

216

**ANNUAL REPORT**  
OF THE  
**QUEBEC**  
**BOARD OF TRADE.**



PRESENTED 3rd APRIL, 1865.

QUEBEC:

PRINTED AT THE MORNING CHRONICLE STEAM POWER WORKS.

1865.

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# ANNUAL REPORT

OF THE

QUEBEC

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

## BOARD OF TRADE.



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## QUEB

The annual g  
Monday, 3rd Apr  
street.

The following  
Archer, B. Benn  
Dunn, H. Dinning  
R. Hamilton, W. F  
J. Lane, M. G. M  
M. Stevenson, J. T  
J. R. Young, &c.

Mr. JOSEPH, I

The meeting h

The PRESIDE  
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which had just exp  
hoped the Board w  
referred to therein  
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# ANNUAL MEETING

## —OF THE—

### QUEBEC BOARD OF TRADE.

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The annual general meeting of the Quebec Board of Trade was held at noon, Monday, 3rd April, in the Reading-Room of the Exchange Building, Arthur street.

The following Members were present:—Messrs. J. Anderson, J. Archer, R. Archer, B. Bennett, R. Brodie, W. J. Bickell, W. Crawford, J. Dean, T. H. Dunn, H. Dinning, E. H. Duval, A. Fraser, T. Fraser, P. Garneau, T. H. Grant, R. Hamilton, W. Home, W. Hossack, A. Joseph, T. C. Lee, J. Laird, T. Ledroit, J. Lane, M. G. Mountain, P. Patterson, Poston, W. Rae, H. S. Scott, R. Shaw, M. Stevenson, J. Thomson, A. Thomson, H. W. Welch, W. Wurtele, W. White, J. R. Young, &c., &c., &c.

Mr. JOSEPH, President of the Board, occupied the Chair.

The meeting having been called to order—

The PRESIDENT said that the Council had, as usual, prepared an annual report embracing all the subjects which came under their attention during the year which had just expired. The report was a little more lengthy than usual, but he hoped the Board would excuse its length in view of the many important subjects referred to therein. He did not consider it necessary to comment upon all the subjects mentioned in the report; but there was one point on which he would say a few words, and that was with respect to the enquiry into the causes of shipwrecks. The care and assiduity devoted to this subject by the sub-committee appointed by this Council was such, and their report was so admirably drawn up, that the Council considered they could not do better than embody it in their own report. Should any member present desire any information upon any of the matters mentioned in the report, he (the President) would be happy to give all the information which he possessed, as soon as the Secretary had read the report. In electing a President of this Board, its members had also elected a representative of the Board in the Harbor Commission, and he would therefore give a detailed

## ANNUAL REPORT OF THE

statement of the working of the Commission during the year. The receipts during the year 1864 consisted of

|                                                       |            |                    |
|-------------------------------------------------------|------------|--------------------|
| Arrears and rents of beach and deep water lots,.....  | \$2,438.88 |                    |
| Leases of Stores and Wharves, collected,.....         | 7,678.32   |                    |
| Wharfage dues, collected,.....                        | 7,195.44   | 17,312.24          |
| Tonnage dues, do, .....                               |            |                    |
| Premium received on debentures sold,.....             | 1,360.06   | 31,951.59          |
| Dividends and interest on stock of sinking fund,..... | 1,178.75   | 2,538.81           |
|                                                       |            | <u>\$51,802.64</u> |

|                                                                                                               |             |                    |
|---------------------------------------------------------------------------------------------------------------|-------------|--------------------|
| The disbursements for the year 1864 consist of Interest paid on debentures,.....                              | \$33,123 75 |                    |
| Improvement on River St. Charles,.....                                                                        | 3,221 64    |                    |
| Do do St. Lawrence,.....                                                                                      | 466 04      | 3,687 68           |
| Advertising and printing,.....                                                                                | 285 38      |                    |
| Salaries,.....                                                                                                | 5,160 73    |                    |
| Office rent and incidental expenses,.....                                                                     | 523 47      | 5,969 58           |
| General expenditure for the Harbour, say tools, plans, city taxes, legal advice, insurance, labour, &c.,..... |             | 4,400 31           |
| Balance carried to credit of capital account,.....                                                            |             | 4,621 32           |
|                                                                                                               |             | <u>\$51,802 64</u> |

Showing an excess of receipts over expenditure of \$4,621.32. If to this be added the amounts expended in harbor improvements, not represented by wharves or other stock, the excess will be about \$13,000.

Liabilities on the 28th February, 1865 :

|                                                         |            |                  |
|---------------------------------------------------------|------------|------------------|
| Harbour Debentures bearing interest at 6 per cent,..... | \$ 107,000 |                  |
| Do do bearing 7 per cent,.....                          | 70,000     |                  |
| Do do do 7½ do .....                                    | 600        |                  |
| Do do do 8 do .....                                     | 291,500    | 469,100 00       |
| Excess of assets over liabilities,.....                 |            | <u>57,983 55</u> |

Assets at the same date :

|                                                                        |             |                     |
|------------------------------------------------------------------------|-------------|---------------------|
| Beach and deep water lots bearing int. at 6 per cent,.....             |             | \$527,083 55        |
| Due on arrears of rent transferred by Government,.....                 | \$ 7,313 45 | 43,376 52           |
| Outstanding due accounts,.....                                         | 1,753 23    | 9,066 68            |
| Pointe à Carey wharf—cost of property, building and improvements,..... | 224,028 86  |                     |
| Landing shed, do, .....                                                | 1,150 00    |                     |
| Grain warehouse, do, .....                                             | 11,890 84   |                     |
| Salt warehouse, do, .....                                              | 6,379 73    | 243,449 43          |
| East India wharf and buildings,.....                                   | 39,711 80   |                     |
| W. I. & Wellington wharf and buildings,.....                           | 80,285 71   | 119,997 51          |
| Steam drag,.....                                                       | 19,416 92   |                     |
| Floating elevator,.....                                                | 11,204 99   |                     |
| Coals,.....                                                            | 336 50      |                     |
| Bateaux, tools, &c., &c.,.....                                         | 1,526 47    |                     |
| Office and other furniture,.....                                       | 886 72      | 33,371 60           |
| Advances on Break-water and Pier under contract,.....                  |             | 49,036 63           |
| Sinking fund,.....                                                     | 16,808 13   |                     |
| Cash deposit,.....                                                     | 11,977 05   | 28,785 18           |
|                                                                        |             | <u>\$527,083 55</u> |

With regard to the rent of lots he might say that they exceeded those of any

previous year. As it had gone the co

The SECRETARY

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"The Council of past year, beg to sub

"Messrs. A. J. bers of the Council elected at the quar

"Postal commun ports during the seas Head. In view of line was established the propriety of rest

"The tug-steam in towage and in the

"The bill for th mittee, and some few the notice of the Com measure will becom

"A bill to amen bell, during the reco sidered on the re-ass

"The arrival in afforded an opportu change of opinions Council gladly avail gentlemen, in the na to acknowledge the cessfully the arrange

"The Incorporat tariff which would ha per annum, and the provide that persons tures with the Corpo number of apprentice vessels moving from

"A communicati Shipping remonstrati urvey and classificati of France has appoint Lloyd's. A new field f chants will probably s laws of France in the or upon goods in ship

receipts during

17,312.24

31,951.59

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43,376 52

9,066 68

243,449 43

19,997 51

33,371 60

9,036 63

8,785 18

7,083 55

a of any

previous year. As regarded the break-water he might also say that so far as it had gone the contractors had given great satisfaction.

The SECRETARY (Mr. A. Fraser) read the following :

## ANNUAL REPORT.

"The Council of the Quebec Board of Trade, in closing their labors for the past year, beg to submit the following Report :

"Messrs. A. J. Maxham and W. G. Wurtele having declined to serve as members of the Council, Messrs. Benson Bennett and Thomas H. Grant were elected at the quarterly meeting in May, to replace them.

"Postal communication was kept up fortnightly with Pictou and intermediate ports during the season of navigation by means of the Provincial steamship *Lady Head*. In view of the increased intercourse with the Lower Provinces since the line was established the Council deemed it advisable to suggest to the Government the propriety of restoring the weekly service.

"The tug-steamships *Queen Victoria* and *Napoleon III.* have been employed in towage and in the service of the Trinity House as usual.

"The bill for the inspection of fish and oil was referred to a special Committee, and some few alterations recommended by them have been brought under the notice of the Commissioner of Crown Lands. There are strong hopes that the measure will become law at the next session of Parliament.

"A bill to amend the Fisheries Act, also introduced by the Hon. Mr. Campbell, during the recent session, passed a second reading, and will be further considered on the re-assembling of the Legislature.

"The arrival in this city of the delegates from the Maritime Provinces afforded an opportunity for the expression of friendly feeling and for the interchange of opinions on the extension of intercolonial commerce of which the Council gladly availed themselves. They deemed it their duty to render to those gentlemen, in the name of the Board, a cordial welcome, and they beg gratefully to acknowledge the prompt co-operation which enabled them to carry out successfully the arrangements for the banquet at which the delegates were entertained.

"The Incorporation of Pilots abandoned their pretensions to an increased tariff which would have involved an additional tax upon shipping of about \$25,000 per annum, and the act relating to the Trinity House was amended so as to provide that persons desirous of becoming apprentice pilots shall pass their indentures with the Corporation and not with individual pilots as formerly; that the number of apprentices shall not in any year be less than thirty-six; and that vessels moving from one place to another within the harbor shall employ pilots.

"A communication was addressed to the Committee of Lloyd's Register of Shipping remonstrating against the heavy charges made by their officers here for survey and classification of new ships, but without success. The Bureau-Veritas of France has appointed a surveyor whose fees are about half those exacted by Lloyd's. A new field for the operations of Canadian ship-builders and lumber-merchants will probably soon be opened by the proposed relaxation of the Navigation laws of France in the direction of the removal of differential duties upon ships or upon goods in ships entering the ports of France, the abolition of tonnage due

and the admission—free of duty—of ships built and fitted in other countries. It is also proposed to admit all materials required in the construction or equipment of ships duty free. Your Council observe with satisfaction that there are several vessels now building here on French account.

"The bill of the session of 1864 relating to draw-back on new ships was postponed at the instance of the Council for the purpose of endeavoring to arrange, for a special rate of draw-back at so much per ton register on ships not sheathed, and in addition a return of duty upon metal sheathing. The ministry took no action on the subject during the late brief session.

"Fifty-nine ships, measuring 54,506 tons register, were built at this port during the year ending 31st December last, and there are now forty-three vessels, to measure 38,700 tons, in course of construction.

"The continued and systematic abduction of seamen from the port during the season of navigation by the crimps and their transfer to bounty-brokers across the lines was made the subject of an interview with the Hon. Mr. Cartier by a deputation appointed for the purpose. In consequence of the energetic measures at once adopted by the Government, numerous arrests and convictions took place and the evil was materially abated.

"The bill to provide for official enquiry into shipwrecks was duly passed into law, and the Council, in conformity with instructions from the Board, applied for and obtained the appointment of a Court to investigate the circumstances attending the stranding of the *Louise*, on the 30th September last, and of the *Oden*, *Messenger*, *Jenny Berteaux*, and an unknown vessel, on the 14th October.

"The Court was composed of Captain Jesse D. Armstrong, Chairman, and Messrs. Vital Tetu and W. E. Duggan; and the Council appointed three of their number to conduct the enquiry on behalf of the Board.

"Their report is as follows:

"After a protracted investigation the Commission was closed last week. The enquiry being held in winter, it was impossible to obtain as much evidence as might have been desired, but the masters of the ship *Jenny Berteaux* and brig *Messenger*, two of the vessels wrecked on the 14th October last, being in Quebec, were examined. From their testimony it appears to your Committee that the loss of the ships *Jenny Berteaux*, *Messenger*, *Oden*, and another vessel unknown, supposed to be the *Highland Mary*, on the 14th October, occurred in consequence of there being no pilot vessel on either the first or second station, as provided by law. The master of the bark *Louise*, wrecked at Portneuf, on the 30th September last, is absent from Quebec, but it appeared from his protest, made before Campbell & colleague, notaries, that he was unable to obtain a pilot, although some hours before his vessel went ashore a pilot vessel passed close to him, but entirely disregarded his signal. Portneuf, where the *Louise*, *Oden*, *Messenger*, and the vessel supposed to have been the *Highland Mary*, were wrecked, is about fifteen miles, and Lark Reef, where the *Jenny Berteaux* went ashore, is about sixty miles above the lowest or first pilot station. It appears from the evidence of the masters of the *Jenny Berteaux* and *Messenger* that the weather on the 13th and 14th October last was not such as to have prevented a pilot vessel from cruising on the lower station. The master of the pilot vessel which should have been on that station declares that the weather at that time was so stormy that he was obliged to run to Brandy Pots for shelter. Your Committee would observe that there is good anchorage and shelter to leeward of Bic Island during a gale from the north-east,

from which point this point should be from Brandy Pots the evidence of the cruise only on the channel of the river north shore. You into a body, and competent men, to create carelessness enquiry an opportunity of Pilots that the by-laws enacted that a log and a copy thereof in port. In no instance by the fact that the circumstances will not be advisable of the Pilot system by the incorporation to the trade Parkin, Esq., advocate Trade, and they attention through the Commission they conducted the

"The Council they have been called attention. The channel for the trade and the prosecution safety of life and of importance so necessary. The establishment light-houses, the provided for by the regulation that exist last autumn should

"The destruction of the vessel anxiety for the A suggestion was favor of making the station was named was received that, he could not then the following week has been received

from which point the wind was blowing at the time, and they think it strange that this point should have been passed, occasioning so much loss of time in returning from Brandy Pots, about fifty miles further up the river. It further appears from the evidence of the pilots themselves that during thick weather the pilot vessels cruise only on the south shore, not going further northward than mid-channel of the river, while all the wrecks now enquired into occurred on the north shore. Your Committee are of opinion that the incorporation of the Pilots into a body, and the division of their earnings among incompetent as well as competent men, tends to destroy the competition which formerly existed and to create carelessness, as shewn in the course of this investigation. During the enquiry an opportunity was afforded of examining into the working of the Incorporation of Pilots, and your Committee found that the system was defective and that the by-laws of the association itself were not enforced—as, for instance, it is enacted that a log or journal shall be regularly kept by each master of a pilot vessel and a copy thereof deposited in the office in Quebec each time that the vessel arrives in port. In no instance has this been done, which can in some measure be explained by the fact that some of the masters can neither read nor write. Taking all the circumstances into consideration it will be for the Council to decide whether it will not be advisable to apply for a Commission to enquire into the present working of the Pilot system and to ascertain if the trade has been benefitted or otherwise by the incorporation of the pilots. As the enquiry was one of the greatest importance to the trade generally, your Committee secured the services of John B. Parkin, Esq., advocate, to watch the investigation on the part of the Board of Trade, and they have much pleasure in bearing testimony to his care and attention throughout. Your Committee have also to thank the gentlemen composing the Commission for their courtesy and for the impartial manner in which they conducted the investigation.”

(Signed),

JAMES DEAN,  
THOS. H. GRANT,  
THOS. C. LEE.

“ The Council consider this one of the most important subjects upon which they have been called to deliberate this year, and it has therefore received special attention. The reputation of the River St. Lawrence as a safe and convenient channel for the transport of passengers and goods from one continent to the other, and the prosecution of our coasting trade is a matter of paramount interest. The safety of life and the security of property passing over our waters are questions of importance so serious as to demand from the Board of Trade careful watchfulness. The establishment of duly licensed branch-pilots, the construction of light-houses, the laying of buoys and the stationing of light-ships, have been provided for by the Government, and with the number of these aids to safe navigation that exist from Cap Rosier to Quebec, such destructive wrecks as those of last autumn should not occur.

“ The destruction of the new Custom House building by fire caused considerable anxiety for the safety of registers and documents of value of record there, A suggestion was in consequence offered to the Commissioner of Public Works in favor of making the interior thoroughly fire-proof; and, on the 5th October, a deputation was named to urge the views of the Council. On the 10th October, information was received that, owing to the multiplicity of the Hon. Mr. Chapais' occupations, he could not then meet the Committee, but that he would endeavor to do so during the following week, since which time, the Council regret to say, no communication has been received from the Department.

"Mr. J. C. Cuthbert exhibited to the Council a model and plans of a dry dock, which he proposed to erect here through the agency of a company to be established in Liverpool, respecting which the Council adopted the following resolution :

"*Resolved*,—That the Council are much obliged to Mr. Cuthbert for the very interesting details given them in reference to the construction and working of "Walker's patent hydraulic iron ship lift or floating dry dock," and would hail with satisfaction the introduction of such a work into Quebec.

"Harbor improvements are being proceeded with under the direction of the Commissioners.

"The Lumber Act has been made the subject of special enquiry by a Committee of the Legislature. It is understood that the abrupt termination of the session prevented the introduction by the Government of a bill for its amendment.

"A case of specimens of woods—the growth and produce of Canada—was sent to the Industrial Exhibition at Dunedin, New Zealand.

"The Corporation having again applied for the amendments to the Water-works Act against which the Council petitioned last year, the recommendation to place these works under the control of Commissioners was renewed and the objectionable clauses by which it was proposed to assess buildings devoted exclusively to the sale of goods at the same rate as dwellings was again resisted. The consideration of this measure and of the proposed bill to amend the acts incorporating the city was postponed by the Private Bills Committee. Your Council regret to observe that the Corporation persists in attempting to lay undue and heavy special burdens upon the commercial classes, as will be seen by reference to the bill, and they trust that repeated failures will induce that body to confer with a number of the leading rate-payers, with a view to the adoption of an equitable system of assessment, whereby the liabilities of the city, which all are interested in seeing honorably discharged, can be met, while at the same time the necessary reforms in the administration of city affairs may be secured.

"In February last, invitations were received from the Detroit Board of Trade to attend the inauguration of the splendid Board of Trade building recently erected in that city. A deputation (of four members) was appointed to be present at the celebration, which was made the occasion of the assembling together of delegates from all the chief commercial cities of the States and Canada. Every attention was shown to the deputies; free passes over the Grand Trunk and Great Western Railways were given them, sumptuous entertainments were provided in the city and no effort was spared to make their visit an agreeable one. The representatives of the Chicago Board of Trade having generously secured a special car for the conveyance of the delegates to that city, a number including those from Quebec availed themselves of their courtesy, and have every reason to feel gratified with the attentions of those gentlemen and with the friendly reception accorded to them by the merchants of Chicago.

"It is a source of pleasure to your Council to learn from the verbal reports of the delegates that in the interchange of opinion and sentiment, which took place at both Detroit and Chicago, so much good feeling was manifested towards Canada. Whatever may be the future political and commercial policy of the Government of the United States, it is, your Council have reason to believe, the desire of the enterprising mercantile community of the Great West to preserve friendly relations with this country and to extend rather than circumscribe the limits of free commercial intercourse. The abrogation of the Reciprocity Treaty has few supporters west of Buffalo. On this subject, your Council have only to repeat opinions

already expressed the use of our extensive Lawrence and of our provision should be United States registered American Coasting

A communication that American silver the attempt had already they see no remedy

"Mr. Benjamin Alderic Fortin, Insp

"Under the Inspector, and Alexander phore Eusebe Normontagny. Mr. for Rimouski. A Bonaventure have b

"During the last Boards of Trade of for the office of Western the Boards of Trade

"On the table of statements of the Treasurer's accounts

"Quebec, 3rd A Mr. WURTELE embodied in the an appointed by the G

The PRESIDENT ernment Commission

Mr. SHAW move

Mr. MOUNTAIN

Mr. T. C. LEE s

the sub-committee could not be put in mention. The Pilot get copies of orders a copy of an order r 14th, 15th and 16th weather was bad the whole five scho law the Trinity Hou seemed to be afraid were they not sent

already expressed that no adequate return is made by the United States for the free use of our extensive and valuable fishing grounds, and the free navigation of the St. Lawrence and of our Canals. In negotiations for a continuation of the treaty, provision should be made for the admission of ships built in the Provinces to United States register as American ships are to ours, and for a participation in the American Coasting Trade.

A communication was received from the Toronto Board of Trade suggesting that American silver be taken at four per cent discount. The Council replied that the attempt had already been made here by the Trade without success, and that they see no remedy for the evil, unless the government take the initiative.

"Mr. Benjamin Rousseau was appointed Deputy Inspector of Flour and Mr. Alderic Fortin, Inspector of Leather and Raw Hides.

"Under the Insolvent Act of 1864, Messrs. Wm. Walker, Pemberton Patterson, and Alexander Fraser were named official assignees for Quebec. Mr. Telesphore Eusebe Normand was appointed for Three Rivers. Mr. Th. Michaud for Montmagny. Mr. Thomas LeBel for Kamouraska, and Mr. Augustin Michaud for Rimouski. Appointments for Beauce, Saguenay, Chicoutimi, Gaspé, and Bonaventure have been delayed in consequence of the want of applications.

"During the late session of Parliament, an Act was passed authorizing the Boards of Trade of the Province to appoint Boards of Examiners of applicants for the office of Weigher, Measurer and Guager, to commence from such date as the Boards of Trade shall respectively determine.

"On the table will be found the correspondence for the year, together with statements of ashes, pork and flour inspected to 31st December last, and the Treasurer's accounts—also the accounts of the Incorporation of Pilots.

A. JOSEPH,

"President Quebec Board of Trade.

"A. FRASER,

"Secretary.

"Quebec, 3rd April, 1865."

Mr. WURTELE asked whether the report of the sub-committee on wrecks embodied in the annual report was concurred in by the other Commissioners appointed by the Government.

The PRESIDENT was understood to say, in reply, that the report of the Government Commissioners had not been seen yet.

Mr. SHAW moved that the report just read be received, adopted and published.

Mr. MOUNTAIN seconded the motion.

Mr. T. C. LEE said that with respect to the report which had been made by the sub-committee relative to the shipwrecks, there were a few little things which could not be put in the report, but which he nevertheless thought it right to mention. The Pilots' office appeared to be very badly managed. They could not get copies of orders given to schooners, and they had great difficulty in getting a copy of an order relative to the eastern pilot station. It was found that, on the 14th, 15th and 16th of the month there were no pilots at all there. When the weather was bad they seemed all to run in somewhere for shelter, and out of the whole five schooners there was not one on the eastern station. By the law the Trinity House possessed great control over this Pilots' Corporation, but it seemed to be afraid to exercise it. They had superintendents of pilots—why were they not sent down to see if the pilots were at the proper places? There

appeared to be, he regretted to say, some political feeling in the matter. He thought it was wrong that the trade, which is so largely interested, should not have any representative in this corporation. The pilots had the matter all their own way, and proper records were not kept. It would be only just that the mercantile body should represent to the Government the propriety of allowing them to name the President, leaving to the Corporation of Pilots the nomination of the Directors.

The motion for the adoption of the report was then carried.

Mr. LEDROIT moved that the thanks of the members of the Board of Trade are due to the retiring Council, for their careful attention to the interests of the Board during the past year.

Mr. W. WHITE seconded the motion, which was carried.

### THE TREASURER'S REPORT.

Mr. WELCH laid before the meeting the Treasurer's account for the past year. At the commencement of the year there was a balance on hand of \$518. During the year the receipts amounted to \$556—making a total of \$1074. The outlay amounted to \$553, leaving a balance now on hand of \$521. The entertainment to the delegates produced a surplus of \$41 over the cost, and the delegation to Detroit did not cost anything—so that there had been no excessive expenditure during the year.

The accounts were then duly audited, and declared correct.

### THE HARBOR COMMISSION.

Mr. WURTELE asked whether the accounts of the business of the Harbor Commission submitted by the President might be considered official?

The PRESIDENT said they were extracts from the books of the Commission.

Mr. WURTELE said they were not official documents.

The PRESIDENT said they were true copies of the entries in the Commissioners' books.

Mr. WURTELE thought that a great corporation like the Harbor Commission should publish their accounts in a detailed form annually, for the information of the mercantile body and the public, instead of merely transmitting them to the Government. The Mersey Dock and Harbor Board, for instance, had published a voluminous annual report with detailed accounts—a copy of which he held in his hand. It was much better they should be made public in this manner than merely laid before the Government.

The PRESIDENT said he could conceive no better mode of giving publicity to the doings, and present position of the Harbor Commission than that which he (the President) had adopted. He had produced correct copies from the books, and these would be published with the proceedings of the meeting. All the information sought for had been most fully and cheerfully given.

Mr. T. C. LEE  
the Harbor Commi

The PRESIDEN  
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Mr. T. C. LEE  
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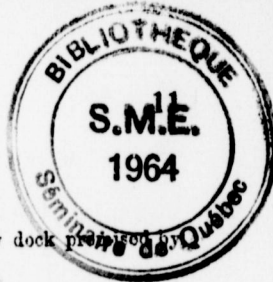
Mr. T. C. LEE  
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The PRESIDE

QUEBEC BOARD OF TRADE.

THE GRAVING DOCK.



Mr. T. C. LEE asked when we might expect that the new dock proposed by the Harbor Commission would be commenced?

The PRESIDENT said the dock could not be built before the out-pier or breakwater was completed. This could be seen by referring to the plan of the works on the table.

Mr. T. C. LEE went on to say that the new kind of iron dock known as Walker's dock, should receive some attention. It was said it could be put up in six months, and most certainly the saving of time, which would thus be effected, rendered it worthy of consideration, and he hoped full inquiry would be made about its practicability. There was a dock of this kind in operation at the port of Callao. Of course an objection which would perhaps be argued against the dock was the fact of its being iron, in view of our severe winters. But we were told years ago, that we never could have railroads in this part of the country, because of the winter, yet they had been found practicable. We wanted a dock here. We were told that England was going to defend us *coute qui coute*. Now if the navies of the mother-country came out here, they might not be able to get pilots below, and so might get damaged, and would therefore require to have a dock in which to get their bottoms repaired. However we wanted such a dock in order to afford employment to our population here.

Mr. R. SHAW spoke briefly to the same effect, dwelling upon the great difficulty which existed in getting iron vessels repaired here—a difficulty which was made manifest in the case of the *United Kingdom* two years ago. The Harbor Commissioners were going to a very great expense to build this pier—why should we not have a dock which we required so much? It was a very important matter, inasmuch as the number of steamers coming here increased every year; and he hoped it would be fully considered by the Commissioners.

The PRESIDENT said that the information for which a desire was expressed had been already obtained. The kind of dock referred to had been too short a time in use to enable any one to judge of its merits. There were but two of these docks. The one which was at Callao would not be large enough for the class of steamers coming to this port. Such a dock as we required would cost £100,000 sterling. Under these circumstances the Commissioners did not think themselves justified in going into a comparatively untried experiment. In any case it was necessary the breakwater should be completed first.

Mr. T. C. LEE said that as the dock in question was a new and improved invention, the Harbor Commissioners should make full enquiries about it.

THE RECIPROCITY TREATY.

Mr. BICKELL said that some mention was made in the Report about the Reciprocity Treaty. In view of its possible alteration, had any representations been made to the Government about admitting our ships in the United States?

The PRESIDENT said that the matter had received the attention of the Board.

## ELECTION OF OFFICE BEARERS.

Messrs. Ledroit and Bickell were then appointed scrutineers, and the members present proceeded to ballot for office-bearers for the current year, with the following result:

PRESIDENT—A. JOSEPH.

VICE-PRESIDENT—H. S. SCOTT.

TREASURER—H. W. WELCH.

COUNCIL—P. Garneau, H. Fry, T. C. Lee, B. Bennett, T. H. Dunn, M. Stevenson, J. G. Ross, J. Dean, T. H. Grant, H. Dinning.

The PRESIDENT (on his re-election being announced amid cheers) said he was very much pleased with the mark of confidence which had just been bestowed upon him, although he would certainly have preferred to have seen the rotation system followed. He would like very much to see the Board increased in numbers. In Chicago the Board of Trade numbered 1800 members and had a revenue of \$15,000. An attempt was being made here to obtain a room for the Board of Trade in which the members might meet daily. The Harbor Commissioners were about to erect a commodious building, and it was hoped a suitable room might be obtained from them. This, he believed, would afford them some means of increasing—if not in importance, at least in numbers and revenue.

The President, Vice-President, and members of the Council were then appointed to act as a Board of Arbitration.

The meeting then adjourned.

The season, anything but satiating dulness. The irregular and a universal commotion where, but more dependant upon branches of industrial crisis abroad from them. The necessity of establishing their supply. At the end of the consequence their markets were overburdened. Additions are added to the extremely limited supply, and these produced largely in the inability of obtaining a quantity of timber.

*White Pine.*—An excess of two million quality, leaving in the early part of the board pine; 7½d. the summer advance quantity of new rafts, being after is unsaleable in realize for it. Altogether.

*Red Pine.*—A substitute for Southern description of wood feet on hand, we The prices range to 45 feet. Small.

*Oak.*—The White Oak, at the extent on the West. The quantity within of the previous year.

## ANNUAL TRADE REVIEW.

(From the *Quebec Daily News*.)

QUEBEC, 16th December, 1864.

The season, just closed, unlike the two preceding years, must be regarded as anything but satisfactory to those engaged in the lumber trade, although a corresponding dulness and stagnation has been felt in almost all branches of commerce. The irregular and unsettled state of the money market in Europe, and the fears of a universal commercial crisis, have all, more or less, tended to depress trade everywhere, but more particularly in this country, where we are in a great measure dependant upon foreign capital for the successful prosecution of our various branches of industry. We do not feel directly the immediate effects of a commercial crisis abroad, but they reach us ultimately, while we are slow in recovering from them. We have repeatedly urged upon manufacturers of lumber the necessity of establishing a sounder system in their mode of doing business; of curtailing their supply when the demand abroad did not warrant it, but to no purpose. At the end of the year 1862 the timber marts in Great Britain were bare, and as a consequence there was a brisk demand, with stiff prices; at the end of 1863 the markets were overstocked, with scarcely any demand. When this year's shipments are added to the stock already on hand, we can see no good reason to anticipate a return of better times for some indefinite period, unless the supply is extremely limited. The forests of Canada furnish woods to be found nowhere else, and these must always command remunerative prices unless they are produced largely in excess of the demand. The dearth of money, and the impossibility of obtaining advances will, however, operate as a corrective in regulating the quantity of timber likely to come forward next season.

*White Pine.*—The stock wintering over foots up nearly 18 million feet, or an excess of two million over that of last year. Much of this is, however, of inferior quality, leaving only an average of fair timber for spring shipments. The prices in the early part of the season ranged from 9½d. to 1s. 1d. for really first class board pine; 7½d. to 9d. for fair and well made, and 4½d. to 6d. for inferior. As the summer advanced, owing to unfavorable advices from England, and the large quantity of new stuff coming forward, these prices gave way, sales, except of prime rafts, being afterwards made with difficulty and at lower rates. Inferior timber is unsaleable in this market, and will cost the manufacturer more than he can realize for it. We recommend our lumbering friends to cease its manufacture altogether.

*Red Pine.*—The demand in England for Red Pine of large average, as a substitute for Southern Pitch Pine, has nearly, if not altogether, ceased. This description of wood ruled dull all season, and with a stock of five-and-a-half million feet on hand, we would advise next year's manufacture to be largely curtailed. The prices ranged from 1s. to 13½d. for 45 to 50 feet average; 8½d. to 11d. for 40 to 45 feet. Smaller averages were almost unsaleable.

*Oak.*—The demand on the continent of Europe and in Great Britain for our White Oak, at the close of the year 1863, induced its manufacture to a very large extent on the Western Lakes, and it came forward very freely during the summer. The quantity wintering here is 1,793,000 feet, or upwards of a million in excess of the previous year. Prices opened at 2s. to 2s. 8d. in the spring, with a brisk

demand, but as soon as the supply from above began to arrive these figures were not maintained, and they gradually fell, closing at 1s. 6d. @ 1s. 9d. Much of the stock on hand is of inferior quality.

*Elm.*—Throughout the season this article was in very moderate request, altho' the supply fell short of the previous year. Prices were, for 45 to 50 feet and upwards, 1s. to 1s. 3d.; 40 to 45 feet, 10d. to 11d.; and for 30 to 40 feet, 8d. to 9½d., according to quality.

*Ash.*—The quantity shipped is very small as compared with last year. It was neglected all season.

*Tamarac.*—The stagnant condition of our ship-building trade, and the prospects for this winter anything but encouraging. Tamarac was in very limited demand all the year, large sized square only being saleable. Small averages and flatted were not looked after.

*Deals.*—Bright Pine were in brisk demand from the beginning of the season, and advanced from £15 to £16 10s. @ £17, two-thirds, and one-third, closing at £15 10s. @ £16 10s. Floated were also in fair request, but Spruce have not recovered from the depression of the last few years, the English market being overstocked with the production of the Lower Provinces.

*Staves.*—Merchantable Standard were saleable throughout the year at £17 10s @ £50, closing dull at these rates. W. O. Punccheon were not in such good request. In the spring sales were made at £13 10s. @ £14, but these rates afterwards fell to £12 @ £12 10s., at which they closed heavily.

*Freights* have, on the whole, been remarkably steady all through the season. For Liverpool and the West Coast the rate never exceeded 31s. 6d., and never went below 28s. The opening rates for Liverpool were 29s. 6d. and 29s., at which only a couple of new ships were fixed. After the arrival of the spring fleet rates touched 28s. to Liverpool, and 31s. 6d., hardwood, to London, with dry deals 90s.; but in July a firmer feeling obtained, 30s. @ 31s. being paid to Liverpool, and 33s. 6d. to London. In August, high prices having been obtained in London, a considerable demand for tonnage to that port sprung up, which continued unabated till October; 36s. was paid for hardwood, and £5 5s. for dry deals, but the rates for Liverpool did not sympathize to any extent, and 31s. was the highest rate paid. During November a large amount of tonnage was thrown on our market from Montreal. Rates gradually declined and finally closed at 29s. to Liverpool, and 87s. dry deals to London. The rates to outports on the West Coast have generally ruled about the same as Liverpool (except, of course, when the ports were objectionable), and for the East Coast about the same as London. In Montreal rates have been very unsatisfactory all through. A limited quantity of grain and flour was shipped during the earlier part of the season, but the rates never exceeded 6s. @ 6s. 6d., and in the fall so little was shipped that rates were almost nominal at 4s. to 5s.

The stock wintering over here is heavy, but the stocks in Great Britain appear to be ample for the probable consumption, we see no reason to expect any increase in the rates of freight at the opening of navigation next spring.

The number of vessels which proceeded to Montreal, including steamships, in 1864 were 376, of an aggregate of 157,162 tons, against 503 vessels of 209,717 tons in 1863, showing a falling off of 127 vessels and 52,555 tons. Thirty-two of these vessels, of about 20,800 tons returned to Quebec last season after discharging cargo, and loaded here.

*Ship Building.*  
annually consumes  
of our mechanics, h  
recover. Last ye  
launched at this po  
market, while the  
There is something  
port is carried on.  
sale, there is no on  
intending purchase  
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our merchants and  
other lower ports, m  
do, simply because  
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puffing them up to  
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are superior to our  
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A. 1, for seven ye  
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*Ship Building.*—This most important branch of our home industry, which annually consumes a large quantity of timber and gives employment to hundreds of our mechanics, has suffered a severe shock from which it is not likely soon to recover. Last year 62 vessels of an average of 950 tons each, were built and launched at this port. Of this number many yet remain unsold in the English market, while the prices offering are less than the actual cost of their construction. There is something wrong in the system upon which the shipbuilding trade of this port is carried on. In Liverpool and other ports to which our ships are sent for sale, there is no one there to represent them, or to put their qualities properly before intending purchasers, while the brokers to whom they are entrusted for sale are interested in running them down. This has come to be a well-known fact among our merchants and builders. Vessels built in St. John's, New Brunswick, and other lower ports, rate £1 per ton higher in the Liverpool market than our vessels do, simply because the capital for their construction comes from Liverpool, and because the merchants and brokers of that commercial emporium are interested in puffing them up to the detriment of all others. Every ship-builder who has gone to England from here found that he had this difficulty to contend against. Although in point of finish, and in one or two other minor particulars, the St. John's vessels are superior to ours, yet in material, solidity of construction, and adaptation to the wants of the carrying trade, they are vastly inferior. Wood cannot be had in the Lower Provinces in such lengths or of such quality as are to be had in our yards. Of late years, since we have had a resident Lloyd's Surveyor, a great improvement has taken place in our mode of ship building. Our vessels are now built under the Rules of Lloyd's Register of British and Foreign Shipping, to class A. 1, for seven years. The best White Oak is now used for keelsons, shelves, clamps, beams, lower deck, water-ways, &c., instead of the Red Oak formerly used in Quebec built ships. Rock Elm and Tamarac of the best quality are used for frames and planking, and the vessels are diagonally strapped on the outside of frames, iron-kneed and ridged throughout, making them as firm and staunch as wood and metal can make them. The additional expense ought to bring an additional price and an increased reputation for our vessels, but this we will never get until we have a responsible and competent agent in Liverpool, who will properly look after our interests, as the interests of the ship-builders of the Lower Provinces are looked after.

# PORT AND CU

|    |         |       |
|----|---------|-------|
| 78 | 711,237 | 346,9 |
| 16 | 6,188   | 2,0   |

Quebec,

| Walnut. | Lath-wood. | Bo    |
|---------|------------|-------|
| Feet.   | Cords.     | M     |
| 1,517   | 975        | P     |
| 13,307  | 831        |       |
| 1,800   | 594        |       |
| 5,293   | 1,088      |       |
| .....   | 522        |       |
| .....   | 517        |       |
| 1,637   | 400        |       |
| 7,800   | 250        | ..... |
| 14,478  | 335        | ..... |
| .....   | 212        |       |
| .....   | .....      | ..... |
| 5,200   | 4          | ..... |
| .....   | 463        |       |
| 51,031  | 6,191      |       |

...ing, W.....  
 Davie, Alison...  
 Dinning, H.....  
 Dalkin, H. S....

# PORT OF QUEBEC, AND CULLS,

|    |         |         |         |         |           |           |         |
|----|---------|---------|---------|---------|-----------|-----------|---------|
| 8  | 711,237 | 346,916 | 617,478 | 569,210 | 541,660   | 338,608   | 584,265 |
|    |         |         |         |         | 2,570,801 | 1,693,624 |         |
| 16 | 6,188   | 2,047   | 1,398   | 296     | 3,042     | 2,126     | 1,412   |

Quebec, and by Whom,

| Walnut. | Lath-wood. | Bowsprits and Masts. | Spars.  | White Wood. | Hick-ory. | Oars  | Cherry | Bass-wood. | Butter nut. | Maple. |
|---------|------------|----------------------|---------|-------------|-----------|-------|--------|------------|-------------|--------|
| Feet.   | Cords.     | Pieces.              | Pieces. | Feet.       | Feet.     | Pairs | Feet.  | Feet.      | Feet.       | Feet.  |
| 1,517   | 975        | 113                  | 121     | 483         | 686       | 6     | .....  | 182        | 852         | .....  |
| 13,307  | 831        | 241                  | 188     | 4,095       | 23,605    | ..... | .....  | 117        | 117         | .....  |
| 1,800   | 594        | 26                   | 328     | .....       | .....     | ..... | .....  | .....      | .....       | .....  |
| 5,293   | 1,088      | 34                   | 363     | 2,018       | 4,242     | ..... | 88     | .....      | .....       | 183    |
| .....   | 522        | 136                  | 135     | .....       | .....     | 12    | .....  | .....      | .....       | .....  |
| .....   | 517        | 83                   | 313     | .....       | .....     | 7,744 | .....  | .....      | .....       | .....  |
| 1,637   | 400        | 23                   | 203     | 1,982       | .....     | ..... | .....  | .....      | .....       | .....  |
| 7,800   | 250        | .....                | .....   | 300         | 3,000     | ..... | 1,000  | 350        | 350         | 300    |
| 14,478  | 335        | .....                | .....   | 1,941       | 23,525    | ..... | .....  | .....      | .....       | .....  |
| .....   | 212        | 39                   | 87      | 1,875       | .....     | ..... | 98     | 115        | 115         | .....  |
| .....   | .....      | .....                | .....   | .....       | 1,760     | ..... | .....  | .....      | .....       | 1,320  |
| 5,200   | 4          | .....                | .....   | .....       | .....     | 1,133 | .....  | .....      | .....       | .....  |
| .....   | 463        | 303                  | 902     | .....       | .....     | ..... | .....  | .....      | .....       | .....  |
| 51,031  | 6,191      | 1,003                | 2,640   | 12,699      | 56,818    | 8,895 | 1,186  | 1,434      | 1,434       | 1,802  |

W. H. Baldwin & Co.,  
Alison Davie, H. S. Dalkin,

|                      |               |                      |
|----------------------|---------------|----------------------|
| W. H. Baldwin & Co., | Do            | do                   |
| Alison Davie,        | Ship Builder  | Point Levi           |
| H. S. Dalkin,        | Ship Builders | Ship-Yard Cape Cove. |
| H. S. Dalkin,        | Broker        | 5 Dalhousie St.      |

# STOCK OF LUMBER IN THE PORT INCLUDING MERCHANTABLE ON THE 1st DECEMBER

From Returns received from the several

| COVES.                              | Oak.      | Elm.      | Ash.    | Birch. | Bass-wood. | Tamarac.  | White Pine. |         | Red Pine. | Standard Staves. |          | W. Punccheon. |          | O. Staves. |        |
|-------------------------------------|-----------|-----------|---------|--------|------------|-----------|-------------|---------|-----------|------------------|----------|---------------|----------|------------|--------|
|                                     |           |           |         |        |            |           | Square.     | Waney.  |           | Mer.             | Culls.   | Mer.          | Culls.   | Mer.       | Culls. |
| Cap Rouge, J. B. Foreyth.           | 118,167   | 146,960   | 37,136  | 2,241  | 5,845      | 110,476   | 1,188,399   | 3,342   | 941,700   | 56,000.27        | 6,522.3  | 401,50.15     | 69,12.2  | 19,00.0    | 1,00.0 |
| Dalhousie, C. Rouge, M. I. Wilson.  | 31,963    | 94,846    | 2,126   | .....  | 28         | 29,853    | 646,682     | 2,430   | 129,001   | .....            | .....    | 44,00.0       | .....    | .....      | .....  |
| Victoria Cove, Thomson & Co.        | 23,885    | 21,720    | 1,879   | 203    | 46         | 21,636    | 99,050      | 15,413  | 13,018    | 10,00.0          | 2,00.0   | 124,00.0      | .....    | .....      | .....  |
| Bridgewater, W. G. Petry.           | 74,000    | 25,000    | 3,500   | .....  | .....      | 56,000    | 360,000     | .....   | 36,000    | 17,00.0          | 4,00.0   | 100,00.0      | .....    | .....      | .....  |
| Sillery, H. Lemesurier.             | 83,103    | 33,616    | 2,575   | .....  | .....      | 1,188     | 135,501     | 14,432  | 81,949    | 31,022.5         | 1,63.5   | 88,20.2       | 3,13.4   | .....      | .....  |
| King's End & Safety, Sharples & Co. | 64,993    | 100,358   | 12,563  | 7,490  | 1,648      | 13,251    | 1,032,466   | 27,803  | 211,267   | 34,00.0          | 4,00.0   | 114,00.0      | 12,90.0  | .....      | .....  |
| Sillery, J. Bowen.                  | 91,697    | 18,371    | 18,669  | 2,073  | 3,563      | 7,178     | 585,883     | 2,810   | 130,548   | 24,712.2         | 4,90.18  | 99,91.18      | 12,80.2  | .....      | .....  |
| St. Michael's, Wood, Petry & Co.    | 96,396    | 109,120   | 21,490  | 497    | 425        | 3,240     | 1,037,619   | 4,964   | 716,318   | 11,00.0          | 1,00.0   | 114,00.0      | 12,90.0  | .....      | .....  |
| Woodfield Harbor, J. Connolly.      | 102,343   | 89,969    | 35,397  | 1,094  | 647        | 39,669    | 940,427     | 26,422  | 91,783    | 68,63.5          | 3,52.15  | 50,42.7       | 36,82.10 | .....      | .....  |
| Spencer, D. D. Young & Co.          | 66,528    | 141,828   | 2,944   | 1,551  | 1,199      | 10,251    | 1,285,808   | 49,591  | 366,677   | 68,23.28         | 6,23.23  | 223,10.14     | 46,63.2  | .....      | .....  |
| Ottawa, R. R. Dobell.               | 2,579     | 22,553    | 14,364  | 263    | 745        | 1,965     | 82,914      | 3,978   | 76,670    | 10,00.0          | 3,00.0   | 93,00.0       | 15,00.0  | .....      | .....  |
| Wolfe's, Gilmour & Co.              | 73,625    | 58,457    | 18,451  | 276    | 1,023      | 20,799    | 843,796     | .....   | 109,812   | 37,00.0          | 3,00.0   | 203,00.0      | 8,90.0   | .....      | .....  |
| Indian, do                          | 194,580   | 125,822   | 5,100   | 826    | .....      | 14,614    | 1,063,487   | .....   | 452,876   | 102,00.0         | 5,00.0   | 276,00.0      | 29,00.0  | .....      | .....  |
| New London, Hinagan & Roche.        | 212,390   | 190,217   | 7,908   | 252    | 335        | 3,353     | 811,864     | 4,960   | 175,987   | 83,00.0          | 5,00.0   | 840,00.0      | 48,00.0  | .....      | .....  |
| Diamond Harbor, do                  | 61,675    | 299,371   | 9,544   | .....  | .....      | 1,935     | 817,587     | 57,063  | 241,710   | 79,93.14         | 2,13.15  | 169,41.29     | 8,62.22  | .....      | .....  |
| Cape, E. H. Hall.                   | .....     | .....     | .....   | .....  | .....      | 42,942    | 2,531       | .....   | 1,101     | .....            | .....    | .....         | .....    | .....      | .....  |
| Lane, J. & Co.                      | 22,240    | 28,052    | 4,375   | 1,355  | 2,500      | 181,688   | 21,834      | 800     | 39,992    | .....            | .....    | .....         | .....    | .....      | .....  |
| Town Wharves                        | .....     | .....     | .....   | .....  | .....      | 15,228    | .....       | .....   | .....     | .....            | .....    | .....         | .....    | .....      | .....  |
| Dorchester Beach, Anderson & Co.    | 598       | 5,284     | 2,351   | 1,233  | 375        | 4,600     | 441,353     | .....   | 84,482    | .....            | .....    | .....         | .....    | .....      | .....  |
| Do East                             | 101,914   | 2,779     | 1,031   | .....  | .....      | 3,420     | 287,510     | 243     | 6,294     | 1,00.0           | .....    | 27,00.0       | .....    | .....      | .....  |
| New Waterford, H. N. Jones.         | 55,085    | 42,405    | 40,778  | 1,421  | .....      | 59,263    | 141,354     | 3,690   | 149,892   | 50,00.0          | 2,00.0   | 118,00.0      | .....    | .....      | .....  |
| Montmorency                         | .....     | .....     | .....   | .....  | .....      | .....     | .....       | .....   | .....     | .....            | .....    | .....         | .....    | .....      | .....  |
| St. Nicholas Mills, W. G. Ross      | .....     | .....     | .....   | .....  | .....      | .....     | .....       | .....   | .....     | .....            | .....    | .....         | .....    | .....      | .....  |
| New Liverpool, Benson & Co.         | 187,275   | 138,985   | 8,302   | 148    | 1,197      | .....     | 902,076     | 5,090   | 225,120   | 30,83.12         | 1,91.16  | 40,02.9       | 11,80.0  | .....      | .....  |
| Do Hamilton Bros.                   | .....     | .....     | .....   | .....  | .....      | .....     | .....       | .....   | .....     | .....            | .....    | .....         | .....    | .....      | .....  |
| Etchemin, H. Atkinson.              | 190,155   | 144,878   | 62,053  | 2,402  | 90         | 40,000    | 1,066,817   | 41,455  | 114,846   | 18,30.0          | .....    | .....         | .....    | .....      | .....  |
| Radlow, W. Price & Son.             | 620       | 3,995     | 535     | 17,032 | .....      | 14,554    | 969,792     | 6,080   | 105,694   | 6,40.15          | 0,10.20  | 2,52.22       | .....    | .....      | .....  |
| Mil, B. Bennett.                    | 68,460    | 212,950   | 45,160  | 6,400  | 450        | 113,450   | 1,274,460   | 43,300  | 498,120   | 6,33.17          | 0,00.16  | 16,03.29      | 7,33.0   | .....      | .....  |
| St. Lawrence Dock and W. Co.        | 2,739     | 80,575    | 4,092   | 3,829  | 426        | 87,419    | 464,842     | 16,255  | 37,927    | .....            | .....    | .....         | .....    | .....      | .....  |
| Quebec Warehouse Co.                | 246       | .....     | 35,000  | 13,000 | .....      | .....     | 500,000     | .....   | .....     | .....            | .....    | .....         | .....    | .....      | .....  |
| McCaw's, A. H. Murphy & Co.         | 300       | 41,380    | 7,453   | 427    | 1,152      | 3,250     | 8,332       | 480     | 9,357     | .....            | .....    | .....         | .....    | .....      | .....  |
| J. H. Clint, St. Paul Street.       | 5,136     | 9,400     | 752     | 9,236  | .....      | 93,480    | 46,000      | .....   | 9,340     | 52,00.0          | 8,00.0   | 132,00.0      | 24,00.0  | .....      | .....  |
| Hare Point, J. Archer, Jr.          | .....     | .....     | .....   | .....  | .....      | .....     | 15,228      | .....   | .....     | .....            | .....    | .....         | .....    | .....      | .....  |
| Point a Pitou, J. Cantillon.        | 180       | 651       | 1,030   | .....  | .....      | .....     | 515         | .....   | 495       | .....            | .....    | .....         | .....    | .....      | .....  |
| Emig't Hosp'l, Dickell & Rouleau.   | 16,650    | 1,345     | 730     | .....  | .....      | 14,765    | 37,658      | .....   | 18,503    | .....            | .....    | .....         | .....    | .....      | .....  |
| TOTALS.                             | 1,793,009 | 2,539,252 | 407,557 | 73,297 | 21,450     | 1,639,656 | 17,609,609  | 331,441 | 5,401,885 | 888,10.27        | 65,31.13 | 3267,3.325    | 364,5.2  | .....      | .....  |

The following woods, not included in the above table, are also wintering in the different Coves:—Maple, 6,845 ft; Butternut, 5,947 ft; Hemlock, 52,034 ft; White Spruce 702 ft; 45 millie Barrel Staves; and 20 millie Ash Staves.

## COMPARATIVE STATEMENT OF THE SUPPLY, EXPORT, AND STOCK

TO THE 1st DECEMBER, for the years 1860, 1861, 1862, 2863 and 1864, respectively—

| ARTICLES.                           | Average of<br>5 years, 1855<br>to 1859. | SUPPLY.                                                                    |            |            |            |            | Average of<br>5 years, 1855<br>to 1859. | EXPORT.                                          |            |            |            |
|-------------------------------------|-----------------------------------------|----------------------------------------------------------------------------|------------|------------|------------|------------|-----------------------------------------|--------------------------------------------------|------------|------------|------------|
|                                     |                                         | From Returns from Supervisor and others, for<br>years ending 1st December. |            |            |            |            |                                         | From Custom's Returns for years<br>1st December. |            |            |            |
|                                     |                                         | 1860.                                                                      | 1861.      | 1862.      | 1863.      | 1864.      |                                         | 1860.                                            | 1861.      | 1862.      | 1863.      |
| TIMBER.                             |                                         |                                                                            |            |            |            |            |                                         |                                                  |            |            |            |
| Oak.....Feet.                       | 1,617,874                               | 1,686,160                                                                  | 1,447,682  | 2,205,483  | 1,668,818  | 3,717,012  | 1,106,791                               | 1,485,400                                        | 1,725,160  | 1,463,680  | 2,083,000  |
| Elm.....do                          | 1,338,347                               | 1,176,224                                                                  | 1,048,491  | 1,671,776  | 2,953,817  | 2,649,897  | 1,129,752                               | 1,021,560                                        | 1,269,320  | 1,099,200  | 2,128,000  |
| Ash.....do                          | 179,481                                 | 105,968                                                                    | 82,177     | 295,403    | 683,835    | 189,778    | 111,249                                 | 88,440                                           | 96,560     | 99,840     | 200,000    |
| Birch.....do                        | 139,064                                 | 514,348                                                                    | 275,304    | 181,890    | 215,469    | 246,841    | 172,063                                 | 462,160                                          | 235,320    | 165,480    | 430,000    |
| Tamarac.....do                      | 394,948                                 | 199,328                                                                    | 251,194    | 1,285,563  | 2,661,679  | 935,289    | 84,416                                  | 58,240                                           | 50,240     | 57,129     | 243,000    |
| White Pine, sq. ft.                 | 16,410,525                              | 18,564,205                                                                 | 18,730,547 | 21,627,853 | 21,617,465 | 23,737,268 | 14,458,649                              | 18,252,600                                       | 19,447,920 | 15,493,080 | 23,147,000 |
| Do, waney, do                       | 2,147,555                               | 3,631,125                                                                  | 2,045,372  | 4,649,991  | 5,165,029  | 5,348,638  | 2,213,341                               | 2,562,880                                        | 2,855,240  | 2,491,120  | 4,046,000  |
| Red Pine.....do                     |                                         |                                                                            |            |            |            |            |                                         |                                                  |            |            |            |
| STAVES.                             |                                         |                                                                            |            |            |            |            |                                         |                                                  |            |            |            |
| Standard.....Mille                  | 1,851                                   | 1,473                                                                      | 1,010      | 1,455      | 1,913      | 1,817      | 1,616                                   | 1,851                                            | 1,383      | 1,282      | 1,282      |
| Punccheon.....do                    | 2,859                                   | 2,441                                                                      | 2,138      | 2,386      | 4,688      | 4,623      | 2,251                                   | 2,163                                            | 2,478      | 2,191      | 2,191      |
| Barrel.....do                       | 16                                      |                                                                            | 11         | 21         | 76         | 22         | 2                                       |                                                  |            |            |            |
| DEALS.                              |                                         |                                                                            |            |            |            |            |                                         |                                                  |            |            |            |
| Pine.....Standard                   | 1,999,504                               | 2,812,568                                                                  | 2,595,075  | 2,304,204  | 2,565,666  | 2,013,115  | 3,728,064                               | 4,668,850                                        | 4,927,817  | 2,493,299  | 5,200,000  |
| Spruce.....do                       | 794,577                                 | 1,172,086                                                                  | 1,283,921  | 815,158    | 629,657    | 742,120    |                                         |                                                  |            |            |            |
| LATHWOOD.                           |                                         |                                                                            |            |            |            |            |                                         |                                                  |            |            |            |
| Red Pine and Hem-<br>lock.....Cords | 3,260                                   | 819                                                                        | 3,254      | 8,224      | 1,715      | 7,999      | 4,380                                   | 6,013                                            | 6,965      | 4,296      |            |

ST. MICHAEL'S COVE, 1st December, 1864.

## Statement of the Quantity of Timber Shipped from DURING THE SEASON OF 1864.

| NAMES OF SHIPPERS.     | No.<br>of<br>Vess's. | Tons.   | Oak.      |           | Elm.    |         | Ash.    |            | Birch.    |       | Tamarac. |           | White<br>Pine. |       | Red<br>Pine. |       | Standard<br>Staves. |       | W. O.<br>and R. O.<br>Staves. |       | Pine Deals. |       | Spruce<br>Deals. |       |
|------------------------|----------------------|---------|-----------|-----------|---------|---------|---------|------------|-----------|-------|----------|-----------|----------------|-------|--------------|-------|---------------------|-------|-------------------------------|-------|-------------|-------|------------------|-------|
|                        |                      |         | Feet.     | Feet.     | Feet.   | Feet.   | Feet.   | Feet.      | Feet.     | Feet. | Feet.    | Feet.     | Feet.          | Feet. | Feet.        | Feet. | Feet.               | Feet. | Feet.                         | Feet. | Feet.       | Feet. | Feet.            | Feet. |
| M. I. Wilson.          | 130                  | 78,065  | 231,255   | 246,589   | 6,995   | 45,513  | 11,264  | 2,954,012  | 440,600   | 121   | 188      | 196,695   | 67,500         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Chas. E. Levy & Co.    | 127                  | 80,695  | 282,516   | 232,842   | 12,941  | 32,974  | 8,180   | 2,403,638  | 482,414   | 299   | 255      | 329,797   | 106,800        | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| J. Barrall & Co.       | 119                  | 82,507  | 281,800   | 221,748   | 9,759   | 46,000  | 10,700  | 2,491,872  | 375,495   | 139   | 518      | 625,550   | 410,000        | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| C. & J. Sharples & Co. | 115                  | 62,120  | 181,993   | 154,594   | 6,553   | 18,516  | 26,111  | 2,684,278  | 815,613   | 89    | 3        | 184,569   | 21,100         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Gilmour & Co.          | 102                  | 67,686  | 139,569   | 139,250   | 10,160  | 17,560  | 15,800  | 2,076,120  | 318,560   | 123   | 167      | 332,124   | 41,300         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Benson & Co.           | 98                   | 53,695  | 194,480   | 172,560   | 11,450  | 31,840  | 9,200   | 1,416,920  | 321,680   | 117   | 245      | 324,166   | 66,900         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| D. D. Young & Co.      | 71                   | 44,122  | 135,962   | 127,850   | 8,049   | 13,246  | 8,800   | 1,333,232  | 215,995   | 94    | 161      | 265,485   | 58,700         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| D. Patton & Co.        | 66                   | 41,231  | 160,000   | 146,000   | 6,500   | 10,000  | 14,000  | 1,333,000  | 254,000   | 169   | 150      | 160,000   | 30,000         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| R. R. Dobell.          | 62                   | 42,550  | 264,921   | 117,277   | 8,450   | 12,400  | 4,800   | 1,464,339  | 240,600   | 169   | 272      | 173,272   | 10,000         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Henry Fry.             | 40                   | 26,728  | 72,452    | 46,087    | 7,338   | 10,582  | 8,775   | 311,063    | 162,262   | 42    | 83       | 380,265   | 10,000         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Hamilton Bros.         | 18                   | 11,975  | .....     | .....     | .....   | .....   | .....   | .....      | .....     | 24    | 66       | 15,569    | 49,500         | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Falkenberg & McIlain.  | 17                   | 11,297  | 38,760    | 55,320    | 5,040   | 5,360   | 12,800  | 72,610     | 93,040    | 418   | 41       | .....     | .....          | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Sundry Persons.        | 66                   | 36,481  | 360,760   | 290,170   | 20,300  | 70,920  | 35,240  | 1,412,240  | 613,560   | 218   | 619      | 327,144   | 101,200        | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |
| Total.                 | 1,031                | 633,643 | 2,466,560 | 1,670,917 | 124,560 | 312,715 | 163,801 | 26,028,716 | 3,781,759 | 1,633 | 2,327    | 3,613,675 | 650,100        | ..... | .....        | ..... | .....               | ..... | .....                         | ..... | .....       | ..... | .....            | ..... |

# R IN THE PORT OF QUEBEC,

## MERCHANTABLE AND CULLS,

### DECEMBER, 1864,

received from the several Coves.

| No.     | Red Pine. | Standard Staves. |           | W. Punccheon O. Staves. |           | R. Punccheon O. Staves. |           | Standard Pine Deals. | Stand. Spruce Deals. | 1, 1½ and 2 inch Planks. | Pairs Ash Oars. | Hand-spikes. | Cords Lath-wood. | Yellow and White Pine Mast. | Red Pine Spars. |
|---------|-----------|------------------|-----------|-------------------------|-----------|-------------------------|-----------|----------------------|----------------------|--------------------------|-----------------|--------------|------------------|-----------------------------|-----------------|
|         |           | Mer.             | Culls.    | Mer.                    | Culls.    | Mer.                    | Culls.    |                      |                      |                          |                 |              |                  |                             |                 |
| 3,342   | 941,700   | M.               | M.        | M.                      | M.        | M.                      | M.        |                      |                      |                          |                 |              | 212              | 98                          | 803             |
| 3,430   | 129,001   | 50.0.0.27        | 6.9.2.3   | 40.5.0.15               | 69.1.2.3  | 18.3.2.5                | 0.8.1.9   |                      |                      |                          |                 |              | 15               |                             | 250             |
| 15,413  | 13,018    | 10.0.0.0         | 2.0.0.0   | 124.0.0.0               | 19.0.0.0  | 1.0.0.0                 |           | 143,874              |                      | 3,000                    |                 | 1,224        |                  | 4                           | 181             |
| 14,432  | 81,949    | 17.0.0.0         | 4.0.0.0   | 100.0.0.0               | 20.0.0.0  |                         |           | 944                  |                      |                          |                 |              |                  |                             |                 |
| 27,803  | 211,267   | 31.0.2.23        | 1.6.3.5   | 88.2.0.2                | 3.1.3.5   | 0.9.2.19                | 0.0.3.20  |                      |                      |                          |                 |              | 250              | 68                          | 128             |
| 2,810   | 130,548   | 34.0.0.0         | 4.0.0.0   | 114.0.0.0               | 12.0.0.0  | 5.0.0.0                 |           | 5,007                | 9,007                |                          |                 |              | 71               | 2                           | 60              |
| 4,964   | 716,318   | 24.7.1.22        | 4.0.0.18  | 99.9.1.18               | 12.8.6.21 | 0.0.1.28                |           | 1,818                | 461                  | 254                      |                 |              | 11               | 22                          | 1               |
| 26,422  | 91,783    | 11.0.0.0         | 1.0.0.0   | 114.0.0.0               | 12.0.0.0  |                         |           | 550                  |                      |                          |                 |              | 8                | 51                          | 113             |
| 49,501  | 366,077   | 68.6.3.5         | 3.5.2.15  | 50.4.2.7                | 26.8.2.16 | 2.0.1.1                 | 7.9.3.0   | 483                  |                      |                          | 155             |              | 72               | 24                          | 9               |
| 3,978   | 76,670    | 6.2.3.23         | 22.3.1.14 | 40.6.3.21               | 15.1.5.5  | 0.0.1.24                |           | 987                  |                      |                          |                 | 9,517        | 29               | 2                           | 84              |
| 100,812 | 57,000    | 3.0.0.0          | 3.0.0.0   | 13.0.0.0                |           |                         |           |                      |                      |                          |                 |              | 269              | 7                           | 2               |
| 4,800   | 172,065   | 102.0.0.0        | 5.0.0.0   | 276.0.0.0               | 20.0.0.0  |                         |           | 233,023              |                      |                          |                 |              | 80               |                             | 30              |
| 175,987 | 85,000    | 5.0.0.0          | 5.0.0.0   | 840.0.0.0               | 48.0.0.0  | 1.5.0.0                 |           | 15,000               |                      |                          |                 |              | 2                | 13                          | 18              |
| 57,983  | 241,716   | 78.9.3.14        | 2.1.3.15  | 160.4.1.29              | 6.6.2.20  | 2.0.1.28                | 0.2.0.9   |                      |                      |                          |                 |              | 22               | 187                         | 238             |
|         | 1,101     |                  |           |                         |           |                         |           | 19,731               | 27,433               | 7,738                    |                 |              | 779              | 105                         | 695             |
| 800     | 32,992    |                  |           |                         |           |                         |           | 106,584              | 139,144              | 81,000                   |                 |              |                  | 21                          | 73              |
|         | 84,882    |                  |           |                         |           |                         |           | 178                  |                      |                          |                 |              |                  |                             | 22              |
| 243     | 6,294     | 1.0.0.0          |           | 27.0.0.0                |           |                         |           |                      |                      |                          |                 |              |                  |                             |                 |
| 3,690   | 149,992   | 50.0.0.0         | 2.0.0.0   | 118.0.0.0               |           |                         |           |                      |                      |                          |                 |              |                  |                             |                 |
|         |           |                  |           |                         |           |                         |           | 195,962              | 48,892               |                          |                 |              |                  |                             |                 |
| 5,090   | 225,120   | 30.8.3.12        | 1.9.1.16  | 40.0.2.9                | 11.8.0.7  | 0.6.2.12                | 0.9.3.5   | 64,300               | 10,000               | 4,037                    |                 |              |                  |                             |                 |
|         | 3,000     |                  |           |                         |           |                         |           | 62,271               | 245                  | 1,642                    | 1,742           |              | 6                | 190                         | 105             |
| 41,455  | 111,846   | 18.3.0.0         |           | 2.3.2.23                |           |                         |           | 225,864              |                      |                          |                 |              |                  |                             |                 |
| 6,080   | 105,694   | 6.4.0.15         | 0.1.0.20  | 2.3.2.23                |           | 0.0.1.24                |           | 122,500              | 100,000              | 25,000                   |                 |              |                  |                             |                 |
| 43,300  | 498,120   | 6.3.3.17         | 0.0.0.16  | 16.0.3.29               | 7.3.3.8   | 21.2.2.29               | 3.5.1.10  | 5,200                | 60,930               |                          |                 |              | 30               | 33                          | 2               |
| 16,235  | 37,927    |                  |           |                         |           |                         |           | 212,895              | 45,833               | 6,314                    |                 |              | 49               | 176                         | 19              |
|         | 490       |                  |           |                         |           |                         |           | 810                  | 4,960                | 941                      |                 |              | 15               | 68                          | 2               |
|         | 9,540     | 52.0.0.0         | 8.0.0.0   | 132.0.0.0               | 24.0.0.0  | 1.0.0.0                 | 1.0.0.0   | 20,000               | 90,000               |                          |                 |              | 87               | 13                          | 324             |
|         | 9,540     | 52.0.0.0         | 8.0.0.0   | 132.0.0.0               | 24.0.0.0  | 1.0.0.0                 | 1.0.0.0   | 35,800               | 9,300                | 96,000                   |                 |              |                  | 8                           | 5               |
|         | 490       |                  |           |                         |           |                         |           | 7,705                | 37,446               | 170,050                  | 330             |              |                  | 40                          | 84              |
|         | 18,503    |                  |           |                         |           |                         |           | 500                  | 120                  | 400                      |                 |              |                  | 9                           | 123             |
|         |           |                  |           |                         |           |                         |           |                      |                      |                          | 1,535           |              |                  |                             |                 |
| 331,441 | 5,401,885 | 838.1.0.27       | 65.3.1.13 | 3267.3.3.25             | 364.5.2.6 | 146.3.4.9               | 29.1.2.29 | 1,552,134            | 584,265              | 428,303                  | 5,548           | 11,053       | 1,412            | 1,262                       | 3,063           |

Notes:—Maple, 6,845 ft; Butternut, 5,947 ft; Hemlock, 815 ft; Walnut, 60,91. ft; Cherry, 6,324 ft; Beech, 206 ft; Whitewood, 18,783 ft;

## STATEMENT

### OF THE

## AND STOCK OF LUMBER

1860, 1861, 1862, 1863 and 1864, respectively—And an average of five years preceding.

| Average of<br>5 years, 1855<br>to 1859. | EXPORT.                                                 |            |            |            |            | Average of<br>5 years, 1855<br>to 1859. | TOTAL STOCK,<br>INCLUDING MERCHANTABLE AND CULLS,<br>On the 1st December. |           |            |            |            |
|-----------------------------------------|---------------------------------------------------------|------------|------------|------------|------------|-----------------------------------------|---------------------------------------------------------------------------|-----------|------------|------------|------------|
|                                         | From Custom's Returns for years ending<br>1st December. |            |            |            |            |                                         |                                                                           |           |            |            |            |
|                                         | 1860.                                                   | 1861.      | 1862.      | 1863.      | 1864.      |                                         | 1860.                                                                     | 1861.     | 1862.      | 1863.      | 1864.      |
| 1,106,791                               | 1,485,400                                               | 1,725,160  | 1,463,680  | 2,085,280  | 2,463,560  | 1,375,019                               | 1,348,477                                                                 | 958,627   | 1,298,608  | 651,145    | 1,793,009  |
| 1,129,752                               | 1,021,560                                               | 1,269,320  | 1,099,200  | 2,128,840  | 1,957,960  | 1,192,521                               | 1,068,854                                                                 | 793,761   | 998,978    | 1,595,909  | 2,339,252  |
| 111,248                                 | 88,440                                                  | 96,560     | 99,840     | 306,760    | 121,800    | 133,892                                 | 112,030                                                                   | 48,696    | 157,288    | 441,894    | 407,557    |
| 172,065                                 | 462,160                                                 | 255,320    | 165,480    | 450,720    | 358,280    | 22,153                                  | 119,321                                                                   | 203,211   | 223,380    | 69,163     | 75,297     |
| 84,416                                  | 58,240                                                  | 60,240     | 57,120     | 243,680    | 190,120    | 665,918                                 | 22,201                                                                    | 52,409    | 303,639    | 1,098,695  | 1,039,630  |
| 14,458,640                              | 18,252,600                                              | 19,447,920 | 15,493,080 | 23,147,520 | 20,032,920 | 11,217,373                              | 11,390,354                                                                | 7,971,030 | 15,354,942 | 13,998,578 | 17,600,609 |
| 2,213,341                               | 2,502,880                                               | 2,855,240  | 2,491,120  | 4,949,600  | 3,999,440  | 2,356,910                               | 2,649,157                                                                 | 2,707,199 | 3,407,583  | 4,197,305  | 5,401,885  |
|                                         |                                                         |            | 2,016,520  | 2,327,200  |            |                                         |                                                                           |           | 2,059,342  | 2,327,494  |            |
| 1,616                                   | 1,851                                                   | 1,383      | 1,282      | 2,211      | 1,826      | 1,192                                   | 1,390                                                                     | 984       | 1,173      | 857        | 903        |
| 2,501                                   | 2,163                                                   | 2,478      | 2,191      | 3,564      | 2,679      | 1,477                                   | 1,829                                                                     | 1,226     | 1,100      | 2,292      | 3,806      |
| 2                                       | 0                                                       |            |            |            | 32         | 1                                       | 0                                                                         | 0         | 0          | 45         | 9          |
|                                         |                                                         |            | 3,473      | 3,775      |            |                                         |                                                                           |           | 2,173      | 3,714      |            |
| 3,728,064                               | 4,668,850                                               | 4,927,817  | 3,493,299  | 5,207,118  | 3,658,000  | 1,426,507                               | 1,240,160                                                                 | 1,577,469 | 2,029,141  | 1,352,016  | 1,552,134  |
|                                         |                                                         |            |            |            | 711,237    | 246,916                                 | 617,478                                                                   | 569,210   | 541,660    | 338,608    | 584,265    |
|                                         |                                                         |            |            |            |            |                                         |                                                                           |           |            |            |            |
|                                         |                                                         |            |            |            |            |                                         |                                                                           |           | 2,570,800  | 1,690,214  |            |
| 4,286                                   | 6,013                                                   | 6,965      | 4,206      | 5,616      | 6,188      | 2,047                                   | 1,398                                                                     | 206       | 3,042      | 2,126      | 1,412      |

## of Timber Shipped from Quebec, and by Whom,

### During the Season of 1864.

| White Pine. | Red Pine. | Standard Staves. | W. O. and R. O. Staves. | Pine Deals. | Spruce Deals. | Walnut. | Lath-wood. | Bowsprits and Masts. | Spars. | White Wood. | Hick-ory. | Oars. | Cherry. | Bass-wood. | Butter-nut. | Maple. |
|-------------|-----------|------------------|-------------------------|-------------|---------------|---------|------------|----------------------|--------|-------------|-----------|-------|---------|------------|-------------|--------|
|             |           |                  |                         |             |               |         |            |                      |        |             |           |       |         |            |             |        |
| 54,612      | 440,600   | 121              | 188                     | 196,695     | 67,567        | 1,517   | 975        | 118                  | 121    | 483         | 686       | 6     |         | 182        | 852         |        |
| 93,638      | 482,414   | 299              | 255                     | 329,797     | 106,856       | 15,307  | 831        | 241                  | 188    | 4,095       | 23,605    |       |         | 117        | 117         |        |
| 91,872      | 375,493   | 139              | 218                     | 623,556     | 41,500        | 1,800   | 594        | 25                   | 328    | 5           |           |       |         |            |             |        |
| 76,120      | 318,560   | 123              | 167                     | 332,124     | 41,381        | 5,293   | 1,088      | 34                   | 363    | 2,018       | 4,242     |       |         | 88         |             | 183    |
| 16,920      | 321,680   | 117              | 245                     | 324,166     | 66,931        |         | 522        | 136                  | 135    |             |           | 12    |         |            |             |        |
| 333,232     | 215,995   | 94               | 161                     | 265,485     | 58,745        | 1,657   | 490        | 23                   | 203    | 1,982       |           |       |         |            |             |        |
| 333,000     | 234,000   | 109              | 150                     | 160,000     | 30,000        | 7,600   | 259        |                      |        | 306         | 3,000     |       |         | 1,000      | 350         | 308    |
| 164,359     | 240,600   | 66               | 272                     | 175,272     | 2,516         | 14,478  | 335        |                      |        | 1,941       | 23,525    |       |         |            |             |        |
| 11,605      | 132,202   | 42               | 83                      | 331,095     | 10,425        |         | 212        | 39                   | 87     | 1,875       |           |       |         | 98         | 115         | 115    |
|             |           |                  |                         | 340,265     |               |         |            |                      |        |             |           |       |         |            |             |        |
| 72,619      | 93,040    | 24               | 66                      | 15,569      | 49,892        | 5,200   | 4          |                      |        | 1,760       |           |       |         |            |             | 1,320  |
| 443,240     | 642,560   | 418              | 419                     | 327,144     | 161,254       |         | 463        | 303                  | 902    |             |           | 1,135 |         |            |             |        |
| 482,716     | 3,851,759 | 1,633            | 2,327                   | 3,613,675   | 659,143       | 51,031  | 6,191      | 1,003                | 2,640  | 12,699      | 56,818    | 8,895 | 1,186   | 1,434      | 1,434       | 1,802  |

# TIMBER PRICES CURRENT

QUEBEC, 1st Dec

WHITE PINE, in the Raft, for inferior and ordinary according to average, &c., measured off...  
 for Superior, do. do. do.  
 in Shipping order, according to average and quality,.....  
 board, 18 & 21 inch, in shipping order.....  
 RED PINE, in the Raft, measured off according to average and quality,.....  
 in Shipping order, 40 feet,.....  
 OAK, by the Dram.....  
 ELM, by the Raft, according to average and quality,.....  
 in Shipping order, 40 to 55 feet,.....  
 TAMARAC, Square' according to size, in the Raft,.....  
 Flatted, do do, .....

STAVES, for Specification, Merchantable,.....  
 Do. All Pipe, according to thickness.....  
 Do. W. O. Punccheon, Merchantable,.....

DEALS, Bright, according to Specification..... £16 10s. for 1sts, 3rds for 2nds.  
 Do. Floated..... £13 10s. to £13 15s. for 1sts, 3rds  
 Do. Spruce..... £7 10s. for 1sts, £5 10s. for 2nds, and £3

ENGLISH SPECIFICATION OF DEALS are 12 and 13 feet long, one-ninth under 11 inches but  
 11 inches broad and upwards,—1 firsts and 1 seconds are worth £2 to £3 more than the above  
 quality alone from £3 to £5. Dry Floated are worth 10s. more than our quotations.

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

## Number of Vessels Now Building in the District of Quebec.

| Name of Builder.        | Tonnage | Progress of Work to Date. | Name of Builders.     | Tonnage | Progress of Work to Date. |
|-------------------------|---------|---------------------------|-----------------------|---------|---------------------------|
| Messrs. Patton & Co.,   | 1200    | Planking.                 | Messrs. Valin & Dugal | 850     | Fr                        |
| " "                     | 700     | Framed.                   | " Rosa & Co.,         | 700     |                           |
| " Charland & Co.,       | 1100    | Framed & Ceiling          | " M'Kay & Warner      | 700     |                           |
| " "                     | 1150    | Planked.                  | Maxwell & Stevenson,  | 800     | Pl                        |
| " Davie Bros.,          | 1000    | "                         | Messrs. Labbé & Co.,  | 1000    | Fr                        |
| Mr. Dubord,             | 1000    | Keel laid.                | " "                   | 600     | Ke                        |
| Mrs. Russell,           | 1250    | Framing.                  | " Samson Bros.,       | 700     | Fr                        |
| Mr. J. Gilman,          | 1200    | Ceiling.                  | " Gingras & Son,      | 1450    | Pl                        |
| Messrs. H. Dinning & Co | 1400    | Framing.                  | " "                   | 1050    | Fr                        |
| " "                     | 950     | "                         | " "                   | 600     |                           |
| Mr. T. H. Oliver,       | 750     | "                         | " Sherwood & Co.,     | 650     |                           |
| " "                     | 800     | Finished.                 | Mr. H. Dubord,        | 1280    | Ke                        |
| Mr. P. V. Valin,        | 1000    | "                         | Messrs. E. Berry & Co | 1000*   | Pl                        |
| Mr. W. H. Baldwin,      | 1150    | Planking.                 | " "                   | 1000*   | Fr                        |
| " "                     | 1250    | Framed.                   | " "                   | 1000*   | Fr                        |
| Mr. T. C. Lee,          | 1250    | "                         | " "                   | 1200*   | Fr                        |
| " "                     | 500     | 2-do.                     | " Richard & Co.,      | 800     | Ke                        |

\*The Vessels marked thus are building at Kingston, C. W.

## Number of Vessels Launched in the Port of Quebec During the Year 1864.

| Name of Builders.    | Name of Vessel.        | Tonnage | Name of Builders.    | Name of Vessel.    | Tonnage |
|----------------------|------------------------|---------|----------------------|--------------------|---------|
| Maxwell & Stevenson, | Tea Taster,            | 909 34  | H. Dinning,          | Huron,             | .....   |
| Do do                | Herald of the Morning, | 670 12  | Trahan & Son,        | Rock Light,        | .....   |
| J. & J. Samson,      | Mandarin,              | 799 44  | P. V. Valin,         | Mouldsle,          | .....   |
| P. G. Labbé & Co.,   | Calcutta,              | 1402 70 | W. Baldwin,          | Oriental,          | .....   |
| Do do                | Indian Chief,          | 682 88  | P. V. Valin,         | May Thorn,         | .....   |
| P. V. Valin,         | Angeline,              | 1803 51 | Valin & Dugal,       | Superior,          | .....   |
| Do                   | Lanarkshire,           | 955 91  | T. H. Oliver,        | Silvery Wave,      | .....   |
| J. E. Gingras,       | Rosalind,              | 1439 12 | T. C. Lee,           | Florence Lee,      | .....   |
| Do                   | Higblander,            | 546 72  | N. Rosa,             | City of Liverpool, | .....   |
| N. Rosa,             | Castiglione,           | 693 65  | Lachance & Flanagan, | Royal Tar,         | .....   |
| George Lemelin,      | Wild Rose,             | 1081 13 | George Lemelin,      | Jenny Lemelin,     | .....   |
| T. C. Lee,           | Chillianwallah,        | 1615 49 | P. V. Valin,         | Benefactress,      | .....   |
| Lachance & Flanagan, | Star of Peace,         | 1249 27 | McKay & Warner,      | Early Morn,        | .....   |
| W. H. Baldwin,       | Far Away,              | 446 92  | J. E. Gingras,       | Kedar,             | .....   |
| T. H. Oliver,        | Ondine,                | 422 32  | W. Cotnam,           | Tri Wave,          | .....   |
| Messrs. Davie,       | Eumenides,             | 383 44  | W. G. Russell,       | Persia,            | .....   |
| Charland & Co.,      | Minigo,                | 1114 21 | T. H. Oliver,        | Golden Sea,        | .....   |
| Do                   | Rhoda,                 | 951 76  | N. Rosa,             | Jarnia,            | .....   |
| W. G. Russell,       | Fidelity,              | 1121 53 | Trahan & Son,        | Her Majesty,       | .....   |
| George Lemelin,      | Silver Swan,           | 586 45  | N. Rosa,             | Marie Magdelaine,  | .....   |
| N. Rosa,             | Aylestone,             | 652 38  | J. & J. Samson,      | Caribou,           | .....   |
| S. E. Sherwood,      | Francis K. Dumas,      | 534 98  | Valin & Dugal,       | Wimbledon,         | .....   |
| E. Berry,            | Desdemona,             | 441 67  | W. Cotnam,           | Defiant,           | .....   |
| H. Dubord,           | Queen of the Lakes,    | 1208 96 | W. G. Russell,       | Bonion,            | .....   |
| D. Patton,           | Phaola,                | 1160 10 | J. E. Gingras,       | †Annie McKensie,   | .....   |
| Patterson & Shaw,    | Golden Eagle,          | 1153 68 | Freer, Boyd & Co.,   | Christina,         | .....   |
| Lane & Co.,          | City of Richmond,      | 657 13  | Do,                  | Anne,              | .....   |
| S. E. Sherwood,      | Strathspey,            | 766 29  | Do,                  | Stewart's Lane,    | .....   |
| T. C. Lee,           | L'Aguhanna,            | 1254 68 | Do,                  | Pass Partout,      | .....   |
| J. E. Gingras,       | Do                     | 1115 38 | E. Berry,            | †Braunstone,       | .....   |
| Do                   | Do                     | 525 28  |                      |                    |         |

\*Built at Kingston, C. W.

†Built at Montreal.

## COMPARATIVE STATEMENT of Arrivals and Tonnage from Sea, for the years 1860, 1861, 1862, 1863, 1864.

| Year.                                 | Ships. |
|---------------------------------------|--------|
| 1860.....                             | 1159   |
| 1861.....                             | 1364   |
| 1862.....                             | 1137   |
| 1863.....                             | 1398   |
| 1864.....                             | 1098   |
| Less this year than last—Vessels..... | 300    |

## COMPARATIVE STATEMENT of Arrivals and Tonnage of Ocean Steamers for the years 1860, 1861, 1862, 1863, 1864.

| Year.                                 | Steamships. |
|---------------------------------------|-------------|
| 1860.....                             | 36          |
| 1861.....                             | 34          |
| 1862.....                             | 56          |
| 1863.....                             | 48          |
| 1864.....                             | 45          |
| Less this year than last—Vessels..... | 1           |
| More this year, —Tons.....            | 1           |

\*The Tonnage of the "Great Eastern," (13,543), and the "Golden Fleece," (2,091), is included in 1864.

# PRICES CURRENT.

QUEBEC. 1st December, 1864.

|                                                                                                                                                                                           |                                                           |        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|--------|
| Ordinary according to average, &c., measured off.....                                                                                                                                     | S. D.                                                     | S. D.  |
| do. do. do.                                                                                                                                                                               | 0 4 @                                                     | 0 6 1  |
| g to average and quality,.....                                                                                                                                                            | 0 7 1 @                                                   | 0 10 1 |
| pping order.....                                                                                                                                                                          | 0 7 1 @                                                   | 1 0    |
| ing to average and quality,.....                                                                                                                                                          | 0 10 1 @                                                  | 1 1    |
| .....                                                                                                                                                                                     | 0 8 @                                                     | 1 2    |
| .....                                                                                                                                                                                     | 0 9 1 @                                                   | 0 10   |
| .....                                                                                                                                                                                     | 1 6 @                                                     | 1 9    |
| quality,.....                                                                                                                                                                             | 9 @                                                       | 1 4    |
| 5 feet,.....                                                                                                                                                                              | 0 10 @                                                    | 1 4    |
| o Raft,.....                                                                                                                                                                              | 0 8 @                                                     | 1 0    |
| do.,.....                                                                                                                                                                                 | 0 5 @                                                     | 0 7    |
| .....                                                                                                                                                                                     | £47 10 to                                                 | £49    |
| .....                                                                                                                                                                                     | £50 0 to                                                  | £55    |
| .....                                                                                                                                                                                     | £12 10 to                                                 | £13    |
| .....                                                                                                                                                                                     | £16 10s. for 1sts, 3rds for 2nds.                         |        |
| .....                                                                                                                                                                                     | £13 10s. to £13 15s. for 1sts, 3rds for 2nds.             |        |
| .....                                                                                                                                                                                     | £7 10s. for 1sts, £5 10s. for 2nds, and £3 10s. for 3rds. |        |
| 2 and 13 feet long, one-ninth under 11 inches broad and eight-ninths<br>seconds are worth £2 to £3 more than the above quotations, and if first<br>e worth 10s. more than our quotations. |                                                           |        |
| t that timber sold in the Raft subjects the purchaser to great expense in<br>or culls—if sold in shipping order, the expense of shipping only to be added.                                |                                                           |        |

## Ships Now Building in the District of Quebec.

| Progress of Work<br>to Date. | Name of Builders.     | Tonnage | Progress of Work<br>to date. |
|------------------------------|-----------------------|---------|------------------------------|
| Planking.                    | Messrs. Valin & Dugal | 850     | Framing.                     |
| Framed.                      | " Rosa & Co.,.....    | 700     | "                            |
| Framed & Ceiling             | " M'Kay & Warner      | 700     | "                            |
| Planked.                     | Maxwell & Stevenson,  | 800     | Planking.                    |
| "                            | Messrs. Labbé & Co.,  | 1000    | Framing.                     |
| Keel laid.                   | " "                   | 600     | Keel laid.                   |
| Framing.                     | " Samson Bros.,.....  | 700     | Framing.                     |
| Ceiling.                     | " Gingras & Son,..... | 1450    | Planking.                    |
| Framing.                     | " "                   | 1050    | Framing.                     |
| "                            | " "                   | 600     | "                            |
| "                            | " Sherwood & Co.,     | 650     | "                            |
| Finished.                    | Mr. H. Dubord,.....   | 1280    | Keel laid.                   |
| "                            | Messrs. E. Berry & Co | 1000*   | Planked.                     |
| Planking.                    | " "                   | 1000*   | Framed.                      |
| Framed.                      | " "                   | 1000*   | Framing.                     |
| "                            | " "                   | 1200*   | "                            |
| 2-do.                        | " Richard & Co.,..... | 800     | Keel laid.                   |

\* building at Kingston, C. W.

## Ships Launched in the Port of Quebec during the Year 1864.

| Cl.   | Tonnage | Name of Builders.       | Name of Vessel.         | Tonnage |
|-------|---------|-------------------------|-------------------------|---------|
| ..... | 909 34  | H. Dinning,.....        | Huron,.....             | 774 15  |
| ..... | 670 12  | Traban & Son,.....      | Rock Light,.....        | 778 01  |
| ..... | 799 44  | P. V. Valin,.....       | Mouldslie,.....         | 637 01  |
| ..... | 1402 70 | W. Baldwin,.....        | Oriental,.....          | 740 41  |
| ..... | 682 88  | P. V. Valin,.....       | May Thorn,.....         | 640 57  |
| ..... | 1803 51 | Valin & Dugal,.....     | Superior,.....          | 1375 05 |
| ..... | 955 91  | T. H. Oliver,.....      | Silvery Wave,.....      | 834 43  |
| ..... | 1439 12 | T. C. Lee,.....         | Florence Lee,.....      | 754 24  |
| ..... | 546 72  | N. Rosa,.....           | City of Liverpool,..... | 1419 87 |
| ..... | 693 65  | Lachance & Flanagan,    | Royal Tar,.....         | 718 89  |
| ..... | 1081 13 | George Lemelin,.....    | Jenny Lemelin,.....     | 251 07  |
| ..... | 1615 49 | P. V. Valin,.....       | Benefactress,.....      | 1276 22 |
| ..... | 1249 27 | McKay & Warner,.....    | Early Morn,.....        | 1057 18 |
| ..... | 446 92  | J. E. Gingras,.....     | Kedar,.....             | 631 70  |
| ..... | 422 32  | W. Cotnam,.....         | Tri Wave,.....          | 767 00  |
| ..... | 383 44  | W. G. Russel,.....      | Persia,.....            | 1289 75 |
| ..... | 1114 21 | T. H. Oliver,.....      | Golden Sea,.....        | 1418 23 |
| ..... | 951 76  | N. Rosa,.....           | Jarnia,.....            | 801 58  |
| ..... | 1121 53 | Traban & Son,.....      | Her Majesty,.....       | 1341 65 |
| ..... | 586 43  | N. Rosa,.....           | Marie Magdeline,.....   | 348 40  |
| ..... | 652 38  | J. & J. Samson,.....    | Caribou,.....           | 1160 05 |
| ..... | 534 98  | Valin & Dugal,.....     | Wimbledon,.....         | 1622 05 |
| ..... | 441 67  | W. Cotnam,.....         | Defiant,.....           | 1325 41 |
| ..... | 1208 96 | W. G. Russell,.....     | Arabia,.....            | 1210 43 |
| ..... | 1160 16 | J. E. Gingras,.....     | Boniton,.....           | 592 72  |
| ..... | 1153 68 | Freer, Boyd & Co.,..... | Annie McKenzie,.....    | 436 57  |
| ..... | 657 13  | H. Dubord,.....         | Christina,.....         | 549 72  |
| ..... | 766 29  | Do,.....                | Anne,.....              | 900 84  |
| ..... | 1254 68 | Do,.....                | Steuart's Lane,.....    | 1180 46 |
| ..... | 1115 38 | Do,.....                | Pass Partout,.....      | 304 49  |
| ..... | 525 28  | E. Berry,.....          | *Braunstone,.....       | 1010 00 |

† Built at Montreal.

## Tonnage from Sea, for the years 1860, 1861, 1862, 1863 and 1864.

| Ships.     | Tonnage. |
|------------|----------|
| ..... 1159 | 662,894  |
| ..... 1364 | 809,303  |
| ..... 1137 | 604,657  |
| ..... 1398 | 742,431  |
| ..... 1098 | 624,026  |
| ..... 300  | 118,405  |

## Tonnage of Ocean Steamers for the years 1860, 1861, 1862, 1863, and 1864

| Steamships. | Tonnage. |
|-------------|----------|
| ..... 36    | 42,908   |
| ..... 34    | 59,679*  |
| ..... 56    | 60,866   |
| ..... 46    | 56,425   |
| ..... 45    | 66,302   |

\* 1 More this year,—Tons..... 9,877  
(343), and the "Golden Fleece," (2,091), is included in 1861.

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## NAMES OF MEMBERS.

Anderson, J.....  
Atkinson, H. jr.....  
Archer, J. jr.....  
Archer, R.....

Burstall, Ed.....  
Baldwin, W.....

Bennett, B.....

Burstall, J.....  
Boswell, J. K.....  
Brousseau, J. T.....  
Brodie, R.....  
Bickell, W. J.....  
Brodie, W.....  
Baile, J.....

Connolly, M.....  
Clint, J. H.....  
Chinie, E.....  
Cole, W.....  
Charlton, P. J.....

Crawford, W.....

Cangley, W.....

Dubord, H.....

Dean, Jas.....

Dunn, T. H.....

Duval, E. H.....

Dinning, W.....

Davis, Alison.....

Dinning, H.....

Dalkin, H. S.....

# LIST OF MEMBERS

## OF THE

# Quebec Board of Trade.

| NAMES<br>OF MEMBERS. | STYLE OF FIRM.            | STYLE OF BUSINESS.                        | PLACE<br>OF BUSINESS.                              |
|----------------------|---------------------------|-------------------------------------------|----------------------------------------------------|
| Anderson, J.....     | J. Anderson & Co.....     | Forwarders & Com-<br>mission Merchants. { | Nun's Build'gs.,<br>St. Peter St.                  |
| Atkinson, H. jr.     | Henry Atkinson, junr..... | Merchant.....                             | St. James St.                                      |
| Archer, J. jr.....   | Joseph Archer, junr.....  | Lumber Merchant.....                      | St. Paul St.                                       |
| Archer, R.....       | Archer, Leduc & Co.....   | Flour Merchant.....                       | Gillespie's Whf.                                   |
| Burstall, Ed.....    | E. Burstall.....          | Merchant .....                            | St. Peter St.                                      |
| Baldwin, W.....      | Baldwin & Dinning.....    | Ship Builders.....                        | Riv. St. Charles.<br>Office Arthur St.             |
| Bennett, B.....      | B. Bennett & Co.,.....    | Lumber Merchants.. {                      | Deal wharfs,<br>Riv. St. Charles.<br>South Quebec. |
| Burstall, J.....     | John Burstall & Co.,..... | General Merchants.....                    | Gibb's Wharf.                                      |
| Boswell, J. K.....   | J. K. Boswell.....        | Brewer.....                               | St. Valier St.                                     |
| Brousseau, J. T.     | Brousseau & Brother.....  | Stationers & Printers,                    | Buade St. U. T.                                    |
| Brodie, R.....       | W. & R. Brodie.....       | Flour Merchants.....                      | St. Peter St.                                      |
| Bickell, W. J.....   | Bickell & Rouleau.....    | Lumber Merchants.....                     | Mar'e Hos. cove                                    |
| Brodie, W.....       | W. & R. Brodie.....       | .....                                     | St. Peter St.                                      |
| Baile, J.....        | John Baile.....           | Coal Merchant.....                        | Well'gton wh'f.                                    |
| Connolly, M.....     | M. Connolly & Co.,.....   | Flour and Provision<br>Merchants .....    | Hunt's Wharf.                                      |
| Clint, J. H.....     | J. H. Clint.....          | Lumber Merchant.....                      | St. Paul St.                                       |
| Chinic, E.....       | Chinic & Methot.....      | Hardware Merchants..                      | St. Peter St.                                      |
| Cole, W.....         | W. Cole, .....            | Paper Warehouse.....                      | St. Paul St.                                       |
| Charlton, P. J....   | Paul J. Charlton.....     | Broker.....                               | St. Peter St.                                      |
| Crawford, W....      | W. Crawford & Son.....    | Coal Merchants.....                       | Gibb's Wharf<br>Office, 2 St. An-<br>toine St.     |
| Cangley, W.....      | William Cangley.....      | Merchant.....                             | St. Peter St.                                      |
| Dubord, H.....       | H. Dubord.....            | Ship Builder.....                         | Ship-y'd Pointe<br>aux-Tremble<br>and Levis.       |
| Dean, Jas.....       | D. Patton & Co.,.....     | Lumber Merchants.                         | Quebec Bank<br>Buildings.                          |
| Dunn, T. H.....      | Dunn & Home.....          | "<br>and Brokers. ...                     | St. Peter St.                                      |
| Duval, E. H.....     | E. H. Duval.....          | Merchant.....                             | St. Peter St.                                      |
| Dinning, W.....      | W. H. Baldwin & Co.,..... | Do .....                                  | do do                                              |
| Davie, Alison...     | Alison Davie.....         | Ship Builder .....                        | Point Levi.....                                    |
| Dinning, H.....      | H. Dinning & Co.,.....    | Ship Builders.....                        | Ship-Yard Cape<br>Cove.                            |
| Dalkin, H. S....     | H. S. Dalkin.....         | Broker .....                              | 5 Dalhousie St.                                    |

| NAMES<br>OF MEMBERS. | STYLE OF FIRM.          | STYLE OF BUSINESS      | PLACE<br>OF BUSINESS. |
|----------------------|-------------------------|------------------------|-----------------------|
| Forsyth, J. B...     | Forsyth, Bell & Co..... | General Merchants....  | St. Peter St,         |
| Fraser, A.....       | A. Fraser, & Co.....    | Commis'n Merch'ts. }   | St. Peter St          |
| Fry, H.....          | H. Fry .....            | and Insurance Agts. }  | do                    |
| Falkenburg, A.       | Falkenberg & McBlain..  | Lumber Merchant.....   | Dean's Building,      |
| Fry, J. S.....       | Glover & Fry.....       | { Ship Brokers and }   | St. Peter St.         |
| Fraser, Thos....     | Thos. Fraser.....       | { Commis'n Merch'ts }  | Fabrique St.          |
|                      |                         | Dry Goods Merch'ts...  | India Wharf.          |
|                      |                         | Merchant.....          |                       |
| Gilmour John...      | Allan Gilmour & Co..... | Lumber Merchants....   | St. Peter St.         |
| Gingras, J. }        | Hon. J. E. Gingras..... | Ship Builder.....      | River St. Charles.    |
| E., Hon..... }       |                         |                        |                       |
| Garneau, P.....      | Tetu & Garneau.....     | Wholesale Dry G'ds }   | St. Peter St.         |
|                      |                         | Merchants.....         |                       |
| Gibb, Jas.....       | Lane, Gibb & Co.....    | Wholesale Grocers....  | 4, St. Antoine St.    |
| Gaudry, L.....       | Babineau & Gaudry....   | Ship Chandlers.....    | St. Peter St.         |
|                      |                         |                        | Office St. Peter St.  |
| Glass, John.....     | J. Glass.....           | Biscuit Baker.....     | Stores &c., Des-      |
|                      |                         |                        | praries St. St.       |
|                      |                         |                        | Roch.                 |
| Gethings, H. R.      | H. R. Gethings.....     | Commission Merchant    | St. Peter St.         |
| Grant, T. H.....     | T. H. Grant.....        | " "                    | St. Paul St.          |
| Glover, Thos....     | Glover and Fry.....     | { Dry Goods Mer- }     | Fabrique St.          |
|                      |                         | chants .....           |                       |
| Glass, Henry...      | Langlois & Glass.....   | Produce Merchants...   | St. Peter St.         |
| Hamilton, R....      | Hamilton, Brothers..... | Lumber Merchants....   | Bells Lane.           |
| Hunt, W.....         | Hunt, Brock & Co... }   | Wine & Commission }    | Hunt's Wharf.         |
|                      |                         | Merchants.....         |                       |
| Hossack, Jas...      | James Hossack & Co....  | Confection's & Grocers | Notre Dame St.        |
| Home, W.....         | Dunn & Home.....        | Lumber Merch'ts. & }   | St. Peter St.         |
|                      |                         | Brokers.....           |                       |
| Hossack, W....       | W. Hossack.....         | Merchant.....          | Ste. Anne St.         |
| Hamel, Abm....       | Hamel & Freres.....     | Dry Goods Mer- }       | S't. au Matelot St.   |
|                      |                         | chants.....            | & Mountain Hill.      |
| Hamel, Joseph        | Hamel & Freres.....     | " "                    | do do                 |
| Jeffery, W. H...     | W. H. Jeffery.....      | General Merchant.....  | St. James St.         |
| Joseph, A.....       | A. Joseph.....          | Tobacco & G'l Merch't. | St. Peter St.         |
| Jones, H. N.....     | H. N. Jones.....        | Lumber Merchant...     | New Waterford         |
| Jones, Edwin...      | E. Poston, & Co.....    | Wholesale Grocers....  | Cove.                 |
|                      |                         |                        | Notre Dame St.        |
| Knight, A.F.A.       | D. D. Young & Co.....   | Merchants .....        | St. Peter St.         |
| Leaycraft, J.W.      | J. W. Leaycraft.....    | "                      | Wellington wharf.     |
| Le Mesurier, H.      | H. Le Mesurier.....     | Lumber Merchant.....   | St. Peter St.         |
| Lee, T. C .....      | T. C. Lee.....          | Ship Builder.....      | Exchange Build'g      |
| Lenfesty, H.....     | H. Lenfesty.....        | Wholesale Grocer....   | St. Peter St.         |
|                      |                         | Commis'n Merch't & }   | do                    |
| Laird, John....      |                         | Ship Agent.....        | do                    |
|                      |                         | Commission Merch'ts.   | do                    |
| Le Mesurier, E.      | Le Mesurier & Champion  | Wholesale Grocer....   | St. Paul St.          |
| Le Mesurier, J.      | J. Le Mesurier.....     | Lumber Merchants....   | St. Peter St.         |
| Levey, C. E....      | Chs. E. Levey & Co....  |                        |                       |
| Le Droit, }          | Tessier & LeDroit.....  | Wholesale Grocers....  | S't au Matelot St.    |
| Théophile.. }        |                         |                        |                       |
| LeDuc, Ovide...      | Archer, Leduc & Co....  | Flour Merchants.....   | Gillespie's Wharf.    |
| Lemelin, Geo...      | Lemelin George.....     | Ship Builder.....      | St. Rochs.            |
| Lane, John Jr..      | John Lane, Junior.....  | Lumber Merchant.....   | do                    |
| Murphy, O.....       | O. Murphy.....          | Broker .....           | St. Peter St.         |
| Mountain, M.G.       | M. G. Mountain.....     | Wholesale Grocer.....  | do                    |

NAMES  
OF MEMBERS

Maxham, A.  
McBlain, H...  
Michaud, J. E.  
McCall, John.

Noad, H. J....

Paterson John

Price, W .....

Petry, W.....

Patton, D.

Patterson P...

Poitras, P. R

Poston, W.....

Poston, E....

Poston, Chas.

Phillips, C. S.

Peters, Chas.

Peters, Simon

Price, David

E. Honble.

Quinn, W.....

Ross, John...

Ross, Jas. G.

Renaud, J. B.

Robin, P. V...

Richardson, O

Roche, J.....

Rae, William.

Scott, H. S....

Shaw, Robt...

Sharples, Cha

Sharples, Jno

Stevenson M.

Scott, W. W...

Smith, R. H...

Stevenson, J. I

Shehyn, Josep

Tessier, Y.....

Tetu, Laurent

Tetu, Cirice...

Thomson, D. C

Turnbull, J. F

| NAMES<br>OF MEMBERS | STYLE OF FIRM.                    | STYLE OF BUSINESS.                                                             | PLACE<br>OF BUSINESS.                  |
|---------------------|-----------------------------------|--------------------------------------------------------------------------------|----------------------------------------|
| Maxham, A. J.       | A. J. Maxham & Co.....            | Auctioneers & Brokers.                                                         | do                                     |
| McBlain, H.....     | Falkenberg & UcBlain {            | Ship Brokers & Com-<br>mission Merch'ts. }                                     | do                                     |
| Michaud, J. H.      | J. H. Michaud.....                | Commission Merch'ts..                                                          | Gillespie's Wharf.                     |
| McCall, John...     | MbCall, Shehyn & Co. {            | Wholesale Dry<br>Goods Merchants. }                                            | St. Peter St.                          |
| Noad, H. J.....     | J. H. Noad.....                   | Merchant .....                                                                 | St. James St.                          |
| Paterson John..     | J. Paterson.....                  | Wholesale Grocer.....                                                          | St. Peter St.                          |
| Price, W .....      | W. Price & Son..... {             | Lumber and Gen-<br>eral Merchants... }                                         | do                                     |
| Petry, W..... {     | Wood, Petry, Poitras<br>& Co..... | Lumber Merchants....                                                           | do                                     |
| Patton, D.          | D. Patton & Co.....               | " " {                                                                          | Quebec Bank<br>Building                |
| Patterson P.....    | Pemberton Patterson....           | Merchant.....                                                                  | Dalhousie St.                          |
| Poitras, P. R {     | Wood, Petry, Poitras<br>& Co..... | Lumber Merchants....                                                           | St. Peter St.                          |
| Poston, W.....      | .....                             | Merchant.....                                                                  | .....                                  |
| Poston, E.....      | E. Poston & Co.....               | Wholesale Grocers....                                                          | Notre Dame St.                         |
| Poston, Chas...     | C. Poston.....                    | Coal Merchant.....                                                             | Prince of Wales St.                    |
| Phillips, C. S....  | C. S. Phillips.....               | Flour Inspector.....                                                           | Gillespie's Wharf.                     |
| Peters, Chas. }     | S. & C. Peters .....              | Lumber Merchants.. }                                                           | Steam Saw Mills,<br>St. Rochs.         |
| Peters, Simon }     | .....                             | " "                                                                            | St. Peter St.                          |
| Price, David }      | .....                             | " "                                                                            | St. Peter St.                          |
| E. Honble. }        | .....                             | " "                                                                            | St. Peter St.                          |
| Quinn, W.....       | W. Quinn.....                     | Supervisor of Cullers.                                                         | S't au Matelot St.                     |
| Ross, John... }     | Ross & Co..... {                  | Genl. and Commis'n {<br>Merchants..... }                                       | Commere'l Cham-<br>bers, St. Peter St. |
| Ross, Jas. G. }     | .....                             | Merchant.....                                                                  | St. Paul St.                           |
| Renaud, J. B....    | J. B. Renaud.....                 | "                                                                              | Gillespie's Wharf.                     |
| Robin, P. V.....    | P. V. Robin.....                  | "                                                                              | St. Peter St.                          |
| Richardson, O L.    | O. L. Richardson & Son.           | Leather Merchants....                                                          | St. Peter St.                          |
| Roche, J.....       | Flannagan & Roche... {            | Lumber & Commis'n<br>Merchants..... }                                          | do                                     |
| Rae, William...     | Allans, Rae & Co..... {           | Montreal Ocean<br>Steamship Comp'y }                                           | do                                     |
| Scott, H. S.....    | H. S. Scott & Co.....             | Hardware Merchants..                                                           | Buade St. U. T.                        |
| Shaw, Robt.....     | R. Shaw & Co..... {               | Grocers and Wive<br>Merch'ts Agents<br>for Anchor Line<br>of Steamships..... } | Shaw's Buildings,<br>Mountain Hill,    |
| Sharples, Chas. }   | C. & J. Sharples & Co             | Lumber Merchants....                                                           | St. Peter St.                          |
| Sharples, Jno... }  | .....                             | " "                                                                            | Arthur St.                             |
| Stevenson M....     | M. Stevenson & Co.....            | " "                                                                            | do                                     |
| Scott, W. W....     | W. W. Scott.....                  | " "                                                                            | do                                     |
| Smith, R. H....     | Benson & Co .....                 | " "                                                                            | Quebec Bank<br>Buildings.              |
| Stevenson, J. B.    | Stevenson, Douglas & Co.          | .....                                                                          | J. B. F. Lane.                         |
| Shehyn, Joseph      | McCall, Shehyn & Co....           | Wholesale Dry Goods.                                                           | St. Peter St.                          |
| Tessier, Y.....     | Tessier & LeDroit.....            | Wholesale Grocers....                                                          | S't au Matelot St.                     |
| Tetu, Laurent...    | L. Tetu.....                      | Merchant.....                                                                  | .....                                  |
| Tetu, Cirice....    | Tetu & Garneau..... {             | Wholesale Dry G'ds.<br>Merchants..... }                                        | St. Peter St.                          |
| Thomsen, D. C.      | D. C. Thomson & Co.. {            | Lumber Merch'ts &<br>Forwarders..... }                                         | do                                     |
| Turnbull, J. F..    | J. E. Turnbull & Co.....          | Merchants.....                                                                 | St. James St.                          |

| NAMES<br>OF MEMBERS.                 | STYLE OF FIRM.                      | STYLE OF BUSINESS.                       | PLACE<br>OF BUSINESS |
|--------------------------------------|-------------------------------------|------------------------------------------|----------------------|
| Thibaudeau, }<br>Isidore Hon. }      | Thibaudeau, Thomas }<br>& Co..... } | Wholesale Dry Goods.                     | St. Peter St.        |
| Thomson, John }<br>Thomson, A..... } | Thomsons & Co..... }                | Lumber Merchants.....                    | Bell's Lane.         |
| Thomson, J. C.                       |                                     |                                          |                      |
| Valin, Pierre...                     | Pierre Valin.....                   | Ship Builder.....                        | St. Rochs.           |
| Walker, Wm.....                      | William Walker.....                 | Commission Mer-<br>chant & Broker....    | St. Peter St.        |
| Wurtele, C.....                      | C. & W. Wurtele.....                | Iron & General Mer-<br>chants.....       | St. Paul St.         |
| Wurtele, W. G.                       |                                     |                                          |                      |
| Wilson, John...                      | J. Wilson.....                      | Steamboat Owner.....                     | St. Peter St.        |
| White, Joseph..                      | Joseph White.....                   | Ship Broker & Gen-<br>eral Merchant..... | do                   |
| Welch, H. W....                      | H. W. Welch.....                    | Commission Merchant.                     | St. James St.        |
| Withall, Wm....                      | Wm. Withall.....                    | Merchant, Soap and<br>Candle Factory...  | St. Paul St.         |
| Wood, G. A. L.                       | D. C. Thomson & Co..                | Lumber Merchants<br>and Forwarders...    | St. Peter St.        |
| White, William                       | Lane, Gibb & Co.....                | Wholesale Grocers.....                   | St. James St.        |
| Young J. R.....                      | J. R. Young & Co.....               | Lumber Merchants.....                    | St. Peter St.        |
| Young, D. D....                      | D. D. Young & Co.....               | " "                                      | do                   |