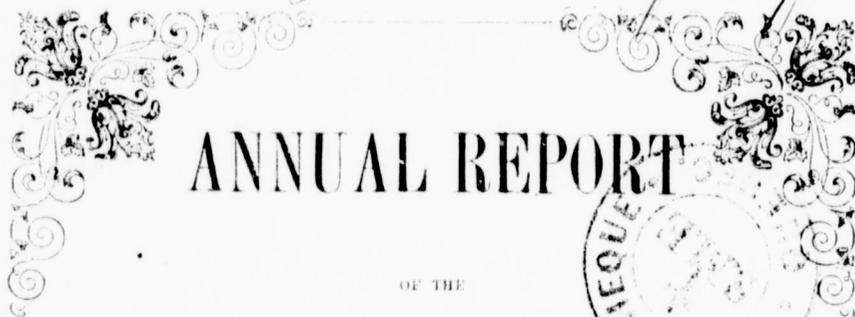


210

G. J. Cary Esq.



ANNUAL REPORT

OF THE

QUEBEC

BOARD OF TRADE.

COMPILED BY T. H. GRANT, SECRETARY.

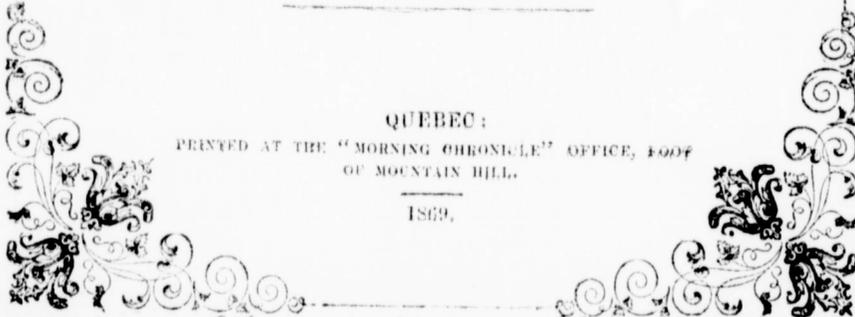


PRESENTED 6th APRIL, 1869.

QUEBEC:

PRINTED AT THE "MORNING CHRONICLE" OFFICE, FOOT
OF MOUNTAIN HILL.

1869.



Clousé - Finances de

210

W. H. BROWN
1874
BOARD OF TRADE



B

PRINTED

210

ANNUAL REPORT

OF THE

QUEBEC

Bibliothèque,
de Séminaire de Québec,
3, Rue de l'Université,
Québec 4, QUE.

BOARD OF TRADE.

COMPILED BY T. H. GRANT, SECRETARY.



PRESENTED 6th APRIL, 1869.

QUEBEC:

PRINTED AT THE "MORNING CHRONICLE" OFFICE, FOOT OF MOUNTAIN HILL.

1869.

THE BOARD OF
DIRECTORS
OF THE
UNITED STATES
DEPARTMENT OF
AGRICULTURE
WASHINGTON, D. C.

B

Board
Chair

Laird
J. G.
W. B.
Post

follo

ceedi
jects

secu
been

the I

of Qu

Phill

ANNUAL MEETING
OF THE
BOARD OF TRADE.

On Tuesday, the 6th April, at noon, the annual general meeting of this Board was held at the usual place, Hon. D. Price, the President, in the Chair.

The following members were present :—H. W. Welch, W. Hunt, J. Laird, M. Stevenson, A. Fraser, O. Leduc, M. Connolly, G. Hall, H. O'Connor, J. Glass, H. S. Scott, B. Bennett, J. Thomson, Jas. S. Crawford, R. Brodie, W. Brodie, J. H. Clint, A. Joseph, L. Tetu, R. Hamilton, P. Garneau, C. Poston, W. Ray, T. H. Dunn, W. Wurtele, J. Baile, and John Lane, Esquires.

Mr. T. Poston, acting as Secretary in the absence of Mr. Grant, read the following

ANNUAL REPORT:

The Council of the Quebec Board of Trade, in closing the year's proceedings, beg to draw the attention of the Board to the most important subjects that have engaged their consideration during their term of office.

OFFICIAL ASSIGNEES.

T. E. Normand, Esq., of Three Rivers, having given the necessary security, his appointment as Assignee for the District of Three Rivers has been duly confirmed.

Octave Ouellet, Esq., of Somerset, was appointed official Assignee for the District of Arthabaska.

George Gibsone, Esq., was duly named official Assignee for the District of Quebec, in the place of A. Fraser, Esq., resigned.

FLOUR INSPECTOR.

The Council have to record with sincere regret the death of Charles S. Phillips, Esq., a member of your Board, who, for many years, efficiently

TRADE AND COMMERCE OF

filled the office of Flour Inspector for this city. Mr. Benjamin Rousseau, formerly Deputy to Mr. Phillips, having passed a most creditable examination before the Board of Examiners, was recommended and appointed to fill the office rendered vacant by the death of the late Flour Inspector.

INSPECTOR OF ASHES.

This office is still vacant. If those interested in the business would exert themselves to place it on a more healthy footing, it might be easily revived, much to the advantage of the city.

FLOUR AND MEAL.

The Board of Examiners held their annual meeting and duly selected and passed the standard samples of the various grades of flour, which are now in the custody of the Secretary.

FISH AND OIL.

The Council have repeatedly pressed upon the Government the necessity for a compulsory inspection of Fish and Oil—a measure often promised and urgently needed, and they hope that at the ensuing session a bill will be submitted to Parliament.

CITIZENS' ASSOCIATION.

This body, composed altogether of proprietors paying considerable taxes to the city revenue, and organized for the purpose of promoting reform and efficiency in the management of the Corporation, have secured the rooms of the Board for their meetings, at a rental of fifty dollars per annum.

SHIP-BUILDING.

The Chairman of the Parliamentary Committee, specially named to investigate this most valuable branch of industry, addressed a number of questions to your Council on the present position and future prospects of the trade, more especially with reference to the construction of composite ships, in the chief ports of the Dominion, which questions have received the serious attention of the Council. The trade in the construction of sea-going vessels in Canada is languishing to a great extent, and with the increased demand for iron vessels and the advancing price of timber used in ship-building, fears are entertained it will continue to diminish. In the interest of our working population, the urgent necessity for the introduction of the new system of building composite ships must be apparent to every one, and your Council trust the Federal Government will not allow the next session of Parliament to pass over without offering some encouragement to builders to try the experiment.

RECIPROCITY.

In September last your Council presented a Petition to His Excellency the Governor General in Council, praying that no Reciprocity Treaty be

negotiations upon British in the British all the the at power

C heavy impos sum b and fu

A Mayor the co Esq, i the wo were a Grant, cial Co vernor when i State. Govern John A

T tional against present and in on real are by

T the Go sailors and to

negotiated with the United States Government, without providing that ships built in the Dominion be admitted to registry in the United States, upon the same terms as American built ships have been registered in Great Britain during the past seventeen years, together with the same privileges in the coasting trade as are now enjoyed by the United States vessels in British waters. Your Council also brought this important matter before all the Boards of Trade in the Dominion, requesting them to urge it on the attention of the Government, who have promised to do all in their power to accomplish it.

SILVER QUESTION.

Considerable inconvenience and loss continues to be suffered from the heavy discount still current on American silver. Notwithstanding the imposition of the 15 per cent. duty, and the exportation of a considerable sum by Mr. Weir, of Montreal, there still is a large amount in the country, and further action is necessary to remove the evil.

ONTARIO SHIP CANAL.

A large and influential meeting, presided over by His Worship the Mayor, was held in the rooms of the Board in November last, to promote the construction of this vast and all-important project. J. B. Forayth, Esq., in an able and exhaustive speech, thoroughly explained the nature of the work and its advantages. At the close of the proceedings your Council were appointed a Committee to further the object. Your Secretary, Mr. Grant, when in Chicago last December, had an interview with the Commercial Committee of the Chicago Chamber of Commerce, who, with the Governor of the State of Illinois, are warmly in its favor, and who promised, when it became necessary, to urge its importance on the Legislature of that State. Your Council are pleased to notice that His Excellency the Governor-General, Sir John Young, and the Premier of the Dominion, Sir John A. Macdonald, have expressed strong opinions in its favor.

CITY CORPORATION.

The City Council having applied to the Local Legislature for additional amendments to their Charter, your Committee petitioned Parliament against the imposition of an income-tax—against any change in the present law regulating the qualification of voters for Mayor and Aldermen, and in favor of making proprietors liable for payment of all assessments on real estate, whether levied on proprietors or tenants, for such taxes as are by law charged against them.

BOARD OF EXAMINERS FOR MASTERS AND MATES.

The Council proposed to the Minister of Marine and Fisheries that the Government should establish at Quebec and Halifax a Board to enable sailors to qualify as Ship Masters and Mates in Navigation and Seamanship, and to grant them certificates of competency, and the Minister promises to

attend to the matter. The delay and expense involved at present in a voyage to Great Britain are very onerous to our sea-faring men, and it is, therefore, hoped the Imperial Board of Trade will enact a law recognizing Colonial certificates.

CORPORATION OF PILOTS.

Your Council have repeatedly brought under the notice of the Federal authorities the inefficiency of this Corporation as at present worked, but without leading to any satisfactory change. Several complaints have been made during the year, which were brought under the notice of the Minister of Marine and the Trinity House.

POST OFFICE.

The want of a good Post Office is severely felt in Quebec, and your Council have again this year, for the fifth or sixth time, petitioned the Government to erect a Post Office, and thus fulfil the promise made some years ago. Your Council trust that the city representatives will not fail to urge upon the Government the necessity of meeting in the estimates of next session a sum sufficient to build a new Post Office for Quebec.

BRIDGE ON THE OTTAWA.

A bill having been introduced into the Legislative Assembly, intended to authorize the construction of a railway bridge over the Ottawa River, the Council petitioned Parliament that in granting power to construct such a bridge, care should be taken that it should be so erected as not to interfere with the free navigation of the river.

STEVEDORES' BILL.

A number of the stevedores of this city applied to Parliament for an act to incorporate them into a Benevolent Society, apparently for objects of charity, but really, as your Council believed, to regulate the rate of wages, and control the free individual action of the men. Your Council being convinced that such a measure would prove injurious, not only to the trade of the port, but to the welfare of the men, addressed a petition to the Legislative Assembly against it, and sent a deputation composed of the President, Secretary, and Jas. G. Ross, Esq., to oppose it before the Private Bill Committee, where the Board will be glad to hear it was thrown out, similar corporations having proved themselves to be injurious to the trade of the port.

THE WATER POLICE.

Early last fall a petition was addressed to the Lieut.-Governor in Council, praying His Excellency to employ the Water Police during the winter months for the preservation of the peace, the protection of property and the apprehending of offenders. The prayer of your Council was granted, and they are much indebted to His Excellency and the Hon. Premier,

for the prompt attention given to the request. The Water Police, under the charge of their able Chief, Capt. R. H. Russell, are a respectable and efficient body of men, and did good service during the winter.

INTERCOLONIAL RAILWAY.

Your Council made an effort, through the Local Government, to induce the Railway Commissioners to open an office in Quebec, where plans and specifications might be seen, and your Council are happy to say an office has been recently opened for that purpose.

WEIGHING SALT.

The Montreal Board of Trade addressed a communication to your Council, calling their attention to the inconvenience suffered by the trade in weighing and delivering salt, ex-ship, and requesting co-operation with them to devise a remedy. If parties engaged in the trade are of opinion the present mode can be improved upon, the Council will be happy to assist in effecting a change.

HARBOR COMMISSION.

By an amended Act passed during the last session of Parliament, the Board of Trade has been deprived of its representation at the Harbor Commission, and therefore your Council are unable to lay before you the annual statement of accounts of that Trust. Your Council understand, however, that the bondholders are negotiating with the Government for relief.

QUEBEC AND GOSFORD RAILWAY.

This enterprise, your Council are glad to learn, is likely to succeed. A large portion of the stock has been subscribed, and the aid which the Government proposes to give will no doubt contribute to its success. Its construction will be of great benefit to Quebec, in giving its citizens cheap fire-wood, affording additional employment to its working population, and opening up a new country.

TIMBER LICENSES.

The regulations of the Local Government relating to the granting of Timber Licenses, the establishment of ground rents and bonuses, and the tariff of fees on timber, logs, staves, &c., having been condemned by the trade, your Council, in conjunction with the Boards of Trade of Ottawa and Montreal, and the lumber merchants of Three Rivers, remonstrated with the Commissioner of Crown Lands, who made several modifications of the original regulations.

INVESTIGATION INTO SHIPWRECKS.

At the request of the Council, the Harbor Master is now holding an inquiry into the wreck of the brig *Victoire*, and all the circumstances connected with her, at the Trinity House. This vessel sailed late in November

last for Marsilles, and having been reported cut with ice, went ashore at Metis, where she still lies. The regulations at present in force, for the investigation of shipwrecks, are very imperfect, and your Council trust the Government will see the necessity of constituting a permanent Court of Enquiry, as already suggested by the Council. The Government have not provided the Harbor Master with any funds for the calling and payment of witnesses, and have thrown the entire expense on either the Board of Trade or the Underwriters, who should certainly not be called upon to disburse money for the protection of the general trade, both foreign and colonial.

QUARANTINE STATION.

The Council have learnt, with pleasure, of the appointment of Dr. F. Montizambert (who efficiently discharged the duties of Assistant for several years) to the office of Chief Medical Superintendent at Grosse Isle Quarantine Station.

ASSISTANCE TO SHIPS IN THE GULF.

The Council are again indebted to the Honorable the Minister of Marine for the prompt manner in which he complied with the request of the Council, to allow the steamer *Napoleon III* to intercept inward-bound ships during the severe weather of last fall, and their thanks are also due to J. U. Gregory, Esq., Acting Manager, for the efficient manner in which the service was performed.

FISHING SERVICE.

Your Council would again urge upon the Government the necessity of employing steam communication for the fishing service, instead of sail.

BOARD OF ARBITRATION.

An important case between the owners of the ship *City of Manchester* and one of our merchants, was arbitrated upon during the year, and a satisfactory decision arrived at, with trifling cost. Your Council would reiterate the opinion expressed by them last year, that if the system of arbitration on commercial questions were more generally resorted to, the decisions would be more prompt and much less expensive than the tedious and costly process of Courts of Law.

RAILWAY CONVENTION AT PORTLAND.

The American Consul at this port, Charles Robinson, Esq., extended to your Council a very courteous invitation to attend a Railway Convention at Portland, last summer, but as the subject to be discussed did not particularly effect Quebec interests, no deputation was named.

TRADE WITH CUBA.

The Spanish Consul at this port, Sig. H. de Uriarte, has informed your Council of the following changes in the tariff of that Island:

T
nary a
to put
Colon
factur
funds,
Govern
1.
ing ex
or to I

2.
the imp
House.

TH
Wolf, I

Th
Dunsc
port, ne
Depart
Th
Consul,
States ;
Geo. H.
useful
Canada

In
tant ma
increasi
very mu
Your Co
operatio
good old
The

T. H. G

Que

The Government of the Island of Cuba, in order to meet the extraordinary and unexpected expenses caused by the increase of the forces required to put an end to the insurrection which has lately broken out in that Colony, has called a meeting of the principal landlords, merchants, manufacturers and planters, to decide upon the means of raising the required funds, and in accordance with the measures pointed out by the meeting, the Governor, in a Decree dated Havana, 22nd February, ultimo, has ordered :

1. That from the first day of the current month of March, the following export duties will be exacted, whether the goods are exported to Spain or to Foreign Countries :—

Sugar, clayed, each box.....	\$0.50
“ muscovado, hogshead.....	1.50
Tobacco, per bale.....	1.50
Cigars, per M.....	0.75

2. On and after the same date, an additional charge of five per cent. on the import duties of the actual tariff will be exacted in all the Custom Houses of the Island.

DEATHS.

The Council have to record with sincere regret the death of J. C. De-Wolf, Esq., and H. Goodwin, Esq., both members of the Board.

ACKNOWLEDGMENTS.

The thanks of the Council are due to the Collector of Customs, J. W. Dunscomb, Esq., for several useful statistical returns of the trade of the port, neatly compiled by several gentlemen connected with the Customs Department, Messrs. Ross, Balzaretto, Hawkins, Wheeler, and Casault.

The Council are also indebted to Charles Robinson, Esq., United States Consul, at this port, for a volume on the mineral resources of the United States; to the Honorable Thos. McGreevy, M. P., Hon. D. Price, Senator, Geo. H. Simard, Esq., M. P., and John Hearn, Esq., M. P. P., for several useful Parliamentary documents, and to the several Boards of Trade, in Canada and the United States, for copies of their Annual Reports.

In addition to the subjects above referred to, a number of other important matters received the attention of your Council, whose labors are yearly increasing in interest and importance. The expenses of the Board are also very much enlarged, and a fresh accession of members is highly desirable. Your Council would therefore urge on the members active and cordial co-operation in promoting the commercial and industrial interests of our good old city.

The whole respectfully submitted,

DAVID E. PRICE,
President.

T. H. GRANT,
Secretary.
Quebec, April 5th, 1869.

TREASURER'S REPORT.

Mr. WELCH gave an abstract of the state of the accounts. He said the expenditure during the past year exceeded the income \$113. They had lost ten members, by death and otherwise, which would reduce their income \$50 per annum. Efforts should be made to increase the membership, so as to be able to meet expenses, and better accomplish the objects of the Board.

The CHAIRMAN observed there was hardly anything he could say which was not contained in the report of the year. He felt he had not always been able to do his duty to the Board, having been absent so often during meetings of the Council. However, nothing of very great importance had been brought up in his absence. The report which had been adopted by the Council would contain everything necessary to submit on this occasion. He had, as the Representative of the Board, attended one meeting of the Harbor Commissioners, but no business of moment was on hand. They had only to pass a couple of vouchers.

Mr. HAMILTON moved that the annual report be received, adopted and published. He would express not only his individual sentiments, but, he believed, those of the members generally, in stating that the Trade of Quebec was very much indebted to the President and the Council for the very able manner in which they had discharged their duties. He thought the extent of their work was but little known and only inadequately appreciated, but nevertheless it amounted to a great deal in the course of the year. (Applause.)

The motion was seconded by Mr. LÉDUC, and passed.

TRIBUTE TO THE LATE MR. FORSYTH.

Moved by H. S. SCOTT, Esq, seconded by P. GARNEAU, Esq., and unanimously

Resolved,—That by the death of J. B. Forsyth, Esq., this Board has lost one of its oldest, most intelligent and public spirited members, whose labors for the advancement of the commercial and general interests of the country have long been recognized and appreciated, while his ready and unflinching response to the many calls of benevolence and charity in our midst, without regard to class or nationality, renders his death a loss to the whole community. That the foregoing resolution be communicated to the family of the deceased, with an assurance of the respectful sympathy of this Board.

The Mover said—In a meeting like this, where all knew him and all lament his loss, it is, I feel sure, unnecessary that I should offer any argument to ensure the adoption of this resolution. For the last thirty or forty years, it may be said that we have hardly had an enterprise or a proposal

for our material advantage discussed, the credit or the hospitality of the city to be sustained, or, what was possibly more congenial to his warm heart and kindly spirit, a charitable deed to be performed or a public calamity to be relieved, but Mr. Forsyth was always to be found in the van, counselling and working with a zeal that never flagged under difficulty or opposition, and, by his unvarying courtesy and patience, promoting the cause of peace and unity amongst us. His memory will, I feel assured, be long cherished amongst us, and I venture to express the hope that his generous and unselfish spirit may serve as an example to us all. (Applause.)

Mr. GARNEAU, in seconding the motion, said he had much pleasure in endorsing the sentiments of the Mover, and believed Mr. Forsyth's death was a great public loss. He was one of the first men in all public enterprises, especially anything that might tend to advance the welfare of the city. He always acted in a conciliatory spirit, and had been frequently the means of saving us from difficulties. His services were very conspicuous at the time of the great fire of 1866. He was one of the most zealous and active members of the Relief Committee, and through his energy and influence a large amount of money was raised. In the disposal of that money, he always acted on such a straightforward and just principle as to win the admiration of the Committee. We were then very much indebted to him for his useful services. (Applause.)

The CHAIRMAN said—I am certain you will adopt this motion. I know that in his death I have lost a friend, and I think all of us have. I am also convinced that he will be missed not only by the commercial, but by the social community of Quebec for many a year. (Hear, hear.)

The motion was carried unanimously.

Mr. THOMSON moved, seconded by Mr. CRAWFORD,—That the thanks of the Board are due to the President, Vice-President, Secretary and Council, for their attention to the interests of the Board during the past year.—Carried.

The PRESIDENT said—For my part, I am certain the Council have done all they could to promote the interests of the Trade, and that, in retiring, they will join me in the assertion that we are very much indebted to the Secretary, Mr. Grant, for his assistance, without which we should often have been at a loss.

CIVIC INVITATION TO THE GOVERNOR-GENERAL.

Mr. JOSEPH said—During last winter Montreal invited His Excellency the Governor-General to pay a visit. There was a move here to invite him to Quebec also. But owing to the inclemency of the weather and the difficulties of travel, Lady Young could not accompany him to Montreal. The matter, on our part, was dropped. But as Quebec hereafter will soon again be filled with ships, and the city worth seeing, I think this would be



a good time to take measures to invite the Representative of Her Majesty to visit this capital. I therefore move, seconded by JOHN LAIRD, Esq.,

That the Council to be elected this day be requested to invite the City Council to co-operate with them in tendering to the Governor-General, Sir John Young, and Lady Young, an invitation to visit the city of Quebec early next summer, and, as a mark of respect to His Excellency, the Council be authorized to present him with an address on his arrival and tender him a public dinner, or in such other mode as the joint bodies may determine, publicly to demonstrate the arrival in this city of the representative of Her Majesty in this Dominion.

I do not wish to bind people to the notion of a dinner merely, although it is one of the most common and public modes of entertainment. I am sure we can and shall get up a reception that will not be behind that of Montreal. Our young men talk of getting up a regatta, which occasion might be taken advantage of for the benefit of the reception; and with a host of steamers in our port, and various means of amusement, but chief, of all, with willing hearts, I am sure we might give His Excellency such a welcome as he merits, and as would do us credit in the eyes of the whole Dominion. (Applause.)

Mr. SCOTT—Might it not be left to the Board of Trade, exclusively, to manage everything, without any co-operation with the Council. It might be made the entertainment of the merchants and citizens, everybody co-operating in an individual capacity. If the Mayor and Council were invited to take part, the former must take precedence and preside. He (Mr. Scott,) preferred the Board taking the initiative and sole responsibility.

Mr. JOSEPH did not think the compliment would be as great, were it merely a reception by the commercial men, as would be involved in a reception tendered by the whole city. They could not have this, without the Council co-operating. Besides, the first move was made by it, a committee having been named to proceed to Montreal and offer the invitation.

Mr. GARNEAU thought that in acting as Mr. Joseph proposed, we might be presuming a little, as the Council should, perhaps, be allowed to take the initiative. If it acted, the merchants should be ready to co-operate.

Mr. JOSEPH thought his motion the *juste milieu* between the views of the two gentlemen who had just spoken. He believed he had proposed the right course, and had reason to say, the Council would join us in such action as we might take. Ald. Hall could, perhaps, speak on the subject.

Ald. HALL said he was sure the Council had no desire to stand in the way of the Board of Trade. Of course it was the duty of the civic body, as loyal subjects, to present an address to Her Majesty's Representative, and a committee had been named by the Council with that object, of which he was one. They were to have gone to Montreal, but fearing that Quebec

would
was d
ready
lency
His E
Counc
everyt
everyb
gentle
nence,
to His
the rep
a part

T
T
lency i
of Jun

M

R
audito

M

R
ed Scr

T
tlemen

C
duc, A
Esquir

B
Dunn,
D. E. I

would have had to occupy a secondary position in this matter, the mission was deferred to a more fitting time. The Council now, however, were ready to co-operate with anybody and everybody to extend to His Excellency a proper reception. He believed that if the motion were accepted, His Excellency would receive a cordial and harmonious welcome. The Council would be represented by the Mayor, who ought to be at the head of everything of this kind. But though etiquette requires this arrangement, everybody would have his due place, and the Board of Trade, or any other gentlemen to whom it might be thought proper to give position or prominence, could be gratified accordingly. Therefore, he thought the invitation to His Excellency should be as general and unanimous as possible, not only the representatives of the citizens, but those of the different classes taking a part in the matter. (Applause.)

The motion was carried.

The CHAIRMAN stated he had heard on good authority that His Excellency is coming to reside at Quebec this summer, probably towards the end of June, after the session of the Dominion Parliament.

Moved by O. LEDUC, Esq., seconded by M. STEVENSON, Esq., and

Resolved,—That R. Brodie, Esq., and Henry Glass, Esq., be named auditors to examine the accounts.

Moved by M. CONNOLLY, Esq., seconded by GEORGE HALL, Esq., and

Resolved,—That J. S. Crawford, Esq., and John Glass, Esq., be appointed Scrutineers to examine the ballot and report the result.

The ballot for officers was then proceeded with, and the following gentlemen elected for the current year :

President,.....HENRY FRY, Esq.
Vice-President,P. GARNEAU, Esq.
Treasurer,H. W. WELCH, Esq.

Council.—Hon. D. E. Price, B. Bennett, A. Joseph, T. H. Dunn, O. Leduc, A. Thomson, J. G. Ross, H. S. Scott, M. G. Mountain, A. Fraser, Esquires.

Board of Arbitrators.—A. Joseph, Benson Bennett, Hy. Fry, T. H. Dunn, H. W. Welch, W. Hunt, J. G. Ross, H. S. Scott, W. Wurtele, Hon. D. E. Price, A. Fraser, P. Garneau.

LIST OF SHIPS BUILDING IN QUEBEC, WINTER 1863.

NAME.	No.	Tonnage.	RIG.
Hon. J. E. Gingras.....	1	1600	Ship.
Do	1	850	Bark.
Do	1	700	Do
Do	1	700	Do
Louis Rosa	1	373	Do
Do	1	400	Do
Narcisse Rosa.....	1	575	Do
Do	1	200	Do
Wm. Cotnam.....	1	250	Brigantine.
Valin & Dugal.....	1	380	Bark.
P. V. Valin.....	1	1500	Ship.
Do	1	675	Bark.
Do	1	400	Brigantine.
W. H. Baldwin.....	1	1299	Ship.
Do	1	695	Bark.
Do	1	498	Do
McKay & Warner.....	1	1200	Ship.
Do	1	800	Do
Do	1	700	Bark.
Do	1	160	Schooner.
Do	1	22	Yacht.
I. & J. Samson	1	750	Bark.
Do	1	400	Do
Labbés & Co.....	1	750	Do
H. Dinning.....	1	300	Brig.
Do	1	350	Barge.
Dunn & Samson.....	1	1350	Ship.
Do	1	850	Do
Charland & Marquis.....	1	1160	Do
Do	1	875	Do
Do	1	385	Bark.
Total.....	31	20147	

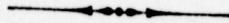
PORT

Julien
Mr. Oli
Charlan
Do
Dunn &
Do
Mr. Ba
Do
Samson
Julien
McKay
Do
Mr. Gir
Dinning
Gingra
Do
L. Ros
Do
McKay
Cha-lat
T. Val
Do
Do

In
twenty
year of

In
shewing

In
to 1,97



R 1868.

PORT OF QUEBEC.—Account of all Vessels building at this Port, on the 31st of March, 1869.

RIG.

Ship.
Bark.
Do
Do
Do
Do
Do
Do
Brigantine.
Bark.
Ship.
Bark.
Brigantine.
Ship.
Bark.
Do
Ship.
Do
Bark.
Schooner.
Yacht.
Bark.
Do
Do
Brig.
Barge.
Ship.
Do
Do
Do
Bark.

BY WHOM BUILDING.	Tonnage.	PROGRESS.
Julien & Labbé	548	Ready to launch.
Mr. Oliver	700	Planking.
Charland & Co.	1150	$\frac{7}{8}$ finished.
Do	850	Do.
Dunn & Co.	1360	Do.
Do	1000	Framing.
Mr. Baldwin	1350	$\frac{7}{8}$ finished.
Do	600	$\frac{3}{4}$ do.
Samson & Co.	1800	Framing.
Julien & Labbé	875	Planking.
McKay & Warner	1200	Planked.
Do	675	Planking.
Mr. Gingras	1750	Framing.
Dinning & Co.	1250	Planked.
Gingras	1200	Do.
Do	700	Planking.
L. Rosa	400	Framing.
Do	400	Ready to launch.
McKay & Warner	400	Planking.
Cha-lad & Co.	500	Planked.
T. Valin	1150	Planking.
Do	850	Planked.
Do	560	Do.

REMARKS.

In 1868 there were thirty vessels built; on 31st March, 1869, there were twenty-three vessels in course of construction, shewing a decrease for the present year of seven vessels.

In 1868 there were fourteen ship-yards open; this year there are twelve, shewing a decrease of two yards in 1869.—The work progressing very slowly.

In 1868 the number of men employed in the different ship-yards amounted to 1,970; in 1869 to about 1,000 men.—Less this year, 970.

(ANNUAL CIRCULAR.)

QUEBEC, 3rd December, 1868.

The past season has been one of much uncertainty, high prices in Quebec and low rates in England have made the trade in wood generally unremunerative to the Shipper, while, on the other hand, the manufacturer has realized more than the market in Liverpool or the Clyde warranted. It must, however, be remembered that, year after year, Timber costs more and more laid down in Quebec, as it is drawn from greater distances, and the people on the other side of the Atlantic must make up their minds to give higher prices than heretofore.

WHITE PINE—Must open higher in spring, for the stock of Square Timber wintering is only 7,647,598 feet against 13,000,843 in 1867, and, of this small stock, nearly half a million of feet will be sawn up for ship-building and other purposes, and the usual allowance must be made for culls and loss in dressing—generally a heavy item. In issuing our Annual Circular last December, we stated that “the operations in the woods this winter will be on a much more moderate scale for Square Timber, as the manufacture of Logs is far more remunerative.” A glance at the supply will show how correct was our conjecture; and, although we are not of opinion the quantity of Square Timber will always be on the moderate scale of this season, yet, knowing that a large portion of the best limits on the Ottawa have gone permanently into the hands of parties who furnish the American markets with Sawn Lumber, it is evident that supplies for the future, especially of really prime White Pine, will be limited.

RED PINE—Is very low in stock, being a little over 1,600,000 feet, against 4,776,617 feet, the average stock wintering from 1863 to 1867. Upwards of one-half that winters is old wood, and the quantity of really good Timber of this season on hand is very small. Prices in England have been very low, as the American Pitch Pine interfered very much with our large sized Timber; and, although the market is now improving, it is principally for Timber of 45 feet and under, which we recommend to our friends on the Ottawa, to be well made and free from sap; larger sizes, fit for Spars, will also do well.

WHITE PINE MASTS AND RED PINE SPARS—Sold at such excessive prices during the American war that the supply, when peace was established, was so large, that they fell to almost nothing, and the manufacture has, in a manner, almost ceased; the market is now denuded, and for good sizes we look for a better demand.

OAK—Has been shipped largely, especially during the latter part of the season. The stock wintering is a little beyond that of 1867, and prices, both here and in England, have been anything but buoyant, closing at

quality alone from £3 to £5. Dry Floated are worth more than our quotations.

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

from 18d. to 20d. This Timber is now becoming scarce in Canada, and manufacturers have to look to Michigan, which entails expense; and, in future, we think prices will be higher than they have hitherto been.

ELM.—The quantity wintering is small, being only 675,539 feet against 884,943 in 1867, and against 1,563,001 feet, the average of the 5 years from 1863 to 1867. This, like Oak and Tamarac, is becoming annually more difficult to procure, and also much more expensive.

TAMARAC—Is only 222,410 feet in stock, being one-half less than last season and one-third of the five previous years. Good large size, whether Square or Flatted, will do well next year.

STANDARD STAVES—Have shown very little animation, either here or in England; and, although prices have recently improved in the London market, owing to the very limited shipment to that port, yet, in Liverpool and the Clyde, we can see no change for the better.

WHITE OAK PUNCEON—Have been in better demand, but the price has been pretty much the same all the season; and, though the stock wintering is double that of last year, it is not beyond the average of the five preceding years.

It will be seen from the foregoing remarks that the stock of Timber generally is very low, as compared with the last five years, and this applies equally to

DEALS—Both BRIGHT AND FLOATED.—The quantity wintering is 1,171,009 standard against 1,771,984 standard in 1867; but, of the Bright remaining on hand, a very large portion are Culls, there having, this season, been but little or no demand for them in the American market. Both Bright and Floated, suitable for shipment, are, therefore, scarcer than we have ever known them, and we may add the demand for both is annually increasing in the markets in the United Kingdom.

SPRUCE DEALS—Have been tolerably saleable all the year, for first and third quality especially, but there is always a very large portion of seconds in every specification which are more difficult of sale. The quantity on hand is 450,619 standard against 651,879 last December.

FREIGHTS—Have generally ruled low all season, both for Timber and Deals.

For the Tabular Statements accompanying our Circular we are, as usual, indebted to our friends Messrs. Wood, Petry, Poitras & Co., to whom we tender our thanks.

We may state that business, with scarcely any exception, continues dull and depressed in England, and it will be long ere confidence is restored or general credit re-established. Everything in Europe seems unsettled, and what may be in store for 1869, none can tell, but that it may be a happy and prosperous year for all our friends on both sides of the Atlantic, is our earnest wish.

J. BELL FORSYTH & CO.

Ha
and I
with
years
been
Pine
ever k
harves
shewn
trade,
minio
marke

Wh
feet,
1,905,
ed act
took p
of wat
prices
the se
of wh
timber
also w
a sma
all bei
tion th
a man
year's
over-s
and av
years
and L
prove
in rem
to get
will h
think

REN
3,333,
marke

(ANNUAL CIRCULAR.)

QUEBEC, 3rd December, 1868.

Having made up the returns of the Supply, Export and Stock of Timber and Deals for the past season, we forward them for your perusal, together with a comparative statement for the past five years, and an average of five years preceding, with Prices Current annexed. The season just closed has been one of great activity in the timber trade, and our staple of White Pine has maintained a higher price throughout the season than we have ever known. Notwithstanding an over-abundance of money, and bountiful harvests both here and in the United Kingdom, capitalists have again shewn an unwillingness to employ their means in the ordinary channels of trade, and until this general distrust gives place to confidence, and our Dominion Government is thoroughly established, we need not look for a marked improvement.

WHITE PINE.—The stock on hand of this article is of square 7,647,598 feet, against 13,000,843 last year, and of Waney 1,715,185, against 1,905,422. The demand in the first part of the season was without marked activity, owing to the lateness of the Spring fleet, but an improvement took place in July, when, from a scanty arrival of Rafts caused by scarcity of water, together with low stocks, holders were enabled to realize full prices, which they maintained, for good timber, during the remainder of the season. The stock wintering is of good fair average quality, one-third of which is only a medium article, the remainder is, with little exception, timber of only moderate averages, but of good, healthy character. It is also worthy of note that we remember no season to have closed with such a small proportion of White Pine Timber wintering in first hands, nearly all being in the hands of the shippers. It is a subject for general satisfaction that the stock of this article has at length been reduced to within a manageable compass, and that arrangements entered into for another year's manufacture are on such a scale as to preclude the danger of an over-stock next year; we may also remark that timber of superior quality and average is now procured only by receding into districts where a few years ago it would have been thought impracticable to make the attempt; and Lumbermen, at great sacrifices and expense, have been obliged to improve creeks and streams heretofore unnavigable for lumbering purposes, in removing natural obstacles, and constructing artificial "Slides," in order to get out their manufactured lumber to the main streams. These causes will have the effect of reducing our future supply, and experience will we think corroborate this view.

RED PINE.—The stock on hand of this article is 1,650,749 feet, against 3,333,331 last year. Although it has been very much decreased, still the market has not improved except for very large girth and average, which

always commands a remunerative price ; of what remains, there is a good deal of small and inferior, including some three to five years old. What is got out this winter should be large and good and limited in quantity.

TAMARAC.—The stock on hand is small, being only 222,410 feet, against 422,572 last year; for large sizes there appears sufficient encouragement, provided the supply is not excessive.

HARDWOODS, OAK AND ELM.—The stock of Oak is 1,510,874 feet, against 1,457,986, and of Elm 675,539 feet, against 884,943 last year. Oak has been dull all the season, and difficult to dispose of, and we would recommend a decreased supply and improvement in quality, as compared with receipts of this year. Elm has been in good demand throughout the season, and ready sales may be expected, should next year's make equal that of the season just closed.

STAVES.—The stock of W. O. W. India has increased, and Standard have decreased, the demand for the latter languished all throughout the season, the former has been in good demand all the year. There being more than an average stock on hand, it is needless for us to caution our friends against an over-supply.

DEALS.—Have been in great request, especially Pine ; the stock on hand of both have much decreased, as well as the stock of sawn-lumber generally. There is every prospect for a large supply of logs this winter.

FREIGHTS.—Have been unremunerative all summer, ranging from 27s. to 29s. for Liverpool and the Clyde, and 75s. to 80s. for Deals to London.

Referring you to the Prices Current and Tables annexed.

We remain,

Your obedient Servants,

WOOD, PETRY, POITRAS & CO.

BOOK

PRICES CURRENT on the 1st December, for the years 1864, 1865, 1866, 1867 and 1868.

PRICES CURRENT on the 1st December, for the years 1864, 1865, 1866, 1867 and 1868.

	1864.		1865.		1866.		1867.		1868.	
	S.	D.	S.	D.	S.	D.	S.	D.	S.	D.
WHITE PINE, in the Raft, for inferior and ordinary according to average, &c, measured off	0 3½	0 6½	0 5½	0 6½	0 6	0 6½	0 5	0 6½	0 7½	0 9
For superior	0 7	0 10½	0 8	0 11	0 8	0 10	0 8	0 10½	0 9	0 10½
In Shipping order, according to average and quality Board, 18 to 21 inch.	0 10	0 10½	0 8	0 10	0 8	0 10	0 9	0 10½	0 9	0 11
RED PINE, in the Raft, measured off according to average and quality.	0 7	1 3	0 8	0 11	0 6	0 10	0 7½	0 10	0 8	0 10
In Shipping order 40 to 50 feet.	0 9½	0 10	0 9	0 9½	0 9	0 10	0 8½	0 9	0 9½	0 10½
OAK, ordinary, by the Dram.	1 6	0 10	1 4	0 0	1 7	0 10	1 6	0 0	1 6	0 10
Lake St. Clair, measured off, by the Dram.	0 8	0 12	0 8½	0 10	0 10	0 12	1 0	0 10	1 2	0 15
ELM, by the Raft, according to average and quality.	0 10	0 11	0 8	0 10	1 2	0 11	1 1	0 10	1 4	0 15
In Shipping order, 35 to 40 feet.	0 7	0 10	0 9	0 10	0 10	0 11	0 7	0 10	0 9	0 10
TAMARAC.—Square, according to size, in the Raft.	0 4½	0 7	0 5	0 7	0 6	0 7½	0 5	0 7	0 7	0 9
do. do.	50	0 0	50	0 0	50	0 0	50	0 0	50	0 0
STAVES for specification, Merchantable.	52	10 0	50	0 0	50	0 0	50	0 0	50	0 0
All Pipe.	12	0 0	12	0 0	12	0 0	12	0 0	12	0 0
W. O. Punccheon, Merchantable.	16	10 0	16	10 0	16	10 0	16	10 0	16	10 0
DEALS.—Bright, 1st quality.	11	0 0	11	0 0	11	0 0	11	0 0	11	0 0
Do. 2nd do.	13	10 0	13	15 14	13	10 0	13	10 0	13	10 0
Floated 1st quality.	9	0 0	9	3 4	9	0 0	9	0 0	9	0 0
Do. 2nd do.	7	10 0	7	0 0	7	10 0	7	0 0	7	10 0
Spruce, 1st quality.	5	10 0	5	10 0	5	10 0	5	10 0	5	10 0
Do. 2nd do.	5	10 0	5	10 0	5	10 0	5	10 0	5	10 0

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

	1864.	1865.	1866	1867.	1868.
Average of the 5 years 1859 to 1863.	1,098,.....	1,021,.....	1,025,.....	826,.....	892,.....
1,194,.....	665,929	624,026	605,221	548,958	566,981

PORT OF QUEBEC.—A Comparative Return of Wood Goods Exported during the years 1867 and 1868.

ARTICLES.	1867.		1868.	
	Quantity	Value.	Quantity	Value.
		\$		\$
White Pine..... tons.	369234	2064925	381976	2245226
Red Pine..... "	66539	447082	57311	400239
Oak..... "	44802	592551	58962	746770
Blm..... "	30732	286788	33095	294510
Birch..... "	9539	80921	10225	85415
Walnut..... "	1521	25395	3106	53876
Ash..... "	3658	31149	3548	27571
Tamarac..... "	2184	15247	1807	12739
Basswood, Butternut and Hickory..... "	953	9423	987	8741
Maple..... "	384	2851	359	2822
Standard Staves..... mille.	1532	325849	1313	269145
W. I. W. O. Staves..... "	2868	189206	3160	199423
Deals..... Stand.	5131702	1964611	6189863	2361068
Plank and Boards..... M. feet.	14414	160951	15018	210617
Spars..... pieces.	2790	41155	2074	27095
Masts..... "	232	21178	215	12534
Sleepers..... "	4151	19450	642	3200
Lathwood..... cords.	4381	29134	4427	31380
Oars..... pairs.	11756	13407	11369	15498
Sugar Boxes..... No.	17910	7118	13687	6335
Other Woods.....		54825		46314
Total.....		\$6383216		\$7060518

A Co
DGold I
C pper
Iron
Phospl
Magne

Produ

Fish—

"

Produ

Bacon

Beef ..

Pork..

Tongu

Butter

Caeese

Lard a

Furs—

Bones.

Horses

Other

Anima

Flour.

Meal..

Oats ..

Peas a

Bailey

Indiau

Timoth

Fruits

Balsan

Wheat

Other

Agricu

Food Goods Exported

PORT OF QUEBEC.

A COMPARATIVE STATEMENT of the Quantity and Value of Exports of the Dominion of Canada, during the years 1867 and 1868.

1868.	
Quantity	Value.
	\$
381976	2245226
57311	400239
58962	746770
33095	294510
10225	85415
3106	53876
3548	27571
1807	12739
987	8741
359	2822
1313	269145
3160	199423
6189863	2361068
15018	210617
2074	27095
215	12534
642	3200
4427	31380
11369	15498
13687	6335
	46314
	\$7060518

ARTICLES.	1867.		1868.	
	Quantity	Value.	Quantity	Value.
		\$		\$
Gold Dust and Nuggets.....		3800		
Copper Ore.....tons.	340	30111	2262	142010
Iron "....."	180	1550	5	20
Phosphate of Lime....."	60	1200	389	3385
Magnetic or Iron Sand....."	695	697		
Produce of the Mine.....		\$37358		\$145415
Fish—Dry.....cwt.	152	755		
" Pickled.....brls.	395	1108	470	1890
" Oil.....galls.	3699	1921	550	300
Produce of the Fisheries.....		\$3784		\$2190
Bacon and Hams.....cwt.	63	774	3	50
Beef.....brls.	275	5875	487	8741
Pork....."	1461	26995	534	11391
Tongues.....kegs.	3	27		
Butter.....lbs.	126451	16549	179733	23350
Cheese....."	47340	5696	1900	800
Lard and Tallow....."	9225	1230	10713	1592
Furs—Raw.....		29955		19811
Bones.....tons.			56	822
Horses.....No.			2	500
Other Articles.....		198		78
Animals and their Produce.....		\$87299		\$67135
Flour.....brls.	18311	148036	7018	47523
Meal....."	2423	11975	286	1313
Oats.....bushels.	18293	8833	22597	9945
Peas and Beans....."	60072	46230	5466	5990
Bailey and Rye....."			3057	3166
Indian Corn....."	833	891	450	294
Timothy and Clover Seed....."	1321	925		
Fruits and Vegetables.....		2082		7650
Balsam.....		80		200
Wheat.....bushels.	133	253		
Other Articles.....		75		45
Agricultural Products.....		\$219380		\$76126

COMPARATIVE STATEMENT—(Continued.)

ARTICLES.	1867.		1868.	
	Quantity	Value.	Quantity	Value.
		\$		\$
Biscuits.....cwt.	2098	12144	2165	10990
Oil Cake.....		16012		9112
Tobacco.....lbs.	25560	4476	9130	1617
Leather.....		2679		1434
Hardware.....		833		1361
Rags.....		503		860
Candles.....lbs.	1442	182	1726	220
Soap.....	2940	148	4160	194
Alc and Beer.....galls.	1348	604	960	240
Whisky.....	4641	2451	105	155
Coal Oil.....	284	126	3205	899
Asbes—Pot and Pearl.....brls.	30	593	12	240
Carriages.....No.	1	160	2	250
Books.....		116		30
Other Articles.....		2061		2958
Manufactures.....		\$43088		\$30560
Sea-going Vesse's built—Registered Ton- nage.....	3119083	686988	3020580	803600
Total Manufactures.....		\$730076		\$834160
Gold Coin.....		250000		595936
Silver ".....		283477		18152
Total.....		\$533477		\$614088
Goods not the Produce of the Dominion...		61445		41159
EXPORTS.				
Produce of the Dominion.....		1611374		1739114
Wood Goods, & Return.....		6383216		7060518
Total Produce of the Dominion.....		\$7994590		\$8799632
“ not of the “.....		61445		41159
Grand Total.....		\$8056035		\$8840791

7.)

1868.	
Quantity	Valuc.
	\$
2165	10990
.....	9112
9130	1617
.....	1434
.....	1361
.....	860
1726	220
4160	194
960	240
105	155
3205	899
12	240
2	250
.....	30
.....	2958
.....	\$30560
3020580	803600
.....	\$834160
.....	595936
.....	18152
.....	\$614088
.....	41159
.....	1739114
.....	7060518
.....	\$8799632
.....	41159
.....	\$8340791

RECAPITULATION OF EXPORTS for the year 1868, shewing the Countries to which Exported to.

COUNTRIES.	Produce of the Mine.	Produce of the Fisheries.	Produce of the Forest.	Animals and their Produce.	Agricultural Products.	Manufactures.	Coin.	New Ships.	Total Produce of the Dominion.	Total Produce net of the Dominion.
No.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1—Great Britain.....	145365	1428	6705276	27535	5329	10044	614088	600128	8109193	14986
2—United States.....	50	.....	106201	14926	10424	370	.....	.....	131971	16569
3—South America.....	61018	.....	.....	200	.....	.....	61218	.....
4—France.....	55576	.....	.....	.....	.....	203472	259048	.....
5—Germany.....	10	32306	.....	.....	.....	.....	.....	32910	2
6—Spain.....	6442	.....	.....	.....	.....	.....	6442	.....
7—Portugal.....	5854	.....	.....	.....	.....	.....	5654	.....
8—Italy.....	4851	.....	.....	.....	.....	.....	4851	.....
9—Holland.....	2717	.....	.....	.....	.....	.....	3717	.....
10—Australia.....	37943	.....	.....	1000	.....	.....	38943	.....
11—Gibraltar.....	4220	.....	.....	.....	.....	.....	4220	.....
12 } Spanish West Indies.....	12726	1450	5080	.....	.....	.....	19256	.....
} British West Indies.....	752	980	9970	3409	.....	.....	.....	15111	352
4A—St. Pierre D'Miquelon.....	4395	146	6168	620	.....	.....	11829	82
13—Prince Edward's Island.....	3880	199	400	.....	.....	.....	4479	120
14—Newfoundland.....	14239	23078	38056	14517	.....	.....	90790	9048
Total.....	\$145415	\$2190	\$7060518	\$67135	\$76126	\$30560	\$614088	\$903600	\$8799632	\$41159
Add—Produce net of the Dominion.....	41159	.....
Grand Total, Exports.....	\$8840791	.....

TRADE AND COMMERCE OF

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Great Britain, being the value of the Goods imported from and exported thence; also, the number of Vessels arriving and departing in the year 1868.

GREAT BRITAIN.

IMPORTS AND EXPORTS.

Value of Imports.....	\$1,027,735
“ Exports	8,124,179

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	606	524,139
“ cleared.....	928	729,589

PORT OF QUEBEC.

STATEMENT of the Trade and Navigation with the United States and the Port of Quebec (sea-ward) for the year 1868, shewing the number of Vessels entered Inwards and Outwards, with the number of Tons and Men employed, distinguishing the Countries they came from and those they cleared for, and under what Flags; also, those with Cargoes and in Ballast, and the Value of Imports and Exports.

UNITED STATES.

VESSELS INWARDS.	No.	Tons.	Men.
Total Number of Vessels arrived.....	23	18140	388
Vessels with Cargoes.....	10	8771	190
“ in Ballast.....	13	9369	198
Total.....	23	18140	388
NAME OF COUNTRIES FROM.			
New York	14	9053	203
Boston	4	3582	75
Mobile	2	2625	52
Portland	1	1072	20
Michigan.....	1	1027	21
Baltimore	1	781	17
Total.....	23	18140	388
UNDER WHAT FLAGS.			
British.....	19	16370	334
United States.....	1	338	10
Norwegian	1	450	11
Bremen.....	2	982	33
Total.....	23	18140	388

IMPORTS.

Total Value by Sea.....	\$27,117
-------------------------	----------

THE CITY OF QUEBEC.

29

STATEMENT of the Trade and Navigation with the United States and the Port of Quebec—(Continued.)

VESSELS OUTWARDS.	No.	Tons.	Men.
Total Number of Vessels cleared.....	1	146	8
With Cargoes.....	1	146	8
NAME OF COUNTRIES FOR.			
Boston	1	146	8
UNDER WHAT FLAG.			
British	1	146	8

EXPORTS.

Total Value by Sea..... \$1,136

STATEMENT of Inland Trade and Navigation for the year 1868.

INWARDS.

	No.	Tons.	Men.
Total Number of Vessels (by Canal).....	8	839	30

IMPORTS.

Value by Canal.....	\$ 38,827
“ “ Railroad.....	314,425
Total.....	\$353,252

OUTWARDS.

	No.	Tons.	Men.
Total Number of Vessels (by Canal).....	109	8,922	372

EXPORTS.

Value by Canal.....	\$103,173
“ “ Railroad	44,231
Total.....	\$147,404

Custom House, Quebec, }
1st February, 1869. }

Great Britain, being
ported thence; also,
the year 1868.

... \$1,027,735
... 8,124,179

No.	Tons.
06	524,139
08	729,589

ed States and the
ving the number
the number of
tries they came
hat Flags; also,
of Imports and

Tons.	Men.
18140	388
8771	190
9369	198
18140	388
9053	203
3582	75
2625	52
1072	20
1027	21
781	17
18140	388
6370	334
338	10
450	11
982	33
8140	388

\$27,117

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with South America, being the value of the Goods Exported thence; also, the number of Vessels arriving and departing in the year 1868.

SOUTH AMERICA.

EXPORTS.

* Value of Exports..... \$61,218

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	9	7,604
“ cleared.....	13	5,959

* Imports—Nil.

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with France, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing during 1868.

FRANCE.

EXPORTS AND IMPORTS.

Value of Imports.....	\$100,711
“ “ Exports.....	\$ 55,576
“ “ 8 Vessels (4,427 tons).....	203,472
	\$259,048

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	29	14,510
“ cleared.....	9	4,339

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Germany, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

GERMANY.

IMPORTS AND EXPORTS.

Value of Imports.....	\$223,231
“ “ Exports.....	32,912

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	17	12,374
“ cleared.....	3	2,019

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Spain, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

SPAIN.

IMPORTS AND EXPORTS.

Value of Exports.....	\$ 6,442
“ “ Imports.....	31,124

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	10	4,474
“ cleared.....	1	630

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Portugal, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

PORTUGAL.

IMPORTS AND EXPORTS.

Value of Exports.....	\$5,654
“ “ Imports.....	6,114

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	3	664
“ cleared.....	2	315

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Italy, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

ITALY.

IMPORTS AND EXPORTS.

Value of Exports.....	\$4,851
“ “ Imports.....	957

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	4	2,816
“ cleared.....	1	390

TRADE AND COMMERCE OF

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Holland, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

HOLLAND (NETHERLANDS.)

IMPORTS AND EXPORTS.

Value of Exports.....	\$ 3,717
“ “ Imports	30,345

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	6	3,720
“ cleared.....	1	436

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Australia, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

AUSTRALIA.

IMPORTS AND EXPORTS.

Value of Exports.....	\$38,943
“ “ Imports	Nil.

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	Nil.	
“ cleared.....	4	3,378

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Gibraltar, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

GIBRALTAR.

IMPORTS AND EXPORTS.

Value of Exports.....	\$4,220
“ “ Imports.....	Nil.

ARRIVALS AND DEPARTURES.

	No.	Tons.
Vessels arrived.....	2	763
“ cleared.....	1	424

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with the West Indies, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

WEST INDIES.

IMPORTS AND EXPORTS.		
Value of Imports		\$133,742
“ “ Exports		34,719
ARRIVALS AND DEPARTURES.		
	No.	Tons.
Vessels arrived.....	9	2,610
“ cleared.....	7	1,833

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Prince Edward's Island, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

PRINCE EDWARD'S ISLAND.

IMPORTS AND EXPORTS.		
Value of Exports.....		\$4,599
“ “ Imports		1,775
ARRIVALS AND DEPARTURES.		
	No.	Tons.
Vessels arrived.....	6	213
“ cleared.....	4	567

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Newfoundland, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

NEWFOUNDLAND.

IMPORTS AND EXPORTS.		
Value of Exports.....		\$99,838
“ “ Imports		59,416
ARRIVALS AND DEPARTURES.		
	No.	Tons.
Vessels arrived.....	53	4,795
“ cleared.....	56	4,084

PORT OF QUEBEC.

STATEMENT shewing the Trade and Navigation with Belgium, being the value of the Goods Imported from and Exported thence; also, the number of Vessels arriving and departing in the year 1868.

BELGIUM.

IMPORTS AND EXPORTS.		
Value of Exports.....		Nil.
“ “ Imports		\$15,440
ARRIVALS AND DEPARTURES.		
	No.	Tons.
Vessels arrived.....	12	5,029
“ cleared.....		Nil.

PORT OF

STATEMENT of the Quantity and Value of the undermentioned Articles
Number and Tonnage of Vessels reported for the year ending

NOVA SCOTIA.

No. of Vessels.	Tonnage.	ARTICLES.	Quantity.	Value.
				\$
		Coals.....	6087 tons.	13196
		Fresh Fish.....		30
		Dry Fish.....	8 cwts.	32
		Green Fish.....	2 brls.	8
		Smoked Fish.....		5
		Hides.....		130
		* Molasses.....	32569 gals.	10984
		Cod Oil.....	30 "	15
		Other Articles.....		135
		Plaster.....	1376 tons.	780
		Rags.....		45
		Settler's Goods.....		600
		Woollens.....		95
		Leather.....		58
30 Steamers.....10,656 Tons. 40 Sailing Vessels.....5,513 "	Total amount of Tonnage.....16,169 Tons.			\$26113

Custom House, Quebec, }
31st December, 1869. }

* Duty paid in Halifax.

PORT OF

STATEMENT of the Quantity and Value of the undermentioned Articles
Number and Tonnage of Vessels reported for the half-year ended

NOVA SCOTIA.

No. of Vessels.	Tonnage.	ARTICLES.	Quantity.	Value.
				\$
		Coals.....	604 tons.	1562
		Fish—Fresh.....		30
		Hides.....		100
		Plaster.....	330 tons.	235
		Rags.....		45
		Other Articles.....		92
		Settler's Goods.....		600
		Woollens.....		55
7 Steamers.....1807 Tons. 12 Sailing Vessels...1672 "	Total amount of Tonnage, 3479 Tons.			\$2719

Custom House, Quebec, }
16th January, 1869. }

QUEBEC.

entered at this Port from Nova Scotia and New Brunswick, with the thirty-first of December, 1868.

NEW BRUNSWICK.

Value.	No. of Vessels.	Tonnage.	ARTICLES.	Quantity.	Value.
\$					\$
13196	19 Sailing Vessels.	Total amount of Tonnage..... 973 Tons.	Brandy in Bond.....	785 gals.	686
30			Boots and Shoes.....		90
32			Dry Fish.....	261 cwts.	1004
8			Green Fish.....	908 brls.	3449
5			Fresh Fish.....		30
130			Preserved Fish.....		825
10984			Smoked Fish.....		210
15			Herrings.....	363 brls.	788
135			Do Smoked.....	448 boxes	85
780			Furs.....		109
45			Grindstones.....	5440	1630
600			Mackerel.....	35 brls.	244
95			Salmon—Green.....	44 "	448
58			Do Smoked.....	63 boxes	678
			Fish—other.....		1585
			Hides.....		61
			Hardware.....		944
			Leather.....		730
			Cod Oil.....	820 gals.	440
			Lard Oil.....	1114 "	580
	Oysters.....	3714 brls.	5645		
	Other Articles.....		419		
	Rags.....		28		
	Serap Iron.....		22		
					\$20730
\$26113					

QUEBEC.

entered at this Port, from Nova Scotia and New Brunswick, with the 30th June, 1868.

NEW BRUNSWICK.

Value.	No. of Vessels.	Tonnage.	ARTICLES.	Quantity.	Value.		
\$					\$		
1562	4 Sailing Vessels.	Total Tonnage.... 222 Tons.	Boots and Shoes.....		90		
30			Fish—Dry.....	2 cwts.	8		
100			" Fresh.....		30		
235			" Preserved.....		825		
45			" Smoked.....		210		
92			Furs.....		14		
600			Grindstones.....	3490	1030		
55			Hides.....		41		
			Hardware.....		363		
			Leather.....		730		
			Other Articles.....		180		
			Rags.....		20		
							\$3541
\$2719							

PORT OF

VALUE of Articles Exported and Vessels cleared for Nova Scotia

NOVA SCOTIA.				
Vessels.	Tonnage.	ARTICLES.	Quantity.	Value.
				\$
		Ale and Porter.....	232 gals.	78
		Bread and Biscuit	215 brls.	849
		Butter.....	649 lbs.	135
		Boots and Shoes.....		5966
		Cheese.....	13527 lbs.	2373
		Candles.....		
		Coal Oil.....		
		Dry Goods.....		7344
		Flour.....	17236 brls.	118968
		Fruits and Vegetables.....		139
		Furs and Skins.....		
		Hardware		900
		Liquors		600
		Leather.....		70
		Lard	1421 lbs.	320
		Manufacture of Leather.....		
		Manufacture of Wood.....		2860
		Medicines and Mixtures.....		
		Meal.....	960 brls.	5025
		Oats, Barley and Rye.....	300 bus.	140
		Other Articles.....		7804
		Peas and Beans	63 bus.	141
		Seeds.....		84
		Soap	4760 lbs.	225
		Salt Meats.....	19 brls.	423
		Sugar		
		Tobacco	1143 lbs.	306
		Ten		
		Wine	23 gals.	26
		Salt.....		
				\$154776
20 Steamers	6,676 Tons.			
21 Sailing Vessels	1,500 "			
	8,266 "			
	41			
	Total Tonnage.....	8,266 Tons.		

PORT OF

SUPPLEMENTARY TO

RETURN of Goods Exported to Nova Scotia and New Brunswick,

ARTICLES EXPORTED WITHOUT VALUE BEING GIVEN.

1. Leather.....
2. Boots and Shoes.....
3. Hardware of all kinds.....
4. Medicines and Mixtures...
5. Furs and Skins.....
6. Groceries.....
7. Dry Goods.....
8. Other Articles.....
9. Liquors.....
10. Manufacture of Leather.....
11. Manufacture of Wood.....

QUEBEC.

and New Brunswick in 1868.—K.

OF
 otia
 alue.
 \$
 78
 849
 135
 5966
 2373

 7344
 118968
 139

 900
 600
 70
 320

 2860

 5025
 140
 7804
 141
 84
 225
 423

 306

 26

 \$154776

NEW BRUNSWICK.				
Vessels.	Tonnage.	ARTICLES.	Quantity.	Value.
45 Sailing Vessels.	Total Tonnage..... 2,473 Tons.	Ale and Porter.....	3970 gals.	\$ 1280
		Bread and Biscuit.....	1298 brls.	6287
		Butter.....	5927 lbs.	1137
		Boots and Shoes.....	.....	10165
		Cheese.....	11651 lbs.	1658
		Candles.....	3300 "	415
		Coal Oil.....	760 gals.	190
		Dry Goods.....	.....	26289
		Flour.....	26930 brls.	188905
		Fruits and Vegetables.....	.....	2484
		Furs and Skins.....	.....	.....
		Hardware.....	.....	3705
		Liquors.....	.....	1346
		Leather.....	.....	2363
		Lard.....	1822 lbs.	280
		Manufacture of Leather.....	.....	62
		Manufacture of Wood.....	.....	4814
		Medicines and Mixtures.....	.....	1919
		Meal.....	4213 brls.	18879
		Oats, Barley and Rye.....	2500 bus.	998
		Other Articles.....	.....	13724
		Peas and Beans.....	391 bus.	605
		Seeds.....	438 "	976
		Soap.....	13054 lbs.	580
		Salt Meats.....	707 brls.	15561
Sugar.....	2660 lbs.	266		
Tobacco.....	22211 "	5731		
Tea.....	6793 "	2725		
Wine.....	770 gals.	1361		
Salt.....	4413 bus.	760		
				\$315365

QUEBEC.

STATEMENT K.

the value and quantity of which has not been furnished in 1868.

NOVA SCOTIA.		NEW BRUNSWICK.	
33 Rolls.		197 Packages.	
45 Cases.		170 "	
87 Packages.		1017 "	
30 Boxes.		37 "	
11 Packages.		51 "	
35 "		531 "	
180 "		409 "	
16 "		373 "	
.....		93 "	
.....		19 "	
.....		94 "	
437 Packages.		2991 Packages.	

OF
 RY TO
 nswick,
 N.

TRADE AND COMMERCE OF
PORT OF QUEBEC.

STATEMENT of the Trade and Navigation with France and her Colonies
for the year 1868.

VESSELS INWARDS.	No.	Tons.	Men.
Total Number of Vessels arrived.....	32	14761	385
Vessels with Cargoes.....	13	5852	148
“ in Ballast.....	19	8909	237
Total.....	32	14761	385
NAME OF COUNTRIES FROM.			
Bordeaux.....	10	4906	126
Havre.....	7	4338	101
Marseilles.....	3	1595	41
Charente.....	3	730	23
Toulon.....	1	424	13
Dieppe.....	1	300	10
Rochefort.....	2	986	26
Hyeres.....	1	654	17
Dunkirk.....	1	577	14
St. Pierre Miquelon.....	3	251	14
Total.....	32	14761	385
UNDER WHAT FLAGS.			
British.....	14	5945	152
French.....	3	1502	43
Norwegian.....	12	6238	158
Prussian.....	2	476	16
Swedish.....	1	600	16
Total.....	32	14761	385

STATEMENT of the Trade and Navigation with France and her Colonies for the year 1868—(Continued.)

VESSELS OUTWARDS.			
	No.	Tons.	Men.
Vessels cleared.....	16	4800	145
Vessels with Cargoes.....	16	4800	145
" in ballast..... Nil			
Total.....	16	4800	145
NAME OF COUNTRIES FOR.			
Havre.....	3	1432	36
Marseilles.....	3	1070	32
Tou'on.....	3	1837	46
St. Pierre Miquelon.....	7	461	31
Total.....	16	4800	145
UNDER WHAT FLAGS.			
British.....	13	3669	109
French.....	3	1131	36
Total.....	16	4800	145

VALUE OF EXPORTS.

Goods direct.....	\$ 55,576
There were this year 8 vessels, 4,427 tons, sold to French buyers, the value which may appear here as an export...	203,472
Value of Goods exported to St. Pierre Miquelon.....	\$259,048
	11,829
Total.....	<u>\$270,877</u>

TRADE AND COMMERCE OF
PORT OF QUEBEC.

STATEMENT of the direct Trade with Spain and the Spanish West Indies,
shewing the number of Vessels entered Inwards and Outwards,
with Cargoes or in Ballast, the Ports and Flags; also, the value of
Imports and Exports—year 1868.

INWARDS.	No.	Tons.	Men.
Total number of Vessels arrived.....	11	4650	123
With Cargoes.....	5	1441	42
In Ballast.....	6	3209	81
Total.....	11	4650	123
NAME OF COUNTRIES (PORTS) FROM.			
Carthagena.....	3	2384	51
Cadiz	2	406	14
Barcelona.....	1	291	9
Malaga.....	1	200	8
Garucha.....	1	306	9
Santander.....	1	536	14
Ferrol.....	1	351	11
Matanzas (Colony).....	1	176	7
Total.....	11	4650	123
UNDER WHAT FLAGS.			
British.....	9	3914	101
Swedish.....	1	536	14
Danish.....	1	200	8
Total.....	11	4650	123
IMPORTS.			
Total value.....			\$18,823

Sr
Tot
Wit
In I
Barc
Mata
Cuba
Card
Briti
Unit
Norw
STATE
an
the
United S
French...
Norwegia
Prussian
Swedish..
Hamburg
Bremen...
Portugues
Russian ..
Mecklenbo
Danish....

THE CITY OF QUEBEC.

STATEMENT of the direct Trade with Spain and the Spanish West Indies—(Continued.)

OUTWARDS.			
	No.	Tons.	Men.
Total number of Vessels cleared.....	5	1910	52
With Cargoes	5	1910	52
In Ballast.....		Nil.	
Total.....	5	1910	52
NAME OF COUNTRIES FOR.			
Barcelona.....	1	630	15
Matanzas }	1	231	7
Cuba }	1	384	12
Cardenas }	2	665	18
Total.....	5	1910	52
UNDER WHAT FLAGS.			
British.....	3	942	28
United States.....	1	338	9
Norwegian.....	1	630	15
Total.....	5	1910	52
EXPORTS DIRECT.			
Total value.....		\$25,098	
Value of Imports.....		\$18,823	
“ “ Exports.....		25,698	
Total.....		\$44,521	

STATEMENT of the number of Foreign Vessels, with the number of Tons and Men employed, entered Inwards at the Port of Quebec during the year 1868.

FLAGS.			
	No.	Tons.	Men.
United States.....	1	338	10
French.....	4	1555	49
Norwegian.....	153	79041	2030
Prussian.....	17	6849	197
Swedish.....	4	2367	56
Hamburg.....	4	3214	75
Bremen.....	9	6550	162
Portuguese.....	3	495	21
Russian.....	1	365	12
Mecklenberg.....	1	281	12
Danish.....	6	3674	93
Total.....	203	104729	2717

PORT OF QUEBEC.

TOTAL NUMBER of Passengers sailed for the Port of Quebec during the year 1868.

COUNTRIES FROM.

England—in Steamers	16,134
“ in Sailing Vessels	48
Ireland—in Steamers	2,577
“ in Sailing Vessels.....	8
Scotland—in Steamers.....	1,827
“ in Sailing Vessels.....	99
Germany—in Sailing Vessels.....	4,371
Norway and Sweden—in Sailing Vessels.....	9,601
Other Countries— “ “	11
Total	34,676

Custom House, Quebec, }
6th February, 1869. }

PORT OF QUEBEC.

TOTAL VALUE of Goods Exported and Imported from and to the Port of Quebec.

Exports.....	\$8,840,791
Imports.....	5,016,699
Total.....	\$13,857,490

PORT OF QUEBEC.

STATEMENT of Customs' Dues received during the year ended 31st December, 1868.

	DUES.	AMOUNT.
1	Duties.....	\$506180 52
2	Emigrant Tax.....	32695 50
3	Water Police Dues.....	16319 16
4	Hospital Dues.....	11921 74
5	Duties collected at Three Rivers.....	1841 00
6	Steamboat Fund	1363 80
	Total.....	\$570321 72

PORT OF QUEBEC.

Vessels sold to France in year 1868.

	Estimated Value.	Tons.	Sold for
1. 1867 "Martinique".....	\$18666 66	408	100,000 francs.
2. 1868 "Justine".....	14600 00	426	£3,000 stg.
3. 1867 "Letitia".....	5693 33	161	30,500 francs.
4. 1867 "Corsair".....	32947 33	677	\$48.67 per ton.
5. 1867 "Pladda".....	58838 00	1209	\$48.67 "
6. 1867 "Confederation".....	17422 67	358	\$48.67 "
7. 1868 "Fiona".....	37570 67	772	\$48.67 "
8. 1868 "Carluka".....	17733 34	416	95,000 francs.
Total.....	\$203472 00	4427	

Vessels sold to British subjects in 1868.

	Tons.
1. 1868 "Aleppo".....	673
2. 1867 "Aldershot".....	1,312
3. 1864 "Passe Partout".....	304
4. 1867 "Avon".....	1,207
5. 1867 "Algonquin".....	1,499
6. 1867 "Ravenscliff".....	472
7. 1867 "Modesty".....	979
8. 1868 "Ottawa".....	634
Total Tons.....	7,080

Custom House,
Quebec, 31st December, 1868. }

PORT OF QUEBEC.

RETURN showing the Number and Tonnage of Vessels licensed at this Port for the Coasting Trade during the year 1868.

COASTING TRADE.

Number of Vessels.....	No.
	419
Total Tonnage.....	Tons.
	26,919

PORT OF QUEBEC.

STATEMENTS of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards for the year 1868; shewing the Countries from whence they came and for which they cleared, whether with cargo or in ballast; also, distinguishing the Countries to which they belonged.

INWARDS.	Vessels.	Tons.	Men.
Total of Vessels arrived.....	958	646511	19306
Vessels with Cargo	590	414718	13589
“ in Ballast.....	368	231793	5717
Total.....	958	646511	19306
Number of Steamers.....	70	87911	5358
“ “ Sailing Vessels.....	883	558600	13948
Total.....	958	646511	19306
British Vessels.....	756	541961	16596
Foreign “	202	104550	2710
Total.....	958	646511	19306

Custom House, }
Quebec, 31st December, 1868. }

PORT OF QUEBEC.

Return of Vessels Outwards for the year 1868.

	Vessels.	Tons.	Men.
Total Vessels cleared.....	1038	754600	19544
Vessels with Cargoes.....	1038	754600	19544
“ in ballast.....	Nil.	Nil.	Nil.
Total.....	1038	754600	19544
Number of Steamers.....	59	75919	4693
“ “ Sailing Vessels.....	979	678681	14851
Total.....	1038	754600	19544
Total British Vessels.....	834	649878	16878
“ Foreign “	204	104722	2666
Total.....	1038	754600	19544

Custom House, }
Quebec, 31st December, 1868. }

Br
U
Fr
No
Pr
Sw
Ha
Bro
Por
Rus
Dat
Mec
Dan

Queb

British
United
French
Norweg
Prussian
Swedish
Hambur
Bremen
Portugue
Mecklen
Danish...

Cu
Quebec, 31

RETURN

Great Brita
United Stat
British Colo
Other Count

Custom
Quebec, 31st

PORT OF QUEBEC.
Return of Vessels Inwards for 1868.

UNDER WHAT FLAGS.			
	Vessels.	Tons.	Men.
British.....	756	541961	16596
United States.....	1	338	10
French.....	4	1555	49
Norwegian.....	153	79041	2030
Prussian.....	17	6849	197
Swedish.....	4	2367	56
Hamburg.....	4	3214	75
Bremen.....	9	6550	162
Portuguese.....	2	316	14
Russian.....	1	365	12
Dutch.....	1	281	12
Mecklenberg.....	6	3674	93
Danish.....			
Total.....	958	646511	19306

Custom House,
Quebec, 31st December, 1868. }

PORT OF QUEBEC.
Return of Vessels Outwards for the year 1868.

UNDER WHAT FLAGS.			
	Vessels.	Tons.	Men.
British.....	834	649878	16878
United States.....	2	653	18
French.....	4	1555	49
Norwegian.....	154	79349	1993
Prussian.....	16	6141	189
Swedish.....	4	2367	56
Hamburg.....	5	3357	73
Bremen.....	9	6550	160
Portuguese.....	3	495	22
Mecklenberg.....	1	281	9
Danish.....	6	3674	92
Total.....	1038	754600	19544

Custom House,
Quebec, 31st December, 1868. }

PORT OF QUEBEC.
Return of Vessels from what Country Inwards for the year 1868.

VESSELS FROM			
	Vessels.	Tons.	Men.
Great Britain.....	696	524139	16139
United States.....	23	18140	388
British Colonies.....	70	9167	408
Other Countries.....	169	95065	2371
Total.....	958	646511	19306

Custom House,
Quebec, 31st December, 1868. }

PORT OF QUEBEC.

Return of Vessels for what Country Outwards for the year 1868.

VESSELS FOR	Vessels.	Tons.	Men.
Great Britain.....	928	729589	18707
United States.....	1	146	8
British Colonies.....	68	9006	394
Other Countries.....	41	15859	435
Total.....	1038	751600	19544

Custom House,
Quebec, 31st December, 1868. }

PORT OF QUEBEC.

Return of Countries from which Vessels have arrived Inwards in 1868.

FROM	Vessels.	Tonz.	Men.
United Kingdom.....	696	524139	16139
Newfoundland.....	53	4795	264
Prince Edward's Island.....	6	213	21
British West Indies.....	8	2434	81
Spanish West Indies.....	1	176	7
France.....	29	14510	371
St. Pierre Miquelon.....	3	251	14
United States.....	23	18140	388
Spain.....	10	4474	116
Portugal.....	3	664	23
Norway.....	64	35299	899
Hamburg.....	9	5562	140
Bremen.....	8	6812	150
Sweden.....	1	515	13
Holland.....	6	3720	84
Gibraltar.....	2	763	21
Malta.....	1	962	21
Belgium.....	12	5029	137
Italy.....	4	2816	67
Sardinia.....	2	1011	27
Africa.....	6	4914	115
South America.....	9	7604	169
Egypt.....	2	1708	39
Total.....	958	646511	19306
Nova Scotia.....	73	16169	380
New Brunswick.....	19	978	22
Grand Total.....	1050	663658	19708

Custom House,
Quebec, 31st December, 1868. }

Un
Ne
Pri
Bri
Spa
Fra
St. I
Uni
Spa
Port
Ham
Holl
Sout
Austr
Gibra
Italy
Brom

Nova
New B

Quebec,

Staten
num
at th

United Sta
French ...
Norwegian
Prussian...
Swedish...
Hamburg...
Bremen...
Portuguese
Russian...
Danish.....

PORT OF QUEBEC.

Return of Countries for which Vessels have cleared Outwards in 1868.

FOR	Vessels.	Tons.	Men.
United Kingdom.....	928	729589	18707
Newfoundland.....	56	4084	251
Prince Edward's Island.....	4	567	22
British West Indies.....	3	553	22
Spanish West Indies.....	4	1280	37
France.....	9	4339	114
St. Pierre Miquelon.....	7	461	31
United States.....	1	146	8
Spain.....	1	630	15
Portugal.....	2	315	16
Hamburg.....	1	486	14
Holland.....	1	436	13
South America.....	13	5989	150
Australia.....	4	3378	86
Gibraltar.....	1	424	13
Italy.....	1	390	12
Bremen.....	2	1533	33
Total.....	1038	754600	19544
Nova Scotia.....	60	11245	894
New Brunswick.....	61	3296	245
Grand Total.....	1159	769141	20683

Custom House,
Quebec, 31st December, 1868. }

Statement of the number of Foreign Vessels, with the number of Tons and Men employed, entered Inwards at the Port of Quebec during the year 1868.

FLAGS.	No.	Tons.	Men.
United States.....	1	338	10
French.....	4	1555	49
Norwegian.....	153	79041	2030
Prussian.....	17	6849	197
Swedish.....	4	2367	56
Hamburg.....	4	3214	75
Bremen.....	9	6550	162
Portuguese.....	3	495	21
Russian.....	1	365	12
Danish.....	6	3674	93
Total.....	203	104729	2717

PORT OF QUEBEC.

Return of Goods Imported from the United States to the
Ports of Quebec and Three Rivers, during the year
1868.

	TO QUEBEC.				TO THREE RIVERS.			
	BY SEA.		INLAND.		BY SEA.		INLAND.	
	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.
Perfumed Spirits.....gals.			243 $\frac{3}{4}$	894				
Cigars.....M.			47 $\frac{1}{10}$	1392				
Meats—Fresh, Salted or Smoked.....} lbs.			116215	10465				
Leaf Tobacco.....“			302180	19918				
Tobacco—Manufactured....“			7217	3263				
Fish—Salted or Smoked....“			17871	1154				
Sugar.....“			136436	6896				
Tea—Green and Japan.....			12852	4282				
“ Black.....			15616	4087				
Mrlasses.....gals.	97335	17140	121725	23400				
Coffee—Roasted or Ground...lbs.							72	32
“ Green.....			98622	10320				
Cottons.....				3654				70
Furs—Manufactured and Raw...				5255				5340
Hardware.....				15510				768
Hides—Raw.....				16173				18738
Leather.....				1009				843
Mill Machinery.....				854				2885
Spirits of Turpentine.....gals.	4049	1414						
Tobacco—Unmanufactured...lbs.			131310	11967				
Other Articles.....		8577		182850				1273
Total Value.....		\$27131		\$323343				\$29949

Pl
La
Ma
Pa
Dr
I
Wh
Sug
Oat
Barl
Flou
Furs
Bone
Plas
Mine
Butte
Poult
Maple

From

Quebec,

Return

Ext
Fan
- Super
D
Fize.
Midd
Pollar
Heate
Dams

Quebec, 3

THE CITY OF QUEBEC.

Return of Goods Exported from the Ports of Quebec and Three Rivers to the United States, during the year 1868.

BY INLAND.

ARTICLES.	FROM QUEBEC.		FROM THREE RIVERS.	
	Quantity	Value.	Quantity	Value.
Plank and Boards.....M. feet.		\$		\$
Laths.....cords.	4078	38755	5522	55220
Match Splints.....cases.	508	3493		
Paving Blocks....."	8972	2599		
Drawer Ends and Backs, Blind Slats, } "	1913	1809		
Door and Sashwood Lumber.....}	16621	3975		
White Pine.....tons.	73	314		
Sugar Boxes.....No.			500	200
Oats.....bushels.	2752	2866	16250	6750
Barley....."			300	300
Flour....."			100	500
Furs—Raw.....brls.		224	8439	13322
Bones.....No.				
Plaster and Lime.....tons.	56	822		
Mineral Paint....."	189	370		
Butter.....brls.			50	50
Poultry.....lbs.			250	20
Maple Sugar....."			200	38
			100	8
From Three Rivers.....		\$55227		\$76408
		76408		
Total.....		\$131635		

Custom House,
Quebec, 31st December, 1868. }

Return of the Quantity of Flour inspected in Quebec for the year ending the 31st December, 1868.

Extra Superfine.....	137	Barrels.
Fancy.....	719	"
Superfine.....	52055	"
Do No. 2.....	1946	"
Fine.....	1675	"
Middlings.....	100	"
Pollards.....	246	"
Heated and Sour.....	64	"
Damaged.....	780	"
	57722	"

Quebec, 31st March, 1869.

B. ROUSSEAU,
Flour Inspector.

The following is a Statement of Beef and Pork Inspected and Packed from the 31st of December, 1867, to the 31st of December, 1868.

PORK.

Mess Pork.....	957	Barrels.
Thin Mess Pork.....	377	"
Prime Mess do	729	"
Prime do	657	"
English Prime Mess Pork.....	421	"
Extra Prime do	209	"
Rejected do	52	"
Total.....	3402	"

BEEF.

Prime Mess Beef.....	144	Tierces.
Prime Mess Beef.....	1468	Barrels.
Rejected	25	"
Total.....	1493	"

(Signed,)

DAVID NOLAN,

Beef and Pork Inspector.

Quebec, 12th January, 1869.

Report of the Inspector, at Quebec, on the inspection of Leather and Raw Hides for the year 1868.

Inspected during 12 months ending 31st Dec-

ember, 1868..... 50,613 Sides Sole Leather.

Measured during same period..... 30,374 Sides Upper Leather.

Number of Raw Hides inspected..... 18,378

The system of Compulsory Inspection of Leather works very well, and gives entire satisfaction to both sellers and buyers.

A. FORTIN,

Inspector.

Quebec, 31st March, 1869.

Dry Dock of Fort-de-France, Martinique.

The Government of the Island of Martinique have constructed a magnificent Dry Dock at that Port, and the British Consul has forwarded the Council a description of it, with Photographs of the Dock. The following particulars concerning it will be interesting to the Mercantile community:—

The dock of Fort-de-France is constructed with free stone, and shut by an iron gate. It is 129 metres long, from the external groove of the gate to the wall forming the opposite extremity. The flood-gate of the entrance is 26 metres wide at the main level of the sea. The height of water above the apron is 8m. 60 at the mean level. The dock can therefore hold vessels having a length of deck from 115 to 120 metres, and a breadth out of the battle boxes, of 25 metres, and a draught of 2m. 50. According to the tariffs existing at Martinique, the duty for temporary anchorage—during three days only—in each harbor of the colony, and for calling at a port, upon a forced put—whatever may be the duration of a stay—is fixed as follows:—Per French or foreign vessels coming from France, French possessions or foreign countries—11 francs, (to the exclusion of all other duties.) A ship coming to Fort-de-France solely to get repaired in the dock, is assimilated to ships calling at port, upon a forced put, if the said ship makes no commercial transactions during her stay. The selling of goods damaged at sea is not considered as a commercial transaction involving the payment of duties of navigation and accessory taxes, other than the duty of calling at port. The tariff of letting of the docks is fixed as follows, for sailing vessels and steamers:—Entry into the dock, per ton, 3 francs and 50 centimes; for each day of stay in the dock dried up, per ton, 90 centimes. No ship shall pay for less than 200 tons, whatever may be her burden. Ships may come into the dock light or with cargo, without increase in the price for those that keep in or on board the whole or a part of their cargo.

Wm. Q
T.Flou
Ash
Leat
Beef
Butt
Weig

OFFICIAL ASSIGNEES.

Quebec.....	Wm. Walker, P. Patterson, and G. Gibsons.
Three Rivers	T. E. Normand.
Montmagny	T. Michaud.
Kamouraska.....	Vacant.
Bonaventure	F. D. Gauvreau.
Rimouski	A. Michaud.
Beauce	Vacant.
Saguenay	do.
Gaspé.....	do.
Arthabaska.....	Octave Ouellette.

BOARDS OF EXAMINERS.

FLOUR AND MEAL.

Jas. G. Ross, O. Leduc, John Glass, Jas. Hossack, Wm. Brodie.

ASHES.

A. J. Maxham, W. Withall, R. Brodie, J. Dunn.

WEIGHER, MEASURER AND GUAGER.

M. G. Mountain, J. Lemesurier, R. Shaw, T. Fraser, J. F. Gauvreau.

LEATHER.

Joseph Louis, O. L. Richardson, Jr., Wm. Germain.

BUTTER.

A. Joseph, James Hossack and John Glass.

BEEF AND PORK.

H. J. Noad, John Ross, J. B. Renaud.

CULLER'S ACT.

Wm. Quinn, Supervisor of Cullers, Chairman, *ex officio*; Jas. Tibbits, P. Poitras, T. H. Dunn, John Thomson, Michael Power, Wm. Bee, Alexis Dorval.

INSPECTORS.

Flour and Meal.....	B. Rousseau.
Ashes.....	Vacant.
Leather	A. Fortin.
Beef and Pork.....	D. Nolan.
Butter.....	J. Fraser.
Weigher, Measurer and Guager.....	J. Fraser.

LIST OF MEMBERS
OF THE
QUEBEC BOARD OF TRADE.

COUNCIL FOR 1868-9.

HENRY FRY,..... PRESIDENT.
P. GARNEAU,..... VICE-PRESIDENT.
H. W. WELCH,..... TREASURER.
T. H. GRANT,..... SECRETARY.

JAS. G. ROSS.....	A. THOMSON.....	A. FRASER
A. JOSEPH.....	T. H. DUNN	O. LEDUC.....
B. BENNETT.....	H. S. SCOTT	
HON. D. PRICE.....	M. G. MOUNTAIN.....	

Anderson, J.....	Fry, H.....	Lemelin, Geo.....	Reil, James
Atkinson, H., jr.....	Falkenberg, A.....	Lane, John, jr.....	
Bennett, B.....	Fry, J. S.....	Lomas, R.....	Scott, H. S.....
Archer, R.....	Fraser, Thos.....	Laurie, F.....	Sharples, Chas.....
Anderson, M W.....	Foote, S. B.....	Lemoine, Ed.....	Sharples, Jno.....
			Stevenson, M.....
Burstall, E.....	Gilmour, J.....	Murphy, O.....	Scott, W. W.....
Baldwin, W.....	Gingras, J. E. Hon.....	Mountain, M G.....	Smith, R. H.....
Bennett, B.....	Garneau, P.....	Maxham, A. J.....	Stevenson, J. B.....
Bennett, S. J.....	Gibb, Jas.....	Michaud, J. H.....	Shehyn, Joseph.....
Burstall, J.....	Glass, J.....	McPhie, D.....	Smith, Henry S.....
Boswell, J. K.....	Gethings, H. R.....	McGreavy, Ths Hon.....	Sarderson, Ed.....
Brousseau, J. T.....	Grant, T. H.....	Michon, Ed.....	
Brodie, R.....	Glover, Thos.....	McLeod, D. R.....	Tetu, Laurent.....
Bickell, W. J.....	Glass, Henry.....	Montizambert, C.....	Tetu, Cirice.....
Brodie, W.....	Gibb, J. L.....	Moodie, W.....	Thomson, D. C.....
Baile, J.....	Gauvreau, J. T.....	McKay, L.....	Turnbull, J. F.....
Breaky, W.....	Gibb, Jas., jr.....		Thibaudeau, I. Hon.....
		Noad, H. J.....	Thomson, John.....
Connolly, M.....	Hamilton, R.....	Nolan, J. C.....	Thomson, A.....
Clint, J. H.....	Hunt, W.....		Thomson, J. C.....
Chinic, E.....	Hossack, J.....	O'Conner, H.....	Tibbits, Jas.....
Charlton, P. J.....	Home, W.....		
Crawford, W.....	Hossack, W.....	Petry, W.....	Verrett, B.....
Cangley, W.....	Hamel, A.....	Patton, D.....	Valin, J.....
Campbell, W. D.....	Hamel, J.....	Patterson, P.....	Vaughan, S.....
Coulthurst, N.....	Hall, G. B.....	Poitras, P. R.....	
Cary, G. T.....	Hall, George	Poston, W.....	Walker, W.....
Crawford, J.....	Henry, J. W.....	Poston, Chas.....	Wurtele, C.....
Carrell, J.....		Peters, Simon	Wurtele, W. G.....
	Jeffery, W. H.....	Price, D. E., Hon.....	Wilson, John.....
Dobell, R. R.....	Joseph, A.....	Patton, Jas.....	Welch, H. W.....
Dubord, H.....		Pemberton, G. T.....	Withall, W.....
Dean, James.....	Knight, A. F. A.....	Price, E. J.....	Wood, G. A. L.....
Dunn, T. H.....			White, W.....
Duval, E. H.....	Leaycraft, J. W.....	Quinn, W.....	Woods, Alex.....
Dinning, W.....	LeMesurier, H.....		Webster, A. D.....
Dinning, H.....	Laird, John	Ross, John.....	Watters, A.....
Dalkin, H. S.....	LeMesurier, E.....	Ross, Jas. G.....	
Drum, W.....	LeMesurier, J.....	Renaud, J. B.....	Young, J. R.....
Deschamps, J. E.....	Levey, C. E.....	Richardson, O. L.....	Young, D. D.....
	LeDroit, T.....	Roche, J.....	
Fraser, A.....	Leduc, O.....	Rae, William	