271	206,172
1880.....	634	535,451	1888.....	227	227	195,928
1881.....	459	389,186	1889.....	275	275	240,892
1882.....	425	359,025	1890.....	250	250	238,162
1883.....	487	416,169	1891.....	205	205	182,615
1884.....	366	291,398	1892.....	244	244	225,008

OCEAN STEAMSHIPS.

1891.....	10 Steamers.....	12,777 Tons.	1892.....	20 Steamers.....	28,685 Tons.
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OFFICERS OF THE HARBOUR COMMISSION.

Commissioners:

EDMOND GIROUX, Chairman;
R. R. DOBELL,
JULIEN CHABOT,
WILLIAM RAE,
R. H. SMITH,
FELIX CARBRAY, M.P.P.,
JOHN SHARPLES,
ARTHUR J. TURCOTTE, M.P.P.,
VICTOR CHATEAUBERT, M.P.P.

EDMOND LAROCHELLE, Sr., President of the Corporation of Pilots;
Es officio member of the Commission when acting as Pilotage authority.

C. SULLIVAN, Acting Harbour Master;
JAN. F. GOLDEN, Wharfinger;
R. BENAULT, Clerk;
L. A. BRISSET, Clerk I.;
ST. GEO. BOSWELL, M.L.C.E., Chief Engineer.
JAMES WOODS,
Secretary-Treasurer.

The J. Bell Forsyth & Co.'s Annual Circular.

QUEBEC, 7th December, 1892.

We again would draw your attention to our usual Trade Returns comprising the Supply, Export and Stock of Timber, Deals, &c., at this Port, together with Comparative Statements, &c., &c., for the past season.

You will notice there has been a marked increase in the arrivals from sea this year, as shown by the Statement compiled by Mr. F. Johnston, viz: 379 Ocean steamers, 753,279 tons, against 313 Ocean steamers, 623,858 tons last season, and 346 sailing vessels, 307,301 tons, against 231 vessels, 233,327 tons in 1891. While from the Lower Ports there has been a fair increase, the total arrivals being 559 vessels, including steamers.

It will be observed from this, that the business of the Port, comparing it with last year's Statement, has considerably increased. Owing to the light imports of 1891 with fair consumption and very moderate stocks, the market in Great Britain imposed during the past winter with a decided advance in prices towards spring, consequently vessels were freely chartered for Quebec and the spring fleet was considerable. The arrivals during the summer and autumn were likewise numerous.

WHITE PINE.—The shipping merchants were fairly stocked, and the market opened in the spring of this year with increased demand. As the season advanced prices improved and a number of rafts changed hands at enhanced rates. The demand has been chiefly for good and superior woods, while choice Waney of large average girth and long length has been very scarce, as a proof of these remarks we have only to refer to the sale of Government Timber Limits lately held at Toronto, when the competition was so brisk on the part of the Manufacturers, that the prices then realized were far in advance of anything yet met in Canada or in the United States.

It will be observed by the returns from the Supervisor of Cutlers' Office that the quantity of Timber measured was greatly in excess of last year.

The Stock now wintering is an exceedingly light one and is largely held by the producers. It is likely that the Manufacturer, this winter, will not exceed that of 1891-1892, both in Western Canada and on the Ottawa. It must be remembered, however, that the quantity then cut was light and the difficulty of procuring choice standing Pine is now as great as that we look for a further advance in prices, and the lack of the new wood cannot track market till the season is well advanced.

It should also be borne in mind that last year nearly two millions wintered on the Ottawa river, whereas this year there is not over half a million feet. Taking into account the available Supply of Square and Waney Pine in sight there is a difference of 40 p. c. less than last year and this shrinkage is largely in Waney Pine.

Thus:—Wintered over 1891 at Quebec (about)..... 5 million feet.

do do Ottawa do..... 7 do

Wintering over 1892 at Quebec (about)..... 4 million feet.

do do Ottawa do..... 4 do

Showing a reduction of..... 2 1/2 do

	Supply.	Export.	Stock.
1892 [Square.....	2,579,823	5,309,410	2,833,010 Square.
[Waney.....	2,739,815		1,917,650 Waney.
1891 [Square.....	1,972,092	4,715,120	2,943,000 Square.
[Waney.....	1,759,069		2,048,898 Waney.

RED PINE.—The supply is now very moderate, and as we remarked last year, this wood is not in great request and is becoming scarce, possibly a letter feeling in the Irish market which has been long hoped for, may again cause an increased demand for this wood.

OAK.—The demand has been greater than last year and prices have somewhat advanced, the stock wintering in the port is light.

As it is well known in England that Oak is wintered at Garden Island and Collins Bay and delivered there in May and June, some attention should be made to it. We hear the quantity at both these depots is very much reduced. The wintering stock and estimated production is almost equal to an average export, therefore we may expect prices to rule firm next season.

ASH.—It is a wood not in much demand, therefore little has been shipped. Large timber of choice and good quality is difficult to procure. Stock wintering is light.

BIRCH.—The supply of this wood is in a great measure regulated by prices offered; rather a heavy stock wintering, as far as we can ascertain the demand is light at present.

STAVES.—Very little business is now done at the Port of Quebec in the shipping of Staves.

DEALS, PINE.—There has been a large business done in this department of our trade during this season. The quantity of Deals sawn at or near Quebec is now limited, the supply being chiefly from the Ottawa and Western Canada, and the bulk of the shipments from Montreal by steamers or by sailing ships, shews only a small stock wintering at this port.

SPRUCE DEALS.—Opened as in the spring of 1892 rather heavily, but improved towards the fall of the year. The stock is light and from all accounts we believe the production of logs will be on a very moderate scale this winter.

The Deal business at the Montmorency Mills has virtually ceased, as the property has been purchased by the Quebec and Lewis Electric Light Company; and the large annual cut from this old establishment will be a thing of the past.

SAWN LUMBER.—Has been in good demand this season and at advanced prices. The American Market is active and prices firm.

Pine is quoted at \$14 to \$18 per 1000 feet b. m. and Spruce at \$11 to \$14, according to quality, sizes, &c., &c. Freights quoted at 19s. for Timber, and 90s. for Deals; closed at 15s. for Timber, and 35s. for Deals.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the cost of the Quebec Harbour Works up to the 31st December 1892.

Nature of Works.	Total expenditure including interest, etc., etc.	Reduction effected under 51 Vic. Cap. 6, representing interest and Sinking Fund paid out of Capital.	Amount of Harbour Commissioners Sinking Fund and accumulations which by 51 Vic. Cap. 6, has become part of Consolidated Revenue of Canada.	Net Reduction.	Net cost of Works to date.	Total amount received from Federal Government.	Total amount voted.	Designation of Statutes authorizing expenditure.	Amount available.	REMARKS.
Harbour Improvements.....	\$3,281,418.54	\$978,070.05 Int. 17,329.95 S. F. <hr/> \$296,000.00	\$228,929.23	\$154,740.82 Int. 17,329.95 S. F. <hr/> \$172,070.77	\$3,126,677.72	\$2,889,802.42	\$3,252,000.00	36 Vic. Cap. 62 43 Vic. Cap. 17 45 Vic. Cap. 47 47 Vic. Cap. 9 49 Vic. Cap. 19 50-51 Vic. Cap. 11	\$962,197.58	The debt of the Commission amounting to \$720,000.00 redeemed under 36 Vic. Cap. 62, is not included in this statement.

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

Certified,

JAS. WOODS,

Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION

COMPARATIVE STATEMENT of the Revenue of the Commission for
the years 1891 and 1892.

	1891		1892		Difference in 1892.
	\$	cts.	\$	cts.	
Tonnage Dues.....	11,612	19	14,922	71	3,303 52 Increase
Import "	2,893	08	2,451	71	441 37 Decrease
Export "	4,195	10	4,965	45	770 35 Increase
Harbour "	2,323	40	2,412	49	89 09 "
Property Receipts.....	34,161	47	44,662	26	10,500 79 "
Interest	800	61	1,397	64	588 03 "
Beach & Deep Water Lots	1,977	37	1,977	37	
Sundries.....	232	60	8	90	223 70 Decrease
Totals.....	58,204	82	72,798	53	14,593 71 Increase

Dr. BALANCE SHEET OF 31st DECEMBER 1892. Cr.

	\$	cts.		\$	cts.
To Office Furniture			By Beach and Deep Water Lots.....	54,706	31
" Amount at debit Granites			" Receiver General.....	43,380	00
" Beach and Deep Water Lots.....	42,941	90	" Harbour Debentures.....	3,612,802	42
" Amount at debit Sundries.....			" Profit and Loss.....	345,035	75
" for Rents, Wharfrage, etc.....					
" including unsettled claims.....					
" against Government.....	112,744	02			
" Breakwater Wharf.....	224,039	54			
" Point-a-Carey "	282,066	35			
" East India "	48,552	96			
" Grand Trunk "	15,740	32			
" Wellington "	86,541	85			
" Atkinsons "	51,103	20			
" Reynars "	9,918	29			
" Harbour Improvements.....	3,126,677	72			

" Cash on hand.....	1,051 52	
" " on deposit.....	44,288 72	
<hr/>		
" Jackserews Account.....	45,340 24	
" Tools Account.....	384 87	
" Anchor Account.....	1,870 91	
" Bills Receivable.....	256 50	
" Suspense Account.....	1,518 74	
	2,059 47	
		<hr/>
		4,055,924 48

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1892, and that the above is a correct copy of the balance sheet.

A. GAEOURY,
A. ABERN, } Auditors.

JAS. WOODS,
Secretary-Treasurer.

4,055,924 48

STATEMENT of Assets and Liabilities Per Balance Sheet of Date—Quebec, 31st December, 1892.

ASSETS.		LIABILITIES.	
cts.	%	cts.	%
<i>Real Estate :</i>			
Breakwater Wharf.....	224,039 54	Quebec Harbour Debentures.....	3,612,802 42
Point-a-Carcy "	282,066 35	Receiver General	43,380 00
East India "	48,532 99		3,656,182 42
Grand Trunk "	15,740 32	SURPLUS.	
Wellington "	86,541 85	<i>Composed as follows :</i>	
Atkinson's "	51,103 20	Beach & Deep Water Lots.....	54,706 31
Reynar's "	9,918 29	Profit and Loss	345,035 75
			389,742 06
<i>Harbour Improvements.....</i>	<i>717,902 54</i>		
	3,126,677 72		
<i>Cash :</i>			
On hand	1,051 52		
On deposit	41,288 72		
	45,340 24		

In re Beach & Deep Water Lots :

Capital at debit Sundries.....	34,756 84
Arrears of Int. to 24th June....	8,185 06
“ “ 24th Dec.....	988 68
	43,930 58

Rents, Wharfage, etc :

Due by Sundries as per Balance Sheet, including unsettled claims against Government.	112,744 02
Accrued but not yet due	1,670 79
	114,414 81

Jackersers :

On hand	394 87
---------------	--------

Anchors :

On hand	256 50
---------------	--------

Carried forward..... 4,048,977 26

Carried forward..... 4,055,924 48

STATEMENT of Assets and Liabilities.—Continued.

	%	cts.	
ASSETS.—Continued.....	4048,977 26	LIABILITIES.—Continued.....	4,055,924 48
<i>Tools:</i>			
On hand	1,870 91		
Office Furniture.....	3,557 57		
Bills Receivable.....	1,518 74		
	4,055,924 48		4,055,924 48

We hereby certify that we have examined the Statement of Assets and Liabilities of the Quebec Harbour Commission on the 31st December 1892, and that we have found the same correct.

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

JAS. WOODS,
Secretary-Treasurer.

REVENUE AND EXPENDITURE.

Dr. Cr.

1892	1892		1892
Dec. 31.	Dec. 31.		Dec. 31.
\$	cts.		\$
			cts.
To Tonnage Dues.....	14,922 71	Dec. 31. By officers Salaries.....	8,005 28
" Import	2,451 71	" Reporters do	591 25
" Export	4,965 45	" Legal Expenditure.....	592 83
" Harbour	2,412 49	" Report and Annexures.....	501 25
" Property Receipts.....	44,662 26	" Property Expenditure.....	13,669 43
" To Beach and Deep Water Lots.....	1,977 37	" Auditors for 1891.....	200 00
" Interest	1,397 64	" Hardware.....	77 65
" Sundries	8 90	" Removing Show.....	75 00
		" Harbour Master's Service	387 50
		" Sundries	3,700 52
		" Surplus over the working.....	
		" Expenses.....	44,968 32
			<hr/>
	72,798 53		72,798 53

JAS. WOODS,
Secretary-Treasurer.

QUEBEC, 20th January, 1893.

To the Chairman and Commissioners
Quebec Harbour Commission.

GENTLEMEN,

We beg to report that we have audited the books and vouchers of the Commission for the year 1892, and we are pleased to state that we have found everything in order.

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

We have the honor to be,

Gentlemen,

Your obedient servants,

A. GABOURY }
A. AIERN } Auditors.

QUEBEC HARBOUR COMMISSIONERS' REPORT

AS PILOTAGE AUTHORITY FOR THE YEAR 1892.

QUEBEC, 2nd January, 1893.

To the Honorable

CHARLES H. TUPPER,

Minister of Marine & Fisheries,

etc., etc., etc.,

Ottawa.

SIR,

In compliance with the requirements of the "Pilotage Act" 36 Victoria, Chapter 54, Section 4, I have the honor to submit the following Report from the Quebec Harbour Commissioners as Pilotage Authority for the year 1892.

SERVICE OF THE PILOT STATIONS.

The operations of the year began by the departure of Schooner No. 2, on the 23rd of April with twelve pilots.

On the 2nd of May, eighteen pilots left in Schooner No. 1, and on the 7th of May, twenty three in Schooner No. 5.

From the 9th to the 16th of May, forty six pilots were dispatched over the Intercolonial Railway.

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

OLD PILOTS.

Previous to the opening of navigation all the old pilots, fourteen in the number, who had attained the age of sixty five and over, were summoned before the Commissioners under the 36th Section of "The Pilotage Act", in order to ascertain whether they should continue in the exercise of their duties for ensuing year.

After the usual examination all were found competent to remain in the active service and their Licenses were accordingly renewed for one year.

PILOTS SUPERANNUATED.

Two old pilots, Joseph Pouliot and George Audet dit Lapointe, have been pensioned during the year at their own request.

Pouliot was at the date of his superannuation 77 years old, and had been piloting for fifty four years, and left the honorable record that, during this long period of service, he never had met with an accident or had been complained of.

Lapointe was 76 years old and had been in the active service fifty one years, and has likewise the gratification of looking back over this long term of honorable service, in which there has been neither casualty or cause of complaint.

TRIALS.

Four pilots have been brought before the Pilotage Authority during the season of navigation—all on complaints made by Shipmasters or their Agents.

In the above cases three were found guilty, and one acquitted, and in two of the cases the offence was considered by the Commissioners as deserving the greatest punishment in their power to inflict, and, consequently pilots Laurent Larochelle,

No. 142 and George Anctil No. 114 were dismissed from the Pilotage Service and deprived of their Branches.

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

APPRENTICE PILOTS.

No change has taken place in relation to the apprentice pilots, and they remain the same as in the Report for 1891.

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

These six apprentices cannot be admitted to pass their examination before the number of pilots is reduced to one hundred and twenty five, as provided for in section 8 of 45 Victoria, chapter 32.

COMPLAINTS AGAINST PILOTAGE SERVICE.

Two complaints coming under this heading have been lodged. One from the Master of the S. S. "City of Lincoln," and the other by Master of barque "Premier," both of them being for detention at Bic waiting for a pilot. The answers received from the Pilot Board have been forwarded in each case to the complainants through their Agents here.

RANGE LIGHTS.

The Range lights completed in 1891 have continued to give complete satisfaction, and the Occulting light which was for a time used as one of those range signals, but proved not powerful enough, has been taken off the Commissioners' hands by the Department of Marine who have also assumed the cost of establishing and maintaining those signals—it having been proved, that not only were they requisite and necessary for a safe entrance to the Harbour of Quebec, but were also required by all vessels proceeding to ports above Quebec.

LIGHTS IN LOWER ST. LAWRENCE.

On the 17th December, the following communication was sent by the Commissioners to the Honorable the Minister of Marine & Fisheries, being the re-iteration of a recommendation already made on this same subject to the Department :

“ HARBOUR COMMISSIONERS’ OFFICE,

QUEBEC, Dec. 17th, 1892.

“ Honorable C. H. TUPPER,

Minister of Marine & Fisheries,

Ottawa.

“ SIR,

“ The Québec Harbour Commissioners desire to call your attention to the increasing importance of the North Channel in the Pilot waters below Québec, arising from the fact that many of the Ocean steamers now coming to the St. Lawrence are of such large tonnage and heavy draught that pilots prefer it, considering it safer than the old or South Channel, the Commissioners therefore respectfully urge that a Lightship with fog whistle be placed on East end of White Island Reef to mark the easterly entrance to that channel, and that the Gas buoy now indicating that place be removed to East end Middle Bank Traverse, three miles below Lightship, to mark the westerly entrance of the North Channel.

“ We have the honor to be,

“ Sir

“ Your most obedient servants,

“ EDMOND GIROUX,

“ Chairman.

“ JAMES WOODS,

“ Secy-Treasurer.”

DEATHS

Two Pilots have died during the year : the first Francis Dumas, was in his seventy fourth year and had been in active service during forty eight years ; and the other Gilbert Baillargeon had attained his seventieth year, and had completed his forty sixth year in active service.

DIRECTORS OF THE CORPORATION OF PILOTS

At their annual meeting, held the 10th day of December, the Pilots elected the following Directors to their Corporation for the ensuing year : MM. Joseph Fortier, Edmond Larochelle Sr., Joseph Pouliot, No 109, Laurent Godbout, Arbel Bernier and Théophile Saint Laurent, and at a meeting of the new Board, held the 12th day of December, Mr. Edmond Larochelle, Sr., was elected President.

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

I have the honor to be,

Sir,

Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1892, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vict., chap. 54, and 45 Vict., chap. 32, sec. 4.

Names of Pilots tried.	Nature of Complaints.	Date of Trials.	Result.
Antoine Lapointe.....	For having on the 31st of May grounded the S. S. "Peace" on White Island Reef.	June 10th.	Found Guilty.—Suspended to the 1st of December.
Laurent Larochelle.....	For having caused the S. S. "America" to ground on St. Thomas Shoals on the 4th of August.	August 10th.	Found Guilty.—Dismissed from the Pilotage Service and deprived of his Branch.
Eugène Anctil.....	For having on the 16th of August, grounded the S. S. "Coomassie" in the North Channel of the River St. Lawrence off the Island of Orleans.	August 22nd.	Found Guilty.—Dismissed from the Pilotage Service and deprived of his Branch.
Alfred Raymond.....	For having on the 15th of September grounded the Bark "Prince Oscar" on the Portneuf Bank.	October 12th.	Acquitted.

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

Certified,

JAS. WOODS,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION

List of Apprentices Pilots acting immediately under the Quebec Harbour Commissioners Pilotage Authority, on the 31st December 1892.

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

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

Certified,

JAS. WOODS,

Secretary-Treasurer.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec on the Active List, on the 31st December 1892, the number who retired, struck off the active list or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of the Government Steamers, etc., etc.

Number	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards	Outwards	Movings	
1	Régis Ménard.....	77	St. Valier.....	6	7	5	
2	Joseph Pouliot.....	77	St. John, Orleans.....	0	0	0	
3	Jean Dugas.....	77	Quebec.....	6	6	4	Pensioned 10th June.
4	Edouard Gagné.....	74	St. Petronille, Orleans.....	1	0	0	Sick all the season.
5	Joseph Dick.....	73	St. John, Orleans.....	5	3	4	Sick during part of the season.
6	Georges Audet dit Lapointe.....	76	Garthby, Wolfe.....	5	4	5	Pensioned 24th October.
7	David Bonfand.....	74	St. Laurent, Orleans.....	5	1	1	
8	Antoine Lapointe.....	68	Quebec.....	1	1	1	Suspended to the 1st December 1892 from 10th June.
9	Frs. Dumas.....	74	Green Island.....	0	0	0	Died 8th July.
10	Gilbert Baillargeon.....	70	St. Petronille, Orleans.....	6	5	5	Died 20th October.
11	Jos. Phil. Couillard.....	70	Quebec.....	0	0	0	Director Corporation of Pilots, not re-elected last election.
12	Jérémie Dufresne.....	76	do.....	6	6	5	
13	Antoine Gobeil.....	64	St. Laurent, Orleans.....	14	8	0	Employed by the Allan Line.
14	Pierre Fontaine.....	64	Quebec.....	10	12	3	Employed all the season by a Collier.

15	Victor Demers.....	67	Lauzon, Lewis.....	5	3	4	Sick part of the season.
16	Joseph Plante.....	62	St. Paul's Bay.....	6	6	4	
17	Louis Thivierge.....	63	St. John, Orleans.....	5	3	4	Discontinued piloting 1st Sept.
18	Charles Francis Brown.....	64	Quebec.....	6	6	4	
19	Paul Paquet.....	61	St. John, Orleans.....	7	7	5	
20	Joseph Poujol.....	66	do.....	6	6	5	
21	Georges Normand.....	62	Crane Island.....	7	6	5	
22	David Dammour.....	60	Trois-Pistoles.....	6	6	5	
23	Charles Vézina.....	58	St. Michel, Belchasse.....	14	8	3	Employed by the Allan Line.
24	Anna Lachance.....	58	do.....	14	10	0	Employed by the Allan Line.
25	Amibal Baquet.....	57	Quebec.....	12	12	4	Master of Steamer Miramichi.
26	Joseph Gravel.....	63	do.....	8	5	5	
27	Auguste Couillard Despres.....	56	Lauzon, Lewis.....	0	0	0	Director Corporation of Pilots, not re-elected.
28	Jean-Bte Pouliot.....	51	St. John, Orleans.....	7	6	5	
29	Jean Gobert.....	56	do.....	5	3	3	Sick part of the season.
30	Joseph Paquet.....	35	Quebec.....	6	6	5	
31	Louis Edmond Morin.....	34	do.....	12	8	1	Employed by the Hansa Line.
32	Moise Lachance.....	35	St. John, Orleans.....	1	2	1	Under suspension until 1st Sept.
33	Joseph S. Brown.....	58	Montreal.....	12	13	3	Employed by the Dominion Line
34	Hubert Raymond.....	53	Quebec.....	6	12	2	
35	Achille Dammour.....	53	St. Valier.....	7	5	5	
36	Cyrille Lapointe.....	53	St. Laurent, Orleans.....	7	5	5	
37	Joseph Pouliot.....	49	St. John, do.....	6	6	4	
38	Edmond Larochelle.....	49	Quebec.....	3	5	1	Superintendent of Lights until 30th June, when he joined the Corporation of Pilots—Elected a Director at last election.
39	Ant. Thomas Chouinard.....	58	Pointe-au-Père.....	5	5	5	
40	Laurent Godbout.....	49	St. Laurent, Orleans.....	0	0	0	Director Corporation of Pilots— Re-elected.
41	Adelme Pouliot.....	53	do.....	14	13	4	Employed by the Dominion Line
42	Bart. Pepin dit Lachance.....	47	St. John, do.....	6	7	4	
43	Frs. Xav. Delisle.....	47	St. Romuald.....	6	6	5	
44	Jos. Pepin dit Lachance.....	58	Quebec.....	6	6	5	

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

Number	Name	Age	Residence	Number of Pilots effected.			Casualties and Remarks.
				Inwards	Outwards	Novices	
45	Damien Eugène Boulanger.....	49	Tadoussac.....	0	0	0	Master of the Saguenay Station.
46	Cyprien Langlois.....	48	St. John, Orleans.....	6	6	4	
47	Jean Delisle.....	47	do	7	6	3	Master of the S. S. Tiber.
48	Nazaire Curodeau.....	45	Quebec.....	5	5	4	
49	Charles Normand.....	46	do	13	13	2	Employed all the season by a Collier.
50	Napoléon Rioux.....	47	St. Pierreville, Orleans.....	6	6	5	
51	Jean-Bte Tremblay.....	49	Quebec.....	0	0	0	Director Corporation of Pilots— not respected.
52	Ray. Baquet d. Lamontagne.....	47	Notre-Dame, Lewis.....	15	15	3	Employed by the Beaver Line.
53	Frs. Xav. Lamarré.....	46	St. Valier.....	10	7	3	Employed by a Collier.
54	Moïse Poufot.....	41	St. John, Orleans.....	12	10	2	Employed by the Allan Line.
55	Paul Gobet.....	46	do	6	6	5	
56	Chas. Alarie Raymond.....	44	Château Richer.....	6	6	5	
57	Victor Vézina.....	47	Quebec.....	11	13	3	Employed by the Thomson Line.
58	Louis Honorius Lachance.....	54	St. Michel, Bellechasse.....	0	0	0	Master of the Tig Lake.
59	L.B.O. Goutron d. Larochelle.....	56	do	11	11	3	Employed by the Allan Line.
60	Chas. Hermite alias A. Bernier.....	57	do	6	6	5	Elected Director of Corporation of Pilots at last election.
61	Louis Robert Demers.....	46	Quebec.....	0	0	0	Master of Government Steamer Druid.
62	Vital Ephrem Chamberland.....	52	Montreal.....	6	7	5	

63	Joseph G. Dupil	45	Quebec	10	12	2	Employed by the Allan Line.
64	Jean-Bre. Talbot	47	Berthier	0	0	0	Director Corporation of Pilots — not re-elected.
65	Joseph Fortier	48	St. John, Orleans	0	0	0	Director Corporation of Pilots — re-elected.
66	Nestor Lachance	47	do	12	10	3	Employed by a Collier.
67	Cyrille Audet dit Lapointe	47	St. Michel, Bellechasse	6	6	5	
68	Joseph Lapointe	49	St. Laurent, Orleans	6	6	5	
69	Pierre Pepin dit Lachance	43	Montreal	10	11	3	Employed by the Black Diamond Line.
70	Théophile Goudeau	48	Lauzon, Levis	9	10	3	Employed by the Black Diamond Line.
71	Istode Noël	42	St. John, Orleans	6	6	4	
72	Jean Evariste Adam	48	Trois Saumons	7	5	4	
73	Alfred Larochelle	42	St. Michel, Bellechasse	17	14	2	Employed by the Beaver Line.
74	Théophile Corriveau	45	Quebec	10	9	3	Employed by a Collier.
75	Elzéar Godbout	44	do	9	11	2	Employed by the Hansa Line.
76	Georges Conillard Després	44	Bienville, Levis	6	6	5	
77	Pierre Gobeil	44	St. John, Orleans	6	6	5	
78	Théodule Pepin d. Lachance	47	Montreal	10	11	3	Employed by the Black Diamond Line.
79	Athille Trefflé Simard	41	St. Joseph, Levis	5	7	4	
80	Jean-Bre. Patoinc	41	Bienville, do	9	8	3	Employed by the Black Diamond Line.
81	Narcisse Lavoie	43	St. Luce, Rimouski	7	6	5	
82	Joseph Emilo Conillard	41	Quebec	6	6	3	Master of S. S. Greatlands.
83	Louis Albert Royer	47	St. John, Orleans	12	12	3	Employed by a Collier.
84	Adélar Sansterre	42	St. Michel, Bellechasse	12	10	3	Employed by the Allan Line.
85	Ouésime Noël	40	St. John, Orleans	11	12	3	Employed by the Thompson Line.
86	Napoléon Baillargeon	42	St. Péronille, Orleans	5	7	5	
87	Jos. Frs.-Xav. Bernier	40	Montreal	15	16	3	Employed by the Donaldson & Ross Lines.
88	Frs.-Xav. Demoule	40	St. John, Orleans	14	13	3	Employed by a Collier.
89	Louis Honoré Lapierre	42	Noire-Dame, Levis	6	11	2	

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

Number.	Name.	Age.	Residence.	Number of Pilots effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movges.	
90	Jos. Eugène Lachance.....	38	St. John, Orleans.....	5	7	5	✓ Employed by a Collier—Elected Director at last election. Employed by the Dominion Line Master of Red Island Lightship
91	David Arthur Bouffard.....	38	St. Laurent, Orleans.....	7	6	5	
92	Jean Théophile St. Laurent.....	41	Quebec.....	12	11	8	
93	Jacques Georges Dugas.....	40	do.....	6	5	4	
94	Joseph Victor Gourdeau.....	45	Stc. Pétronille, Orleans.....	13	12	3	
95	Louis <i>alias</i> Trofflé Delisle.....	38	Trois-Piètoles.....	0	0	0	
96	J. Bc. Couillard.....	41	Cap St. Ignace.....	6	7	5	
97	Chs. Pehedier.....	42	Quebec.....	7	5	5	
98	Jos. <i>alias</i> Philéas Langlois.....	46	St. John, Orleans.....	6	6	5	
99	Nakaire Delisle.....	43	do.....	6	6	4	
100	J. F. Bonaventure Lavoie.....	40	Stc. Luc, Rimouski.....	6	5	4	
101	Adjutor Baillargeon.....	38	Stc. Pétronille, Orleans.....	7	5	4	
102	Samuel Rioux.....	39	Quebec.....	10	11	4	
103	Chas.-Oct. Clavet.....	38	St. Michel, Bellechasse.....	9	11	3	
104	Joseph Dion.....	36	Notre-Dame, Lévis.....	6	4	5	
105	Paul Lachance.....	36	Quebec.....	13	13	3	
106	Arcadius Jovin.....	34	Stc. Luc, Rimouski.....	8	4	5	
107	Léon Labrecque.....	42	St. Laurent, Orleans.....	6	6	5	
108	Paul Lachance.....	37	St. John, do.....	9	8	3	

109	Joseph Poutiot.....	36	do	6	7	5	Elected Director Corporation of Pilots at last election.
110	Joseph Larochelle.....	35	St. Michel, Bellechasse.....	6	6	4	
111	Adgitor Lachance.....	34	do	16	15	3	
112	Frs. Gaudreau.....	41	Quebec.....	1	0	3	Employed by the Donaldson & Ross Lines.
113	Arthur Koenig.....	41	L'Islet.....	9	9	3	Master of Pilot Schooner No. 2. Employed from 1st July by a Collier.
114	Eugène Anctil.....	34	St. Jean Port Joly.....	5	2	3	Dismissed from Pilotage service the 22nd August.
115	David Dumas.....	39	Notre-Dame, Lewis.....	6	5	4	
116	Joseph Lachance.....	38	St. Laurent, Orleans.....	6	6	4	
117	Paul Piquet.....	34	St. John, do	7	7	6	
118	Alphonse Pouliot.....	40	do	7	5	5	
119	Elzéar Normand.....	33	L'Islet.....	7	5	4	
120	Jean Bernier.....	33	do	16	17	3	Employed by the Donaldson & Ross Lines.
121	Joseph Piquet.....	31	St. John, Orleans.....	6	8	5	
122	Jean-A. Lachance.....	30	St. Henri, Lewis.....	6	6	4	
123	Arthur Baillargeon.....	35	St. Péronille, Orleans.....	0	0	0	
124	Joseph Vézina.....	31	St. Laurent, do	6	7	4	Master of Pilot Schooner No. 1.
125	Herménégilde Guénard.....	34	St. Thomas, Montmagny.....	6	6	5	
126	Elzéar Desrosiers.....	38	Quebec.....	6	6	5	
127	John J.-A. Irvine.....	36	Green Island.....	6	6	5	
128	Fred. Bouffard.....	35	St. Laurent, Orleans.....	6	6	5	
129	Jules Asselin.....	31	St. Michel, Bellechasse.....	6	6	5	
130	Prudent Marmon.....	33	Beauport.....	4	5	4	Absent part of the season.
131	Lucien Lachance.....	31	St. John, Orleans.....	7	5	4	
132	Alfred Dion.....	34	Green Island.....	6	7	5	
133	Camille Bernier.....	34	St. Michel, Bellechasse.....	14	14	3	
134	Moïse Blouin.....	34	St. John, Orleans.....	7	5	4	Employed by the Dominion Line
135	Moïseadiaz Laurent Godbout.....	41	Quebec.....	5	5	4	
136	Alfred Godreau.....	32	Cap St. Ignace.....	6	7	5	
137	Alfred Raymond.....	39	Kamouraska.....	6	7	5	
138	Philéas Lachance.....	31	St. John, Orleans.....	7	7	4	
		34				5	

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

Number	Name	Age	Residence	Number of Pilotages effected.			Casualties and Remarks.
				Inwards	Outwards	Movings	
139	Joseph H. Talbot.....	30	Berthier.....	5	7	4	
140	Moïse Arthur Lachance.....	29	St. John, Orleans.....	6	6	5	
141	Louis Frs. Thivierge.....	26	St. John, Orleans.....	7	5	5	
142	Léonard Larochelle.....	32	St. Michel, Bellechasse.....	4	5	3	Dismissed from the Pilotage service on the 10th August.
143	Frs. alias Joseph N. Dallaire.....	31	St. Laurent, Orleans.....	5	7	4	
144	F. Em. alias Emile Lachance.....	26	St. John, do.....	5	5	4	Under suspension till 1st June.
145	Alphonse Asselin.....	27	St. Michel, Bellechasse.....	0	0	0	Master of Pilot Schooner No. 5.
146	Edmond Larochelle.....	26	do.....	10	10	3	Employed by a Collier.
147	Joseph Plamondon.....	26	St. Paul's Bay.....	6	6	5	
148	Alphonse Piquet.....	26	St. John, Orleans.....	5	6	5	
149	Paul alias Napoléon Pouliot.....	33	do.....	5	7	5	
150	Arthur Doiron.....	36	St. Joseph, Lévis.....	6	6	5	
151	Adélaïde Bernier.....	31	Quebec.....	13	13	3	Employed by a Collier.

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

Certified,

JAS. WOODS,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION

MEMORANDUM regarding the opening and closing of navigation and the formation of the ice in the Harbour of Quebec for the year 1892.

Schooner Marie Adele with fire wood from St. Paul's Bay arrived in Port the 27th of April.

The ice in the Tidal Basin and Wet Dock broke up on the 19th of April.

The River St. Charles and Orleans ice broke up and cleared on the 19th of April.

Steamboat "Trois-Rivières" of the Richelieu and Ontario Line arrived in Port the 24th April.

The first Ocean Steamer S. S. "Texas," arrived on the 28th of April, and the second, the S. S. "Sarmatian," on the 30th of April.

The first ship Bark "Neptunus" arrived in Port May 7th.

The last Ocean Mail Steamer S. S. "Circassian" left Port the 21st of November.

The last freight steamer S. S. "Plassey" left Port the 24th November.

The last sailing vessel Ship "Norwhal" cleared the 12th of November.

On the 19th December both the River St. Charles and the two Basins were frozen over.

The Ice Bridge formed to Island of Orleans on 20th December.

JAS. WOODS,
Secretary-Treasurer.

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

QUEBEC HARBOUR COMMISSION

TIDE Register for 1892 from a gauge at the Levis Dry Dock, the zero of which is level with the sill of the dock, or 7 feet below low water spring tides.

- January** —Highest Tide : 26 feet 7 inches on 3rd, 9.15 P.M.
Lowest “ 8 “ 0 “ “ 5th.
West wind during 16 days.
East “ “ 12 “
Calm “ 3 “
Lowest temperature,—18° on 20th.
Highest “ 34° on 3rd.
- February** —Highest Tide : 28 feet 5 inches on 12th, 6.35 P.M.
Lowest “ 6 “ 3 “ “ 29th.
West wind during 15 days.
East “ “ 13 “
Calm “ 1 “
Lowest temperature,—6° on 6th.
Highest “ 52° on 25th.
- March** —Highest Tide : 28 feet 0 inches on 30th, 7.10 A.M.
Lowest “ 5 “ 6 “ “ 13th.
West wind during 21 days.
East “ “ 10 “
Lowest temperature,—2° on 13th.
Highest “ 62° on 30th.
- April** —Highest Tide : 27 feet 6 inches on 29th, 7.50 A.M.
Lowest “ 7 “ 0 “ “ 11th.
West wind during 24 days.
East “ “ 4 “
North “ “ 2 “
Lowest temperature, 18° on 24th.
Highest “ 62° on 1st.

- May —Highest Tide : 28 feet 6 inches on 27th, 6.45 A.M.
Lowest “ 8 “ 9 “ “ 1st.
West wind during 8 days.
East “ “ 18 “
North West “ 5 “
Lowest temperature, 32° on 8th.
Highest “ 70° on 4th, 14th and 30th.
- June —Highest Tide : 27 feet 6 inches on 25th, 6.35 A.M.
Lowest “ 8 “ 9 “ “ 16th.
West wind during 14 days.
East “ “ 13 “
North “ “ 3 “
Lowest temperature, 50° on 10th.
Highest “ 86° on 1st.
- July —Highest Tide : 26 feet 3 inches on 25th, 7.20 A.M.
Lowest “ 8 “ 3 “ “ 16th.
West wind during 27 days.
East “ “ 4 “
Lowest temperature, 56° on 6th.
Highest “ 87° on 12th, 25th and 26th.
- August —Highest Tide : 27 feet 3 inches on 13th, 9.4 A.M.
Lowest “ 8 “ 3 “ “ 8th.
West wind during 17 days.
East “ “ 14 “
Lowest temperature, 54° on 23rd.
Highest “ 86° on 19th.
- September—Highest Tide : 26 feet 3 inches on 11th, 9.45 P.M.
Lowest “ 7 “ 6 “ “ 18th.
West wind during 20 days.
East “ “ 5 “
North West “ 3 “
North “ 1 “
Calm “ 1 “
Lowest temperature, 38° on 29th.
Highest “ 80° on 4th.

- October —Highest Tide : 27 feet 3 inches on 9th, 8.40 P.M.
Lowest “ 8 “ 07 “ “ 12th.
West wind during 22 days.
East “ “ 4 “
North West “ 5 “
Lowest temperature, 28° on 31st.
Highest “ 58° on 18th and 19th.
- November—Highest Tide : 27 feet 9 inches on 5th, 6.35 P.M.
Lowest “ 8 “ 0. “ “ 6th.
West wind during 19 days.
East “ “ 11 “
Lowest temperature, 20° on 6th, 11th, 21st & 23rd.
Highest “ 50° on 18th.
- December —Highest Tide : 27 feet 6 inches on 4th, 6.45 P.M.
Lowest “ 5 “ 9 “ “ 26th.
West wind during 26 days.
East “ “ 5 “
Lowest temperature,—19° on 26th.
Highest “ 36° on 8th and 9th.

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

U. VALIQUET,
Supdt. Dry Dock.

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 1892.

RECETTES		Hilarie Jouvin, décédé le	
A balance de 1891.....	\$ 4532 56	15 août 1892.....	\$ 79 16
A pourcentage ou contribution des Pilotes.....	9401 70	Pierre Lapierre.....	100 00
A intérêts sur placements.....	3073 00	Gabriel Lachance.....	100 00
A intérêts par Caisse d'Economie.....	100 85	François Noël.....	100 00
		Jen Pouliot.....	100 00
		Joseph Popin.....	100 00
		Laurent Tremblay.....	100 00
		François Vézina.....	100 00
	\$17108 11	George Sansterre, décédé le 3 février 1892.....	17 50
DÉBOURSÉS.		Dominique Girard.....	100 00
Par pensions.....	\$ 8630 14	Louis Dugal.....	100 00
Par secours.....	96 27	J.-Bte Talbot.....	100 00
Par salaires.....	550 00	Jean Chassé.....	100 00
Par dépôts, Caisse d'Épargnes.....	7600 00	F.-X. Dallaire.....	100 00
Par balance en mains.....	231 70	Joseph Pouliot, 1er, à sa pension du 10 juin 1892.....	38 90
	\$17108 11		\$ 1592 78
PENSIONNAIRES A LA CHARGE DU FONDS DE SECOURS.		6 Pilotes à \$92.	
Joseph Pouliot, 1er, du 1er novembre au 10 mai 1892..	\$ 50 67	Dominique Verrault.....	\$ 92 00
Edouard Genest, du 9 août au 1er nov 92.....	21 60	Louis Fontaine.....	92 00
Victor Demers, du 1er septembre.....	24 00	Isaïe Marticotte, décédé le 17 juillet 1892.....	65 68
	\$ 96 27	Edouard Labrègue.....	92 00
		François Thivierge.....	92 00
		Julien Dion.....	92 00
			\$ 525 68
PENSIONNAIRES A LA CHARGE DU FONDS.		5 Pilotes à \$84.	
Montant payé à chacun d'eux pour l'année qui commence du 1er novembre 1891 au 1er novembre 1892 inclus, mais le tout payé du 1er janvier 1892 au 31 décembre 1892.		François Godreau.....	\$ 84 00
18 Pilotes à \$100.		Clovis Anctil.....	84 00
Thomas Després.....	\$ 100 00	Abraham Després.....	84 00
Maxcel Lebel.....	100 00	Alexis Vézina.....	84 00
Laurent Laroche, décédé le 26 mai 1892.....	59 22	Amable St-Laurent.....	84 00
			\$ 420 00
		2 Pilotes à \$82.	
		Joseph Lavoie.....	\$ 82 00
		Ovide Dick.....	82 00
			\$ 164 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 1892.—(Suite.)

3 Pilotes à \$80.			
F. X. Corriveau.....	\$ 80 00		
Frs Pelletier.....	80 00		
Antoine Roussel, décédé le 28 mars 1892.....	32 67		
	\$ 192 67		
3 Pilotes à \$73.			
Pierre Charest.....	\$ 73 00		
Léandre Raymond.....	73 00		
Paul Pouliot.....	73 00		
	\$ 219 00		
1 Pilote à \$47.			
James Forbes aje.....	\$ 35 25		
	\$ 35 25		
VEUVES DE PILOTS.			
23 Veuves à \$58.			
Veuve J.-Bte Dion.....	\$ 58 00		
" Charles Brown.....	58 00		
" Charles Pouliot.....	58 00		
" Louis Laprise.....	58 00		
" Maximin Caron, aje	43 50		
" Alexis Pelletier.....	58 00		
" Pierre Pepin.....	58 00		
" Laurent Larochelle à sa pension du 26 mai 1892.....	24 96		
" Alexandre Vaillancourt.....	58 00		
" Frs Dumas, à sa pension du 8 juillet 1892.....	18 36		
" Magloite Delisle.....	58 00		
" Edouard Marcoux.....	58 00		
" Charles Bernier.....	58 00		
" Paul Langlois.....	58 00		
" Alexis Delisle.....	58 00		
" Paul Blouin.....	58 00		
" Yves Sylvestre.....	58 00		
Veuve Edouard Petitgrew. \$	58 00		
" Charles Dumas.....	58 00		
" Laurent Godbout...	58 00		
" J.-Bte Bernier.....	58 00		
" Is.-Jos. Lavoie.....	58 00		
" Hilarie Jouvin, à sa pension du 15 août 1892.....	12 08		
	\$ 1200 90		
19 Veuves à \$55			
Veuve Pierre Ruelland... \$	55 00		
" Paul Larochelle aje	13 75		
" Joseph Raymond...	55 00		
" Jean-Frs Lamarre...	55 00		
" Pierre Laprise.....	55 00		
" Michel Morin décédé le 7 janvier 1892.....	10 17		
" F.-X. Delisle.....	55 00		
" Michel Guénard.....	55 00		
" Barthélemi Lachance.....	55 00		
" Hubert Dumas.....	55 00		
" Cyprien Langlois...	55 00		
" Jean Lavoie, décédé le 24 janvier 1892.....	12 70		
" Pierre Gourdeau (M. C.) arrérages do année.....	13 75		
" F.-X. Lachance.....	55 00		
" Joseph Morency.....	55 00		
" Narcisse Forgues...	55 00		
" Pierre Lemieux, aje	41 25		
" Jean Coulombe.....	55 00		
" Isaïe Marticotte, à sa pension du 17 juillet 1892.....	16 05		
	\$ 877 67		
15 Veuves à \$54			
Veuve Michel Fournier... \$	54 00		
" Paschal Dick.....	54 00		
" Pierre Gourdeau (A. F.).....	54 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 1892.—(Suite.)

<table border="0"> <tr><td style="width: 40%;">Veuve Bénoni Normand.....</td><td style="width: 5%;">\$</td><td style="width: 15%;">54 00</td></tr> <tr><td>" Damase Babin.....</td><td></td><td>54 00</td></tr> <tr><td>" Amable Genest, aje</td><td></td><td>40 50</td></tr> <tr><td>" Frs Rioux.....</td><td></td><td>54 00</td></tr> <tr><td>" Nicolas Fortin.....</td><td></td><td>54 00</td></tr> <tr><td>" Gabriel Plante.....</td><td></td><td>44 00</td></tr> <tr><td>" Eusatche Doiron.....</td><td></td><td>54 00</td></tr> <tr><td>" Joseph Lapointe...</td><td></td><td>54 00</td></tr> <tr><td>" J. E. Adam.....</td><td></td><td>54 00</td></tr> <tr><td>" J. B. Paquet.....</td><td></td><td>54 00</td></tr> <tr><td>" Edouard Demers...</td><td></td><td>54 00</td></tr> <tr><td>" L-Olivier Leclerc, à sa pension du 17 novembre 1891...</td><td></td><td>51 45</td></tr> <tr><td></td><td>\$</td><td>793 95</td></tr> <tr><td align="center" colspan="3">13 Veuves à \$52.</td></tr> <tr><td style="vertical-align: top;">Veuve Félix Caron.....</td><td>\$</td><td>52 00</td></tr> <tr><td>" David Cinq-Mars...</td><td></td><td>52 00</td></tr> <tr><td>" Jean Giroux.....</td><td></td><td>52 00</td></tr> <tr><td>" Pierre Gourdeau (A. N.).....</td><td></td><td>52 00</td></tr> <tr><td>" Joseph Dupil.....</td><td></td><td>52 00</td></tr> <tr><td>" Pierre Curdeau...</td><td></td><td>52 00</td></tr> <tr><td>" J.-Bte Tremblay...</td><td></td><td>52 00</td></tr> <tr><td>" Magloire Mercier...</td><td></td><td>52 00</td></tr> <tr><td>" Louis Crépault, arrérages.....</td><td></td><td>26 00</td></tr> <tr><td>" " " " " " " " " " " "</td><td></td><td>52 00</td></tr> <tr><td>" Célestin St-Pierre, décédée le 26 janvier 1892.....</td><td></td><td>16 75</td></tr> <tr><td>" Alexis Roy.....</td><td></td><td>52 00</td></tr> <tr><td>" Antoine Boucher...</td><td></td><td>52 00</td></tr> <tr><td>" Vital Charest.....</td><td></td><td>52 00</td></tr> <tr><td></td><td>\$</td><td>666 75</td></tr> <tr><td align="center" colspan="3">12 Veuves à \$50.</td></tr> <tr><td style="vertical-align: top;">Veuve Thomas Dick.....</td><td>\$</td><td>50 00</td></tr> <tr><td>" Denis Glynn.....</td><td></td><td>50 00</td></tr> <tr><td>" William Irvine.....</td><td></td><td>50 00</td></tr> <tr><td>" Fabien Langelier...</td><td></td><td>50 00</td></tr> <tr><td>" J.-Bte Larocbe.....</td><td></td><td>50 00</td></tr> <tr><td>" A. Lavoie (L. M.)...</td><td></td><td>50 00</td></tr> <tr><td>" Henri Noël.....</td><td></td><td>50 00</td></tr> <tr><td>" Frédéric Simpson...</td><td></td><td>50 00</td></tr> </table>	Veuve Bénoni Normand.....	\$	54 00	" Damase Babin.....		54 00	" Amable Genest, aje		40 50	" Frs Rioux.....		54 00	" Nicolas Fortin.....		54 00	" Gabriel Plante.....		44 00	" Eusatche Doiron.....		54 00	" Joseph Lapointe...		54 00	" J. E. Adam.....		54 00	" J. B. Paquet.....		54 00	" Edouard Demers...		54 00	" L-Olivier Leclerc, à sa pension du 17 novembre 1891...		51 45		\$	793 95	13 Veuves à \$52.			Veuve Félix Caron.....	\$	52 00	" David Cinq-Mars...		52 00	" Jean Giroux.....		52 00	" Pierre Gourdeau (A. N.).....		52 00	" Joseph Dupil.....		52 00	" Pierre Curdeau...		52 00	" J.-Bte Tremblay...		52 00	" Magloire Mercier...		52 00	" Louis Crépault, arrérages.....		26 00	" " " " " " " " " " " "		52 00	" Célestin St-Pierre, décédée le 26 janvier 1892.....		16 75	" Alexis Roy.....		52 00	" Antoine Boucher...		52 00	" Vital Charest.....		52 00		\$	666 75	12 Veuves à \$50.			Veuve Thomas Dick.....	\$	50 00	" Denis Glynn.....		50 00	" William Irvine.....		50 00	" Fabien Langelier...		50 00	" J.-Bte Larocbe.....		50 00	" A. Lavoie (L. M.)...		50 00	" Henri Noël.....		50 00	" Frédéric Simpson...		50 00	<table border="0"> <tr><td style="width: 40%;">Veuve Joseph Simpson.....</td><td style="width: 5%;">\$</td><td style="width: 15%;">50 00</td></tr> <tr><td>" Pierre Ross.....</td><td></td><td>50 00</td></tr> <tr><td>" Amable Fournier, arrérages.....</td><td></td><td>12 50</td></tr> <tr><td>" do aje.....</td><td></td><td>25 00</td></tr> <tr><td>" Julien Langlois.....</td><td></td><td>50 00</td></tr> <tr><td></td><td>\$</td><td>587 50</td></tr> <tr><td align="center" colspan="3">11 Veuves à \$48.</td></tr> <tr><td style="vertical-align: top;">Veuve Germain Caron, arrérages.....</td><td>\$</td><td>24 00</td></tr> <tr><td>" do " " " " " " " " " " "</td><td></td><td>48 00</td></tr> <tr><td>" Jean Dion.....</td><td></td><td>48 00</td></tr> <tr><td>" Jean Pelletier.....</td><td></td><td>48 00</td></tr> <tr><td>" C.-F. Koenig.....</td><td></td><td>48 00</td></tr> <tr><td>" Ovide Laehance.....</td><td></td><td>48 00</td></tr> <tr><td>" L. Langlois (E. D.).....</td><td></td><td>48 00</td></tr> <tr><td>" Antoine Michaud, arrérages.....</td><td></td><td>24 00</td></tr> <tr><td>" "</td><td></td><td>décédée le 3 juin 1892..... 24 40</td></tr> <tr><td>" David Potigrew, dédo cédée le 20 août 1892.....</td><td></td><td>22 67</td></tr> <tr><td>" Benjamin Pineau...</td><td></td><td>48 00</td></tr> <tr><td>" Joseph Lévesque...</td><td></td><td>48 00</td></tr> <tr><td>" Frs. Côté.....</td><td></td><td>48 00</td></tr> <tr><td></td><td>\$</td><td>527 07</td></tr> <tr><td align="center" colspan="3">5 Veuves à \$40.</td></tr> <tr><td style="vertical-align: top;">Veuve Paul Blouin.....</td><td>\$</td><td>40 00</td></tr> <tr><td>" Célestin Côté.....</td><td></td><td>40 00</td></tr> <tr><td>" P. Desrosiers, aje...</td><td></td><td>30 00</td></tr> <tr><td>" E.-X. Laehance.....</td><td></td><td>40 00</td></tr> <tr><td>" Edouard Turgeon...</td><td></td><td>40 00</td></tr> <tr><td></td><td>\$</td><td>190 00</td></tr> <tr><td align="center" colspan="3">6 Veuves à \$34.</td></tr> <tr><td style="vertical-align: top;">Veuve Jacques Dandurand</td><td>\$</td><td>34 00</td></tr> <tr><td>" André Keable.....</td><td></td><td>34 00</td></tr> <tr><td>" Guillaume Morency</td><td></td><td>34 00</td></tr> <tr><td>" Pierre Rouleau.....</td><td></td><td>34 00</td></tr> <tr><td>" Henri Verreault...</td><td></td><td>34 00</td></tr> <tr><td>" David-F. Pelletier...</td><td></td><td>34 00</td></tr> <tr><td></td><td>\$</td><td>204 00</td></tr> </table>	Veuve Joseph Simpson.....	\$	50 00	" Pierre Ross.....		50 00	" Amable Fournier, arrérages.....		12 50	" do aje.....		25 00	" Julien Langlois.....		50 00		\$	587 50	11 Veuves à \$48.			Veuve Germain Caron, arrérages.....	\$	24 00	" do " " " " " " " " " " "		48 00	" Jean Dion.....		48 00	" Jean Pelletier.....		48 00	" C.-F. Koenig.....		48 00	" Ovide Laehance.....		48 00	" L. Langlois (E. D.).....		48 00	" Antoine Michaud, arrérages.....		24 00	" "		décédée le 3 juin 1892..... 24 40	" David Potigrew, dédo cédée le 20 août 1892.....		22 67	" Benjamin Pineau...		48 00	" Joseph Lévesque...		48 00	" Frs. Côté.....		48 00		\$	527 07	5 Veuves à \$40.			Veuve Paul Blouin.....	\$	40 00	" Célestin Côté.....		40 00	" P. Desrosiers, aje...		30 00	" E.-X. Laehance.....		40 00	" Edouard Turgeon...		40 00		\$	190 00	6 Veuves à \$34.			Veuve Jacques Dandurand	\$	34 00	" André Keable.....		34 00	" Guillaume Morency		34 00	" Pierre Rouleau.....		34 00	" Henri Verreault...		34 00	" David-F. Pelletier...		34 00		\$	204 00
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" L-Olivier Leclerc, à sa pension du 17 novembre 1891...		51 45																																																																																																																																																																																																																													
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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
1892.—(Suite.)

10 Veuves à \$32.	23 Veuves (a. \$ 58.....	\$ 1200 90
Veuve Fabien Caron..... \$ 32 00	19 " (a 55.....	877 67
" Magloire Côté..... 32 00	15 " (a 54.....	793 95
" Antoine Fortier..... 32 00	13 " (a 52.....	666 75
" L. Langlois (A. R.)... 32 00	12 " (a 50.....	587 50
" Ths. McNeil..... 32 00	11 " (a 48.....	527 07
" Antoine Raymond, décédée le 8 décembre 1891.....	5 " (a 40.....	190 00
" George Simard, arré- rages.....	6 " (a 34.....	204 00
" George Simard, a/c.....	10 " (a 32.....	265 13
" Louis Thivierge, décédée le 5 jan- vier 1892.....	114 Veuves.	
" Alfred Turgeon.....	12 Enfants (a. \$15, \$12.50 et \$10.....	167 79
" Alexis Vézina.....	164 Pensionnaires.....	\$ 8630 14

12 ENFANTS		\$ 265 13
Enft D. Charest, inf. (1)... \$	15 00	
" Ths. Boutin " (1)...	15 00	
" P. Toussaint, " (1)...	15 00	
" F. Dupuis, " (1)...	15 00	
" N. Fortin, " (1)...		
arrérages.....	7 50	
do année.....	15 00	
" J. Jahan, infirme (1)		
arrérages.....	15 00	
" P. S. Laprise, " (3)...	37 48	
" Isaac Forbes, " (2)...	27 48	
" Jos. Langlois, à sa pension du 1 ^{er} février et décédé le 8 juin 1892.....	5 53	
		\$ 167 79

RÉSUMÉ DES PENSIONS		
18 Pilotes (a. \$100.....	\$	1592 78
6 " (a 92.....		525 68
5 " (a 84.....		420 00
2 " (a 82.....		164 00
3 " (a 80.....		192 67
3 " (a 78.....		219 00
1 " (a 47.....		35 25
38 Pilotes.		

ÉTAT DU FONDS		
Argent prêté.....	\$53352 71	
" dans la Caisse d'Épargne.....	7600 00	
" dans les mains du Sec-Trésorier.....	231 70	
	\$61184 41	
A déduire les arrérages de pension dûs jusqu'à ce jour.....	265 18	
	\$60919 23	

Québec, 31 décembre 1892.

F.-X. DION,
Sec-Trés.

Nous, soussignés, certifions avoir examiné minutieusement les livres et comptes du Fonds des Pilotes Invalides de Québec, et les avoir trouvés corrects.

THOMAS BOISSINOT,
Comptable.

SAMUEL RIOUX, }
MOÏSE GODBOUT. } Auditeurs.

CORPORATION DES PILOTES.

F.-X. DION, en compte courant avec la Corporation des Pilotes de Québec, au 31 décembre 1892.

ACTIF.			
A balance de 1891.....	\$ 610 57	Par gages des cuisiniers.....	\$ 506 74
A fonds de réserve de 1891.....	500 00	Par interdiction...	1003 50
A douane de Montréal... 65 674 39		Par indemnité aux directeurs..	600 00
" des Trois-Rivières.....	839 86	Par indemnité aux capitaines..	258 10
" de Chicoutimi.....	859 71	Par indemnité pour la station du Saguenay ...	225 00
" de Tadoussac... 552 32		Par parts de bateaux-pilotes ...	800 00
" de la Rivière Ouuelle de 1891 64 00		Par pilotage : remises pour différence d'eau et payé en double.	146 66
" des Escoumains de 1891 49 90		Par emprunt : payé sur \$2100.	1000 00
" de Sorel..... 1 186 51		Par salaire des employés.....	1550 00
" de Batiscau... 1 074 76		Par fonds de Pilotes Invalides.....	9294 60
A intérêts :		Par fonds de réserve.....	500 00
B. Nationale... 129 89		Par dividendes.....	110808 00
Moins payés sur emprunt 125 64		Par assurance.....	118 65
	4 25	Par balance.....	887 40
Amendes.....	320 00		
A temps perdu.....	3 450 99		
A pilotage : perçu à Québec.....	62 087 59		
	\$137 274 85		
			\$137274 85
PASSIF			
Par dépenses des bateaux-pilotes.....	\$2039 49	Québec, 31 décembre 1892.	
Moins.....	29 32		
	\$ 2910 17	F.-X. DION,	
Par dépenses des Pilotes.....	882 93	Sec-Trés.	
Moins.....	1 00		
	881 93	Nous, soussignés, certifions avoir examiné minutieusement les livres et comptes de la Corporation des Pilotes et les avoir trouvés corrects.	
Par Dépenses générales.....	1827 19		
Moins.....	7 87		
	1819 32	THOMAS BOISSINOT,	
Par provisions.....	2154 81	Comptable.	
Moins vendus... 57 56			
	2097 25		
Par loyer.....	408 00	SAMUEL RIOUX, } Auditeurs.	
Par gages des matelots.....	1459 53	MOÏSE GODBOUT, }	

PORT OF QUEBEC

RECAPITULATION of the total imports for the year ending
31st December 1892. Shewing the Countries whence
imported; with a comparative Statement of the previous
year 1891.

No.	COUNTRIES	VALUE	VALUE	Total.
		1891	1892	
		\$	\$	\$
1	Great Britain	1,872,347	1,661,491	3,533,838
2	United States	803,738	799,620	1,603,358
3	British West Indies	115,242	78,424	193,666
4	France	123,586	97,859	221,445
5	Germany	45,491	64,797	110,288
6	Holland	39,353	48,777	88,130
7	Belgium	49,918	26,926	76,844
8	Spain	29,821	30,185	60,006
9	Japan	7,727	5,466	13,193
10	Newfoundland	10,014	4,727	14,741
11	Italy	5,696	13,879	19,575
12	St. Pierre Miquelon	418	1,752	2,170
13	China	4,825	34,697	39,522
14	Portugal	2,203	1,078	3,281
15	Greece	566	513	1,079
16	Spanish West Indies	4,308	4,536	8,844
17	Turkey (in Asia)	25,867	1,389	27,256
18	Norway	969	543	1,512
19	Austria	1,135	822	1,957
20	Java	654		654
21	British India	10		20
22	Vienna	616	10	626
23	Denmark		69	685
24	Switzerland		3,646	3,646
25	Other Countries		311	311
			-2	144
	Grand Total	\$3,144,646	\$2,881,519	\$6,026,165

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

PORT OF QUEBEC

STATEMENT OF the principal articles of Merchandises Exported from this Port during the year ending 31st December 1892, Shewing the Countries to which Export to. Also a Comparative Statement of the Previous year 1891 with 1892.

Nos.	ARTICLES.	Unit of Quantity.	Total Quantity.	Total Value.	Great Britain.	United States.	New-foundland.	Argentine Republic.	Portugal.	Pay sandu S. A.	France.	British Africa.	British Australia.	St. Pierre & Miquelon.	Spain.	Norway.	Belgium.	Labrador.	British West Indies.	Germany.	Brazil.	Holland.	China.	Uruguay. S. A.	Nos.	Total Exports	Total Exports
																										1891	1892
THE MINE																											
1	Coal Bituminous	Tons.	11,118	19,817	19,817																				1	27,476	19,817
2	Oil Mineral, Coal Oil, &c.	Galls.	1,269	125	125																				2	90	125
3	Salt	Bush.	19	11	11																				3	255	11
4	Asbestos	Tons.	2	128	128																				4	9,538	128
5	Other articles	\$		1,745	1,745																				5	43	1,745
THE FISHERIES.																											
6	Fish Oil	Galls.	419	166	166																				6		166
7	Oyster fresh	Brls.	29	108	108																				7	49	108
8	Loftser, Salmon, Mackerel, &c., canned	Lbs.	120,496	11,508	10,007	1,501																			8	10,407	11,508
9	Cod fish, Herrings, Salmon and all other Fish	\$		9,435	8,183									1,250											9	12,150	9,435
10	Furs, produce of fish, and marine animals	\$		8,916	1,359	7,557																			10	5,014	8,916
ANIMALS AND THEIR PRODUCE.																											
11	Hair	Lbs.	672,331	7,830	7,830																				11	3,969	7,830
12	Butter	"	91,129	17,396	14,245	3,151																			12	3,884	17,396
13	Cheese	"	607,806	52,326	51,880	446																			13	22,198	52,326
14	Furs Dressed and Furs undressed	\$		40,696	35,233	4,459														41	513				14	39,236	40,696
15	Lard, Pork, Beef, Hams and Bacon	Lbs.	64,289	5,093	50	4,190	617																		15	5,874	5,093
16	Horses, Horned Cattle, Sheep, Swine, &c.	Nos.	1,840	39,759	1,200	38,559																			16	9,732	39,759
17	Other articles	\$		1,552	625	927																			17	11,425	1,552
AGRICULTURAL PRODUCTS.																											
18	Wheat Flour and Flour of all kinds	Brls.	2,531	10,083	6	2,556	2,879																		18	9,218	10,083
19	Grain, Indian Corn, Beans, Peas, &c.	Bush.	11,831	3,224	910	1,791	248																		19	4,408	3,224
20	Fruits, Apples, &c.	Brls.	491	1,404	1,041	363	21																		20	3,067	1,404
21	Maple Sugar	Lbs.	232,273	15,450	15,451																				21	8,836	15,456
22	Hay	Tons.	339	4,810	3,437	25																			22	1,310	4,810
23	Balsam	\$		3,374	3,374																				23	2,672	3,374
24	Other articles	\$		2,591	10	1,628																			24	2,643	2,591
MANUFACTURED ARTICLES.																											
25	Biscuits	Cwt.	2,076	6,680		2,224																			25	8,102	6,680
26	Cotton, &c., Clothing, &c.	\$		136,344	50	276	1,033																		26	6,909	136,344
27	Carriage, Rope, and Tarnes	"		123	117	6																			27	859	123
28	Iron, Castings Machinery, all other Hardware	"		5,820	2,602	908	1,655	98																	28	3,368	5,820
29	Drugs, opium, &c.	"		29,620	29,605	15																			29	29,620	29,620
30	Leather Manuf. of Side Leather, Boots and Shoes	Lbs.	301,420	295,759	369	4,527																			30	392,323	301,420
31	Tobacco Manufactured	"	25,135	2,243	615	428																			31	3,492	2,243
32	Wood Manufactured	\$		134,891	82,485	52,133	273																		32	127,948	134,891
33	Woolens, Clothing, &c.	"		7,122	6,329	706					38														33	856	7,122
34	Other articles	\$		19,555	9,102	6,713	2,632																		34	27,032	19,555
MISCELLANEOUS ARTICLES.																											
35	All other articles, N. E. S.	\$		254		242	12																		35	235	254
THE FOREST.																											
36	Ash Pot and Pearl	Brls.																							36		
37	Base Wood, Butternut and Hickory	M. feet.	327	10,660	10,660																				37	5,507	10,660
38	Cords	"																							38		
39	Knives and Cut-throats	Pieces.																							39		
40	Deals Pine	Std. hund.	8,734	503,490	499,118																				40	425,209	503,490
41	Deals Spruce	"	36,692	682,700	908,379	990																			41	639,065	908,700
42	Deal end, Pine and Spruce	"	2,249	71,067	68,708																				42	94,108	71,067
43	Laths, Palings and Pickets	M.	3,217	6,993	1,043	3,734																			43	6,244	6,993
44	Planks and Boards of Pine and Spruce	M. feet.	21,846	231,933	25,858	123,404	23,666				6,096														44	183,282	231,933
45	Scantling	"	1,047	5,548	351	1,233	6,848																		45	716	5,548
46	Staves Standard and all other headings	M.	91	851	851																				46	4,609	851
47	Masts and Spars	Pieces.	95	1,038	898	240																			47	1,683	1,038
48	Shingles	M.	141	857	169	18																			48	256	287
49	Stoppers and Railroad Ties	Pieces.	27,477	6,892	85,077	4,953																			49	6,392	6,892
50	Packing Boxes in Shoals	No.	781,724	76,179	38,298	34,866	34	1,151																	50	85,596	76,179
51	Ash	Tons.	4,454	64,066	63,099																				51	40,960	64,066
52	Birch	"	4,739	62,159	61,335																				52	38,380	62,159
53	Elm	"	15,045	216,698	214,654																				53	217,033	216,698
54	Maple	"	505	2,613	2,644																				54	5,148	2,613
55	Oak	"	28,238	598,094	689,551																				55	461,080	598,094
56	Pine Red	"	9,507	85,665	85,077																				56	55,534	85,665
57	Pine White	"	132,511	1,898,770	1,893,713																				57	1,541,120	1,898,770
58	All other Square Timber	\$		884	17,798	17,712																			58	11,232	17,798
59	All other Lumber and Timber, N. E. S.	\$		55,094	6,423	539	9,995	16,416						6,941											59	10,224	55,094
NEW SHIPS.																											
60	Built this year, sold to other countries	No.	4	3,308	66,160																				60		66,160
Total																											

PORT OF QUEBEC

RECAPITULATION of the total exports for the year ending
31st December 1892, Shewing the Countries to which
exported ; with a comparative Statement of the previous
year 1891.

Nos.	COUNTRIES	VALUE	VALUE	Total.
		1891	1892	
		\$	\$	\$
1	Great Britain	4,123,378	5,051,015	9,174,393
2	United States	328,740	329,556	658,296
3	Newfoundland	27,766	56,953	84,719
4	Argentine Republic	18,671	68,083	86,754
5	Portugal	28,172	32,696	60,868
6	Pay sandu S. A.	9,919		9,919
7	France	24,238	20,668	44,906
8	British Africa		9,441	9,441
9	British Australia	15,917	16,188	32,105
10	St. Pierre Miquelon	21,864	20,755	42,619
11	Spain		18,801	18,801
12	Norway		46,480	46,480
13	Belgium	6,910		6,910
14	Labrador	3,866		3,866
15	British West Indies		1,950	1,950
16	Germany		1,412	1,412
17	Brazil	23,862	28,652	52,514
18	Holland	9,698	17,874	27,572
19	China		135,175	135,175
20	Uruguay S. A.		5,712	5,712
	Grand total	\$4,643,001	\$5,861,411	\$10,504,412

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

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