

QUEBEC
 HARBOUR COMMISSIONERS' REPORTS
 FOR THE YEAR 1883

Officers of the Quebec Harbour Commission

COMMISSIONERS

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QUEBEC

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FOR THE YEAR 1883

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

Officers of the Quebec Harbour Commission

COMMISSIONERS

P. V. VALIN, Esq., P. M., Chairman,
The Hon. THOS MCGREEVY, M. P.,
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JULIEN CHABOT, Esq.,

WILLIAM RAE, Esq.,
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NESTOR LACHANCE, Esq., President of the Corporation of Pilots.—*Ex-Officio* member of the Commission when acting as Pilotage Authority.
FRS GOURDEAU, Harbour Master,
C. SULLIVAN, Asst. Harbour Master,
JAMES WOODS, Chief Clerk and Book-keeper,
ULRIC BINET, Clerk,
A. H. VERRET, Secretary-Treasurer.

QUEBEC
LÉGER BROUSSEAU STEAM PRINTING ESTABLISHMENT
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1884

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VILLE DE QUÉBEC

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QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1883.

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

QUEBEC, 9TH JANUARY 1884.

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

SIR,

In compliance with the provisions of Section 14 of the 38th Victoria, Chapter 55, I have the honor to report as follows on the doings of the Quebec Harbour Commissioners for the year 1883 :

*Arbitration in re Contractors for the Harbour Improvements' claim
in settlement of their Contract.*

In my report for the year 1882 I gave the particulars concerning the award made by the Dominion Board of Arbitrators in favor of Messrs Peters, Moore and Wright, in final settlement of their claim in connection with their contract for the construction of the Harbour Improvements and I stated that the award was then under the consideration of the Commissioners.

Since the Commissioners, acting under legal advise, have notified the contractors that, considering all the circumstances of the case they had decided not to recognize the award of the Dominion Arbitrators as valid and therefore would decline to pay the amount demanded under same.

The contractors have in consequence resolved to open the case *de novo* and, instead of suing the Commission for the recovery of the Arbitrator's award, they have instituted an action for the sum of three hundred and fifty two thousand four hundred and thirty seven dollars and twenty cents—\$352,437.20—representing their new claim in settlement of their Contract.

Change of Engineers

For various reasons, more particularly on account of their long absence from the works and of the difficulty of communicat-

ing with them, the Commissioners have come to the conclusion that, in the interest of the execution of the important contracts under their control, it was necessary to dispense with the services of their Chief Engineers, Messrs Kinipple and Morris.

By mutual consent an arrangement has been entered into, in August, by which the engagement of Messrs Kinipple and Morris has been cancelled, the Commissioners having paid them the sum of fifteen thousand and forty six dollars and thirty four cents—\$15,046.34—being the balance of their commission up to the date of the cancellation of their engagement. Through the same arrangement they have been retained as Consulting Engineers for a term of three years at a salary of one thousand dollars—\$1000—per annum.

The departure of Messrs Kinipple and Morris has necessitated the engagement of new Engineers. Mr Henry F. Perley, the Chief Engineer of the Public Works of Canada, has, at the request of the Commissioners, kindly consented to take charge of the Graving Dock, and Mr John Edward Boyd, one of the Engineers under Mr Perley, has, in compliance with a request addressed to the Hon: the Minister of Public Works, been appointed Engineer in Charge of the Harbour Works.

The office of Resident Engineer having been virtually abolished under the new arrangement it was found necessary to part with Mr Woodford Pilkington who will have completed, on the 1st June next, a term of seven years as Resident Engineer to the Commission. He has been notified that, on the last day of the month of May proximo, his connection with the Commissioners will be discontinued.

The Commissioners have decided to grant him a Certificate in which they will recognize his ability and his faithful and most competent services.

Graving Dock

On entering into duty as Engineer in charge of the Graving Dock Mr Perley made a thorough survey of all the works that has been executed. The enclosed copy of an elaborated report that he has addressed to the Commissioners on the situation will show you the real position of the works on the 17th November and what has to be done to complete the Dock. His report having been approved of by the Commissioners, the suggestion therein contained of shortening the Dock by thirty feet will be carried out. Its length will therefore be reduced to 519 feet, a length long enough to accommodate the largest steamer that frequents the Harbour, which measures 465 feet over all.

The figures embodied in his report give the approximate total cost of the Graving Dock which will exceed two hundred and twenty five thousand dollars—\$225,000—the original estimate prepared by the late Engineers.

Contracts in connection with the continuation and completion of the Harbour Improvements.

One of the two Contracts, awarded in 1882, for the continuation and completion of the Harbour Improvements, the Gas Warf Junction Contract, has been satisfactorily completed. Through this New Wharf and the Northern cribwork a communication with the North Shore Railway can be effected on the Louise Embankment.

On account of unavoidable delay in the construction of their plant the Contractors for the other contract, also awarded in 1882, the Dredging Contract, have not been able to commence their work before the middle of the season. Once commenced the work was carried out vigorously day and night without interruption and, at the close of the season, ninety four thousand and ninety two—94092—cubic yards of material had been dredged with the aid of a powerful Dredge only.

The contractors, Messrs Larkin, Connolly & Co. are building a new Dredge, similar to the one above mentioned, which will be placed on the works next season.

They are satisfied that they will be able to complete their Contract by the time it will expire, that is to say the 1st November next.

The Contract involves the following quantities to be dredged :

168.500 cubic yards	15 ft. below low water,
90.000 " "	15 " to 20 ft. below low water,
90.000 " "	20 " to 26 ft. below low water,
55.000 " "	23 " to 26 ft. below low water,
20.000 " "	26 " to 36 ft. below low water.

By deducting the 94,092 cubic yards of material already dredged the balance remaining to be done, under the contract, represents 329,408 cubic yards.

The last contract for the completion of the Harbour Improvements, the Cross Wall Contract, has been signed on the 6th June, after having been approved of by the Government. It will expire on the 1st December 1885.

The successful competitors have been Messrs Larkin, Connolly & Co who are now the Contractors of all the works under the control of the Commissioners.

This last Contract involves an expenditure of six hundred and thirty four thousand dollars—\$634,000.

There can be any doubt now that the end of the year 1886 will witness the completion of our immense Harbour Improvements which were commenced in 1877. Although the Cross-Wall Contract expires the 1st December 1885 it will take another season to erect the Caisson at the entrance of the West Dock.

It is the intention of the Commissioners to anticipate the use of those Improvements and they are, at present, considering the question of extending, next summer, the North Shore Railway line from the Palais Station to the east end of the Louise Embankment.

Ballast

Only three vessels, during the season, have been ordered to the Breakwater under the authority of the By-Law of 1877. The quantity of ballast discharged into that wharf from those vessels represents five hundred and thirty tons (530).

The filling of the Breakwater, which was commenced in 1877, has been completed by the ballast of those vessels. It has absorbed the ballast of two hundred and thirty five vessels (235), aggregating eighty seven thousand six hundred and twenty three tons (87,623) of filling materials.

This Wharf is now in a perfect order and affords great advantage for storing coals. Ten thousand tons can easily be accommodated there at all times.

Unless means are devised for the discharging of ballast elsewhere, all the ballast ships will have, for the future, to be sent to the Ballast Ground.

Three thousand five hundred tons (3500) of material have been secured, during the year, for the ballasting of the Pointe-à-Carcy wharf. The filling up of this wharf advances satisfactorily; but, on account of its size and of the difficulty of securing the material, which can only be obtained from the city, it will take many years still before it is entirely filled. This property being leased and the traffic on it being very large, it is not possible to use the same process for its filling up as was done for the Breakwater, where many vessels can be moored at the same time.

The expenditure connected with the filling up of those two wharves, during the season, has been as follows:

Pointe-à-Carcy.....	\$655 25
Breakwater.....	181 80

Repairs to Property

The property under the Control of the Commissioners has been kept in a thorough state of order. The most considerable improvement effected was the painting of the three large stores Nos 1, 2 and 7, the two first after having undergone important repairs.

The commissioners decided in 1879 to repair Atkinsons' Wharf; they have not yet been able to carry out their project for the reasons given in the reports that were since addressed to you.

The term of the Lease of this wharf will be expired on the 1st May proximo, and, as soon as the weather will permit, after that date, the work will be commenced and proceeded with without delay in order that the Wharf may be available early in June.

The total expenditure of the year in connection with the repairs to property has reached the sum of fourteen hundred and ninety five dollars and forty six cents—\$1495.46—distributed as follows:

Breakwater.....	\$ 131 70
Pointe-à-Carcy Wharf including the	
Stores.....	964 07
East India Wharf.....	75 72
Wellington Wharf.....	223 52
Atkinsons' Wharf.....	53 92
Reynars' Wharf.....	44 53
Grand Trunk Wharf.....	2 00
	\$1495 46

A sum of one hundred and three dollars and forty seven cents—\$103.47—is still due on account of the expenditure that has been incurred in connection with the repairs of the Pointe-à-Carcy property, which amount, added to the nine hundred and sixty four dollars and seven cents—\$964 07—mentioned above, gives a total of one thousand and sixty seven dollars and fifty four cents—1067.54—expended in that property.

Coasting Trade.

The following is a statement of the Coasting Trade of the Harbour for the season of navigation:

Cargoes by Schooners.....	1,255
" " Bateaux.....	1,210
" " Barges.....	223
" " Steamboats.....	268
Passengers.....	43,311

The aggregate tonnage of the crafts engaged in the Coasting Trade, during the season, is represented by 416,390 tons.

The enclosed annexures contain all the information annually conveyed to your Department regarding the Port of Quebec, also a complete statement of the Commissioners' account for the year.

Revenue.

The following is a comparative statement of the Commissioners' revenue for the two last years.

	1882		1883		Difference in 1883.	
	\$	cts.	\$	cts.	\$	cts.
Tonnage Dues	21,857	54	26,008	34	4,050	80 Increase.
Import "	4,133	14	3,919	86	208	28 Decrease.
Export "	7,939	45	8,872	34	933	89 Increase.
Harbour "	3,483	98	2,932	62	551	36 Decrease.
Property Revenue.....	19,813	07	21,677	93	1,864	86 Increase.
Interest.....	519	73	1,144	55	624	82 "
B. & D. Water Lots.....	2,031	86	1,977	37	54	49 Decrease.
Sundries.....	80	56	61	81	18	69 "
Total.....	59,854	27	66,594	82	6,740	55 Increase.

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRRET,

Sec. Treas.

QUÉBEC, 17TH NOVEMBER 1883.

SIR,

I have the honor to submit the following with reference to the Graving Dock, St Joseph de Levis, for the information of your Board.

At the date (12th Sept. 1883) of my taking charge, I found that about *three quarters* of the body of the dock had been completed; that works of a temporary character for closing in the outer end and to act as a coffer-dam, which had been commenced in 1881, had not been completed; and that no progress had been made during, 1883 on the dock work proper.

It may be well to state here that early in 1881 it was found that the works at the entrance designed to act as a coffer-dam

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had failed for that purpose, and, in May of that year, Mr Kinipple, one of the Engineers who designed the dock, prepared the working plans, and under whose instructions it was being constructed, met with Mr Tomlinson, of the Department of Railways and Canals, and myself, in my capacity as Chief Engineer of the Department of Public Works, as having been appointed by the Honorable the Minister of Public Works, on the subject of this failure, and, after fully discussing the matter and examining the plans, Mr. Kinipple submitted to us a memorandum as follows :—

“Draft Memorandum of additional works proposed and submitted to Messrs Tomlinson and Perley for mutual agreement in connexion with the Graving Dock now in course of construction at Point-Levis :

“1. To wedge, caulk, point, and make water-tight all open and defective joints in the close piling of the foundation and masonry of the wing walls of the entrance to the Graving Dock.

“2. To lay down a toe or band of clay along the whole line of the faces of the wing and return walls to such an extent as will entirely cover up the sheet piling or to a height of 12 inches above the tops of the piles ; and also to cover up the entire area lying within the pier heads with at least 2 feet of clay.

“The object of this work is to prevent the possibility of any undermining taking place during the execution of the inside works.

“On the completion of the dock the clay with the exception of a small portion of the toeing next the walls to be dredged down to 9 feet below low water mark.

“3. To remove the whole of the material or soft soil lying between the strutting, or inner row of piles, of the coffer-dam and the face of the outer invert (where the dock proper commences and is founded upon rock) down to the rock, and fill in the cleared out space with Portland cement concrete up to the level of the underside of the concrete of the outer apron.

“4. To drive an additional row of half timber close sheeting piles between the back of the upper wing wall in line with the back of the Caisson Chamber wall, and the close timber sheeting piles across the end of the Caisson chamber walls, which latter is provided for in the contract, such additional row to be driven to the rock and carried up to high water level. The spoil within the area thus enclosed being chiefly under a portion of a Caisson Chamber to be cleared out down to the rock and the area filled in with Portland Cement concrete. This concrete which forms a portion of the foundations of the Chamber and walls is to be carried up to about half tide level to form a concrete dam.

" 5. To drive a similar row of sheeting piles on the lower side to that on the upper side down to the rock and to remove all spoil from the dock side of the same down to the rock, and to fill in with Portland cement concrete.

" The object of taking out the spoil or materials down to the rock in the manner as above described being to make a water tight Cofferdam of concrete independent of any of the outer or wing wall works, and, at the same time, to make such concrete or inner dam a portion of the structural works of the Dock. "

The cost of the works, as per this memo, was stated by Mr Kinnipple would not exceed \$24,000.00.

It will be noted that in item 1, Mr Kinnipple acknowledged that the works in the close-piling and masonry of the wing walls was imperfect and defective, and that it was necessary to make it watertight, and I believe, so far as it was possible, a certain amount of work for remedying these defects was executed.

The work of depositing clay, as specified in item 2, was duly executed, and I may add, a much greater amount of material other than clay has been deposited between the entrance walls.

Mr Kinnipple must have been furnished with, or obtained erroneous information, or he would not have submitted the proposal contained in item 3, to " remove the whole of material or soft soil..... down to the rock " for at no time since during the progress of the work has the rock been found at any point between " the strutting, or inner row of piles, of the coffer-dam and the face of the outer invert, " and therefore his suggestions in this item had to be modified.

Erroneous information also obtained with respect to the additional rows of sheeting piles mentioned in item 4, which were to have been driven to the rock, for no rock was met with in driving piles at a depth of 30 ft, below low water mark; and, instead of extending to high water level, they only extended to a height of 6 ft above low water mark, and the concrete wall has been carried up to a height of 7 ft above high water level instead of to " about half tide level ".

During the prosecution of these extra works it was found that the rock could not be reached, and the then Resident Engineer, Mr Pilkington, arranged with Mr Tomlinson and myself that the materials within the area to be enclosed should be dredged to such a depth as would admit of a flooring of concrete 12 ft. in thickness being laid, but no arrangements were made relative to the long length of concrete walls which have been built.

On taking charge, in September, I found that the concrete walls, (auxiliary dam so called) had been completed, and were secured from failure by a large number of iron tie-rods; that the

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area enclosed had not been dredged out nor fully concreted in the manner suggested by Mr Pilkington; that attempts had been made to "pump out" which had resulted in failure; that towards the construction of the dock proper not anything had been done, and that the whole of the season had been spent on "extra works".

This being the condition of affairs I at once placed the dredging machine at work, had the whole of the unconcreted area cleaned out, and filled with concrete, which was carefully lapped over the rock where it came to the surface. For the purpose of strengthening the concrete wall on the western side, the concrete foundation of the emptying culvert was completed, and against the foot of the eastern wall a mass of rough stone and concrete has been placed.

Work of building the emptying culvert was carried on by tide work, as I did not deem it at all desirable that the concrete walls should be subjected to a greater pressure than that due to 9 ft. of water. Nearly the whole length of this culvert is in place and covered with a mass of rough concrete.

The vacancies behind the walls, into which the tide rose and fall, have been filled in with a gravilly soil taken from the excavation of the roadway leading from the public highway to the dock, and thus all pressure tending to force the walls *inwardly* has to a certain extent been relieved.

On Tuesday last (the 13th), owing to the sudden change which had taken place in the temperature, it was found to be desirable to close the works for the winter, and I have given orders to that effect.

For the completion of this work there still remains to be done:

The excavation and building of nearly *one* third of the body of the dock;

The works at the entrance, consisting of the outer and inner inverts, Caisson Chamber and berth;

The pump well and culverts and drains in connexion therewith;

The Engine house and chimney;

The setting of the boilers, and placing the pumping machinery, and machinery for operating the Caisson;

The erection of the Caisson, and testing it as per contract;

The general completion of the roadway, and grounds surrounding the dock; and

The erection of fencing, and of buildings and placing of tools and machinery required for the execution of repairs.

The accomplishment of the preceding, during the working season of 1884, is dependent upon the manner in which the concrete walls (auxiliary dam) withstand the effects of the winter, and if, next spring, they are capable of withstanding a pressure due to a head of 30 ft. and also upon the perfectness and solidity of the concrete flooring, to which reference has been made herein.

The supposition of the Engineers who prepared the plans of this dock was that the wing walls at the entrance, the coffer-dam between them and the close-piling driven along the eastern face of the Government wharf, would together form a coffer-dam and the area enclosed could be pumped out and the whole of the works of the dock be proceeded with almost simultaneously.

This supposition was based on the information they had obtained that the foundation on which the wing-walls, etc., were to be built was *clay*, and this word appears on the contract plans.

Had this been the case, I have no doubt but their supposition would have proved correct; but in reality only *fine sand* was found, and, though this was known prior to the commencement of any work, no changes were made to suit this marked alteration in the nature of the foundation, and the works, as designed, were carried out, and, as might have been anticipated, they were found to be utterly useless to act as a coffer-dam, and all attempts to "pump out" were fruitless, and thus the construction of "extra works" became a necessity.

With respect to the western wing wall, which has settled forwards some distance out its true line and is badly cracked in several places, I have to state that to-day a mass of clay and stone is piled against and around the pile foundation on which it stands, which must be removed next year; and, judging from appearances, I have formed the opinion that, after this has been done, failure will take place, and to such an extent as may necessitate the rebuilding of the whole of the wall. This, of course, is a surmise which may, or may not, be verified in the future, but it is a surmise held by those who have had to do with the building of this wall and have watched its action since its completion.

In item 3 of Mr Kinipple's memorandum the following statement is made..... "the face of the outer invert where the dock proper commences and is founded upon rock".....

With respect to this it has been shewn that rock does not exist at that point, at least has not been reached by any of the works already built.

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To construct the inverts and Caisson berth as per plan, they would have to be placed on the concrete flooring, already mentioned, which in turn overlies a soft bottom composed of fine sand intermixed with sawdust, and is therefore not a safe and sufficient foundation on which to build the important work just mentioned.

Having had careful measurements made I have found that by shifting the entrance works inwards a distance of 30 ft., they can be founded on the *solid rock*, which rises abruptly, and I have so arranged the work done this fall that this change can be made.

As per plan, the length of the dock from the face of the Caisson to the circular head is 549 ft. ; by shifting the entrance works 30 ft. this length will be reduced to 519 ft. a length long enough to accommodate any vessel which can *pass over* the sill of the dock. The "Circassian" (which is 465 ft. in length over all and is, I believe, the longest steamer or vessel frequenting the port) could therefore *as regards length* be accommodated in the dock at this reduced length : the "Parisian" of the same line having a length of 440 feet over all.

The future success and usefulness of the dock entirely depends upon the perfect stability of the outer and inner inverts, and the rigidity of the Caisson berth ; for it must be borne in mind that a small and apparently insignificant settlement in any of the outer works would cause two difficulties to arise.

1. A jamming or sticking of the Caisson, and, 2, the destruction of the *perfectly watertight joint* which must *at all times* exist between the meeting faces of the Caisson and its berth, without which the dock cannot be kept dry.

For the avoidance of failure and to ensure a successful working in the future I have decided to move the entrance works 30 feet inwards so as to place them on a solid rock foundation, which action I trust will meet the approval of your Board.

From your accountant I have obtained a statement of the amount which has been expended to the 15th inst., in connexion with the construction of this dock, which I place in the following form :

Larkin, Connolly & Co.

Contract work.....	\$214,104 33
Extra-dock proper.....	36,967 92
Auxilliary dam.....	118,601 73
Cement delivered.....	4,200 00
	<hr/>
	\$373,873 98

Wigham, Richardson Co.....	\$ 29,331 45	
Duty, freight, etc., (Caisson).....	9,841 75	
	<u> </u>	\$ 39,173 20
Carrier, Lainé & Co.....		\$ 19,076 00
Kinipple & Morris.....	\$ 26,339 54	
Salary of Rist. Engineer.....	9,299 97	
" " Ass. Engineer.....	3,283 26	
" " Inspectors.....	6,638 31	
	<u> </u>	\$ 45,561 08
Award and expenses <i>in re</i> Patton.....	\$ 9,380 00	
Dredged materials from Fradet.....	2,585 28	
Loss on excavation.....	2,500 00	
Repairing Pontoon.....	1,000 00	
Miscellaneous.....	6,113 55	
	<u> </u>	\$ 499,263 09
Total payments to 15th Nov. 1883.		

I submit as follows :

An approximate estimate of the probable cost of the Dock under present engagements :

Amount of Contract, Larkin & Co.....		\$330,963 89
Extras allowed to 15th Nov. 1883.....	\$ 36,967 92	
Probable further amount required.....	3,032 08	
	<u> </u>	40,000 00
Auxilliary dam to 15th Nov. 1883.....	\$118,601 73	
Dredged Materials from Fradet.....	2,585 28	
Probable further amount required.....	36,398 27	
	<u> </u>	157,585 28
Caisson.....	\$ 29,331 45	
Freight, duty, storing etc.,.....	9,841 75	
Erection.....	10,000 00	
	<u> </u>	49,173 20
Engines, pumps, etc.....	\$ 32,000 00	
Boilers.....	4,500 00	
	<u> </u>	36,500 00

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Engineering and Superintendence to		
15th Nov. 1883.....	\$ 45,561 08	
" " " to completion.....	\$ 5,000 00	
	<u> </u>	50,561 08
Award and expenses <i>in re</i> Patton.....		9,380 00
New Road.....		6,000 00
Brick boundary wall.....		6,500 00
Loss on excavation.....		2,500 00
Repairing Pontoon.....		1,000 00
Miscellaneous paynts to 15th Nov. 1883	\$ 6,113 55	
do do probable.....	3,886 45	
	<u> </u>	10,000 00
		<u>\$700,153 45</u>
Add for shops, tools, plant and machinery for ship repairs and operating dock.....		\$ 25,000 00
		<u>\$725,153 45</u>

Before closing this report I desire to express my approval of the work which has been done by the Contractors, Messrs Larkin, Connolly & Co.

I have the honor to be,

Sir,

Your obtd servant

HENRY F. PERLEY,

Engineer in charge.

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

DOMINION OF CANADA.

PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards, for the years ending on the 31st December, 1882 and 1883; shewing the Countries from whence they came and for which they cleared, whether with cargo or in ballast; also, distinguishing the Countries to which they belonged:—

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

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31st DECEMBER, 1882 AND 1883.				RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31st DECEMBER, 1882 AND 1883.			
1882.		1883.		1882.		1883.	
Vessels.	Tons.	Vessels.	Men.	Vessels.	Tons.	Vessels.	Men.
Total Vessels arrived.....	610 652951	17409 713 785772	19593	Total Vessels cleared.....	620 602820	15289 702 685826	16372
Vessels with Cargoes.....	373 461234	13590 390 519479	14506	Vessels with Cargoes.....	620 602820	15289 701 684909	16352
Do. in ballast.....	237 191717	3819 323 266393	5087	Do. in ballast.....	1	1	20
Total.....	610 652951	17409 713 785772	19593	Total.....	620 602820	15289 702 685826	16372
Number of Steamers.....	143 268868	9726 151 929013	10853	Number of Steamers.....	113 204332	7456 116 215479	7889
Do. of Sailing Vessels.....	468 384083	7683 562 486759	8710	Do. of Sailing Vessels.....	507 398288	7833 586 470897	8483
Total.....	610 652951	17409 713 785772	19593	Total.....	620 602820	15289 702 685826	16372
British Vessels.....	404 503584	14212 461 606337	15970	British Vessels.....	411 454696	12121 446 505812	15797
Foreign do.....	206 149367	3197 252 179436	3623	Foreign do.....	209 148124	3168 256 180914	5775
Total.....	610 652951	17409 713 785772	19593	Total.....	620 602820	15289 702 685826	16372
UNDER WHAT FLAG.				UNDER WHAT FLAG.			
British.....	404 503584	14212 461 606337	15970	British.....	411 454696	12121 446 505812	15797
United States.....	12 1645	24 1724	36	United States.....	1 1645	21 1723	32
French.....	5 2903	68 15 8188	207	French.....	12 10736	353 3 1661	23
German Empire.....	2 1288	47 1 376	12	German Empire.....	6 2732	70 14 6971	171
Spanish.....	3 1079	34 1 326	12	Spanish.....	2 912	85	55
Portuguese.....	174 124021	2510 222 161650	3191	Portuguese.....	2 612	24	24
Norwegian and Swedish.....	1 551	13	13	Norwegian and Swedish.....	179 127683	2566 228 163800	3213
Italian.....	2 3351	74 1 1060	30	Italian.....	1 484	14	14
Danish.....	1 484	14 1 1060	30	Danish.....	1 455	12 3 1959	43
Russian.....	2 1133	28	28	Russian.....	2 1174	24 2 2034	36
Austrian.....	3 2177	42 4 3247	63	Austrian.....	2 323	26 2 1219	24
Dutch.....	5 2177	42 4 3247	63	Dutch.....	1 581	14	14
Total.....	610 652951	17409 713 785772	19593	Total.....	620 602820	15289 702 685826	16372
VESSELS ARRIVED.				FOR WHAT COUNTRY.			
United Kingdom.....	469 563326	15206 557 674598	17292	United Kingdom.....	515 557233	13980 695 643548	15291
United States.....	7 5849	12 11 10297	187	United States.....	38 8934	344 47 10383	379
Newfoundland.....	13 2124	52 10 3771	126	Newfoundland.....	8 628	38 5 516	29
Saint-Pierre et Miquelon.....	16 3705	26 13 4121	112	Saint-Pierre et Miquelon.....	1 989	51	51
British West Indies.....	1 912	35	35	British West Indies.....	18 11063	272 9 4400	104
Spanish West Indies.....	32 23218	47 31 29268	421	Spain.....	4 1759	45 7 4803	91
France.....	15 13517	263 13 10726	212	France.....	12 8424	131 6 2549	62
Spain.....	4 1391	46 3 1582	38	Portugal.....	2 309	9 2 1794	42
Portugal.....	8 10175	24 9 8914	189	Belgium.....	12 5678	133 17 8795	185
Holland.....	6 4989	94 10 8386	163	Germany.....	3 2077	5 280	9
Germany.....	8 6153	42 9 6549	128	South America.....	1 1646	21 5 481	21
Norway and Sweden.....	17 13309	268 32 22382	464	Norway and Sweden.....	1 728	13 1 507	16
Africa.....	1 1454	16 3 2416	49	Australia.....	4 5349	183 1 302	16
South America.....	3 1880	4 1 1012	18	Peru.....	1 229	7 1 143	6
Denmark.....	1 1217	21 7 1765	196	Brazil.....	1 482	13 1 323	9
Russia.....	7 7765	196 7 8196	143	Gibraltar.....	1 482	13 1 323	9
Gibraltar.....	1 143	7 1 167	8	Total.....	620 602820	15289 702 685826	16372
Sicily.....	1 143	7 1 167	8	Total.....	620 602820	15289 702 685826	16372
Total.....	610 652951	17409 713 785772	19593	Total.....	620 602820	15289 702 685826	16372

Certified Correct,

N. L. G. BELLEAU.

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

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, showing the number of Vessels, Tonnage, and number of Men employed, distinguishing the number of Vessels Entered and Cleared at Out-Ports, for the years 1879, 1880, 1881, 1882 and 1883:

INWARDS.

HARBOUR COMMISSION OFFICE.

QUEBEC, 11th December 1883.

DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

	Total.
Schooners.....	1255
Bateaux.....	1210
Barges.....	223
Steamers.....	268
Tonnage.....	416390
Crews.....	14864
Passengers.....	43311
IMPORTS.	
Apples.....brls.	18160
Ale & Porter.....brls.	11868
do.....hhds.	1549
do.....kegs.	306
Almonds & Nuts.....bags.	4224
Agricultural Implements.....pkgs.	602
Axes.....bxs.	5526
Biscuits.....bxs.	19848
do.....brls.	1316
Brandy.....cases.	10051
do.....brls.	355
do.....hhds.	137
Boots & Shoes.....boxes.	1705
Blacking.....cases.	12781
Beef.....brls.	1272
Barley.....bus.	9442
Blueberries.....box.	23289
Bran.....tons.	1339
do.....bags.	1384
Brooms.....packages.	4943
Butter.....kegs.	8253
do.....lbs.	90203
Books.....cases.	2754
Baking Powder.....cases.	16487
Bricks.....cases.	2916
Boards.....M.	301104
Bark.....pcs.	1930
Cigars.....cords.	2237
Cheese.....cases.	5600
Crookery.....bxs.	148
do.....brls.	587
do.....crates.	

REPORT
th

Coffee..
do ..
Coal....
Cattle...
Corn....
Cordage
Canada
Carpets
Champa
Currant
Candles
Clocks..
Confetti
do ..
Cod Oil.
Drugs...
do ..
Dry Fish
Deals...
Eggs....
Eels....
Flour...
do ..
Feathers
Furnitur
Fowls...
Fruit...
do ..
Gin.....
do ..
do ..
do ..
Glue....
Grain...
Green F
Glasswar
do ..
do ..
Glass...
Hides...
Horses..
Hops...
Herrings
Hardwar
do

HARBOUR COMMISSION OFFICE.—(Continued).

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

parts of

Total.

1255
1210
223
268
416390
14864
43311

18160
11868
1549
306
4224
602
5526
19848
1316
10051
355
137
1705
12781
1272
9442
23289
1339
1384
4943
8253
90203
2754
16487
2916
201104
1930
2237
5600
148
587

IMPORTS.—(Continued.)

Total.

Coffee.....	brls.	840
do	bags.	2841
Coal.....	tons.	22950
Cattle.....	7625
Corn.....	bus.	32279
Cordages.....	bales.	6838
Canada Plates.....	cases.	11489
Carpets.....	bales.	1002
Champagne.....	cases.	1508
Currants.....	brls.	875
Candles.....	boxes.	1946
Clocks.....	cases.	1465
Confactionary.....	C. & B.	5293
do	brls.	2113
Cod Oil.....	galls.	30435
Drugs.....	C. & B.	7645
do	brls.	669
Dry Fish.....	cwts.	1370
Deals.....	pcs.	1071927
Eggs.....	doz.	127320
Eels.....	brls.	874
Flour.....	brls.	80120
do	bags.	52198
Feathers.....	bags.	7111
Furniture.....	loads.	540
Fowls.....	2054
Fruit.....	brls.	1581
do	C. & B.	3793
Gin.....	cases.	15500
do	brls.	547
do	hhds.	97
Glue.....	brls.	281
Grain.....	bags.	3051
Green Fish.....	brls.	7526
Glassware.....	brls.	1457
do	cases.	3018
do	crates.	728
Glass.....	boxes.	18118
Hides.....	50397
Horses.....	439
Hops.....	bales.	581
Herrings.....	brls.	9863
Hardware.....	hhds.	78
do	brls.	801

HARBOUR COMMISSION OFFICE.—(Continued.)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

IMPORTS.—(Continued.)		Total:
Hardware.....	C. & B.	8808
do	crates.	167
Hay.....	bcls.	77645
Iron.....	pkgs.	68653
Leather.....	bales.	8562
Lard.....	kegs.	25078
Linseed.....	bus.	1175
Molasses.....	bus.	126
do	puns.	983
Machinery.....	brls.	1317
Macaroni.....	cases.	32065
Matches.....	boxes.	708
Mineral Water.....	brls.	68
Marble.....	pkgs.	1035
Mackerel.....	brls.	183
Nails & Spikes.....	brls.	7160
do	kegs.	10703
Oakum.....	bales.	3463
Oats.....	bus.	257914
Pork.....	brls.	12884
Perch & Pickets.....		4055
Peas.....	bus.	3578
Potatoes.....	bus.	58386
Raisins.....	boxes.	24247
Rice.....	bags.	4829
Rakes.....	pkgs.	3338
Rosin.....	brls.	1622
Refrigerators.....		565
Sugar.....	brls.	15520
do	hlds.	13
Stones.....	toise.	1052
Shingles.....	M.	5420
Seal Oil.....	galls.	56201
Sheep.....		785
Sewing Machines.....		4111
Starch.....	boxes.	17721
Soap.....	boxes.	24663
Spice.....	boxes.	14824
Steel.....	pkgs.	8883
Seeds.....	bags.	2157
Shovels & Spades.....	pkgs.	4370
Soda Carb.....	brls.	652
Scales.....	cases.	901
Scythe Handles.....	pkgs.	2601

REPO

Station
Slabs.
Sleep
Salmon
Tea.
Tobacco
do
Tin.
Turper
Tar.
Trout.
Wine.
do
Whisk
Washb
Whale
Wheat.
Wood..

HARBOUR COMMISSION OFFICE.—(Continued.)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

Total.		Total.
IMPORTS.—(Continued.)		
8803	Stationary.....cases.	4243
187	Slabs.....loads.	1822
77645	Sleepers.....	41416
68653	Salmon.....boxes.	344
8862	Tea.....boxes.	13234
25078	Tobacco.....cases.	15310
1175	do.....boxes.	1913
126	Tin.....cases.	18154
883	Turpentine.....brls.	2069
1317	Tar.....brls.	1656
32065	Trout.....brls.	76
708	Wine.....brls.	2736
68	Whiskey.....brls.	1248
1035	do.....hhds.	167
183	Washboards.....pkg.	725
7160	Whale Oil.....galls.	1260
10703	Wheat.....bus.	14724
3463	Wood.....cords.	37373
257914		
12884		
4055		
3578		
58386		
24247		
4829		
3338		
1622		
565		
15520		
13		
1052		
5420		
56201		
785		
4111		
17721		
24663		
14824		
8833		
2157		
4290		
652		
901		
2601		

JAS. WOODS,
Chief Clerk.

LIGHTERED CARGOES.

ALLAN LINE—INWARDS.

Date.	Name of Steamer.	Number of tons.	Amount.
1883			
May 4.	S. S. Scandinavian.....	43	\$ cts.
do 5.	Grecian.....	8	4 30
do 8.	Circassian.....	29	80
do 10.	Buenos Ayrian.....	32	2 90
do 14.	Polynesian.....	40	3 20
do 18.	Manitoban.....	50	4 00
do 22.	Peruvian.....	50	5 00
do 28.	Sarmatian.....	36	3 60
June 1.	Canadian.....	44	4 40
do 4.	Parisian.....	23	2 30
do 9.	Corean.....	50	5 00
do 11.	Sardinian.....	25	2 50
do 13.	Grecian.....	53	5 30
do 19.	Buenos Ayrian.....	22	2 20
do 19.	Circassian.....	36	3 60
do 26.	Polynesian.....	54	5 40
do 27.	Manitoban.....	100	10 00
do 30.	Hanoverian.....	67	6 70
July 3.	Peruvian.....	25	2 50
do 6.	Lucerne.....	125	12 50
do 7.	Nestorian.....	10	1 00
do 9.	Sarmatian.....	65	6 50
do 12.	Canadian.....	137	13 70
do 14.	Parisian.....	105	10 50
do 16.	Corean.....	183	18 30
do 23.	Sardinian.....	175	17 50
do 24.	Grecian.....	170	17 00
do 29.	Circassian.....	109	10 90
do 31.	Buenos Ayrian.....	178	17 80
Aug. 5.	Hanoverian.....	36	3 60
do 6.	Manitoban.....	78	7 80
do 6.	Polynesian.....	99	9 90
do 12.	Peruvian.....	113	11 30
do 13.	Lucerne.....	148	14 80
do 18.	Sarmatian.....	148	14 80
do 24.	Corean.....	150	15 00
do 25.	Grecian.....	88	8 80
do 25.	Parisian.....	62	6 20
Sept. 1.	Buenos Ayrian.....	125	12 50
do 1.	Sardinian.....	95	9 50
do 8.	Hanoverian.....	145	14 50
do 10.	Circassian.....	35	3 50
do 11.	Manitoban.....	160	16 00
do 17.	Polynesian.....	98	9 80
do 20.	Lucerne.....	124	12 40
do 22.	Peruvian.....	50	5 00
do 24.	Corean.....	81	8 10
		43	4 30
	Carried Forward.....	3272	387 20

LIGHTERED CARGOES.—(Continued).

ALLAN LINE—INWARDS.

Amount.		Date.	Name of Steamers.	Number of tons.	Amount.
\$	cts.	1883	To amount brought forward.....	3272	\$ cts. 387 20
4	30	Sept. 29..	S. S. Parisian.....	174	17 40
2	90	do 30..	Grecian.....	46	4 60
3	20	Oct. 8..	Buenos Ayrian.....	30	3 00
4	00	do 8..	Sarmatian.....	69	6 90
5	00	do 12..	Hanoverian.....	35	3 50
3	60	do 15..	Sardinian.....	57	5 70
4	40	do 23..	Circassian.....	102	10 20
2	30	do 24..	Manitoban.....	23	2 30
5	00	do 29..	Polynesian.....	89	8 90
2	50	do 30..	Austrian.....	21	2 10
5	30	May 28..	Nestorian.....	26	2 60
2	20	Nov. 5..	Parisian.....	112	11 20
3	60	do 13..	Peruvian.....	146	14 60
5	40	do 14..	Buenos Ayrian.....	43	4 30
10	00	do 16..	Hanoverian.....	13	1 30
6	70		Total.....	4858	485 80
2	50				
12	50				
1	00				
6	50				
13	70				
10	50				
18	30				
17	50				
17	00				
10	90				
17	80				
3	60				
7	80				
9	90				
11	30				
14	80				
14	80				
15	00				
8	80				
6	20				
12	50				
9	50				
14	50				
3	50				
16	00				
9	80				
12	40				
5	00				
8	10				
4	30				

DOMINION LINE—INWARDS.

May	2..	S. S. Ontario.....	22	2 20
do	7..	Texas.....	27	2 70
do	8..	Dominion.....	5	50
do	14..	Oregon.....	25	2 60
do	23..	Montréal.....	26	2 60
do	29..	Toronto.....	80	8 00
June	4..	Quebec.....	1	10
do	6..	Sarnia.....	10	1 00
do	18..	Ontario.....	23	2 30
do	24..	Dominion.....	30	3 00
do	25..	Oregon.....	50	5 00
July	3..	Texas.....	60	6 00
do	9..	Toronto.....	146	14 60
do	11..	Quebec.....	5	50
do	15..	Sarnia.....	146	14 60
do	20..	Mississippi.....	10	1 00
do	23..	Montréal.....	132	13 20
do	30..	Ontario.....	67	6 70
Aug.	6..	Oregon.....	133	13 30
do	13..	Dominion.....	76	7 60
do	19..	Toronto.....	86	8 60
do	24..	Quebec.....	12	1 20
		Carried forward.....	1334	117 20

LIGHTERED CARGOES.—(Continued.)

DOMINION LINE—INWARDS.

Date.	Name of Steamers.	Number of tons.	Amount.
1883	To amount brought forward.....	1334	117 20
Aug. 25..	S. S. Sarnia.....		
do 31..	Mississippi.....	162	16 20
Sept. 3..	Montréal.....	23	2 30
do 11..	Ontario.....	75	7 50
do 18..	Oregon.....	33	3 30
do 24..	Dominion.....	118	11 80
do 30..	Toronto.....	47	4 70
Oct. 5..	Quebec.....	50	5 00
do 8..	Sarnia.....	3	3 00
do 15..	Mississippi.....	46	4 60
do ..	Montréal.....	2	2 20
do 24..	Ontario.....	20	2 00
do 29..	Oregon.....	70	7 00
Nov. 7..	Dominion.....	70	7 00
do 11..	Toronto.....	23	2 30
		26	2 60
	Total.....	1940	194 00

BEAVER LINE—INWARDS.

May 7..	S. S. Lake Huron.....		
do 2..	Winnipeg.....	7	70
do 29..	Manitoban.....	20	2 00
June 12..	Champlain.....	10	1 00
do 19..	Huron.....	1	10
do 26..	Nepegon.....	20	2 00
July 3..	Winnipeg.....	15	1 50
do 18..	Manitoban.....	60	6 00
do 23..	Champlain.....	47	4 70
do 28..	Huron.....	30	3 00
Aug. 6..	Nepegon.....	130	13 00
do 12..	Winnipeg.....	10	1 00
do 21..	Manitoban.....	50	5 00
Sept. 3..	Champlain.....	20	2 00
do 8..	Huron.....	30	3 00
do 20..	Nepegon.....	50	5 00
do 24..	Winnipeg.....	12	1 20
Oct. 1..	Manitoban.....	50	5 00
do 16..	Champlain.....	22	2 20
do 22..	Huron.....	15	1 50
do 31..	Nepegon.....	15	1 50
Nov. 6..	Winnipeg.....	7	.70
do ..	Manitoban.....	15	1 50
		10	3 00
	Total.....	616	64 60

Date. 1883
 Oct. 2
 Oct. 19
 do 19
 Nov. 24
 Allan Line
 do
 Dominion L
 Beaver Lin
 Sundry Ste
 do
 E. & O.
 Quel

LIGHTERED CARGOES.—(Continued.)

SUNDRY STEAMERS—INWARDS.

Date.	Name of Steamer.	Number of tons.	Amount.
1883			
Oct. 22..	S. S. Gassbrook.....	30	\$ 3 00

ALLAN LINE—OUTWARDS.

Oct. 12..	S. S. Parisian.....	25	1 25
do 19..	Sarmatian.....	90	4 50
	Total.....	115	5 76

SUNDRY STEAMERS—OUTWARDS.

Nov. 24..	S. S. Coban.....	340	17 00
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RECAPITULATION.

	Number of tons.	Amount.	Total Amount.
Allan Line—Inwards.....	4858	485 80	\$ cts.
do Outwards.....	115	5 76	
Dominion Line—Inwards.....	1940		491 55
Beaver Line—Inwards.....	646		194 00
Sundry Steamers—Inwards.....	30		64 60
do Outwards.....	340		3 00
Total.....			17 00
			770 15

E. & O. E.

Québec, Dec. 29th 1883.

4

JAS. WOODS,
Chief-Clerk.

1883

Amount required for

\$

8000

20000

(Certified

J. BELL FORSYTH & CO.'S

Prices Current of TIMBER, DEALS, &c.

QUEBEC, 17th December, 1883.

		\$	cts.	\$	cts.	
WHITE PINE, in the Ratt, measured according to average quality, Av. measured off,	do	0	18	0	20	
for Fair average quality,	do	0	20	0	23	
for Good and Good Fair average,	do	0	23	0	26	
for Superior,	do	0	27	0	30	
In shipping order,	do	0	29	0	38	
Waney board, 18 to 19 in,	do	0	31	0	34	
do 19 to 21	do	0	34	0	36	
do 21 to 23	do	0	42	0	48	
RED PINE, in the Ratt, measured according to average quality, Av. measured off,	do	0	16	0	22	
for Fair average quality,	do	0	18	0	24	
for Good and Good Fair average,	do	0	20	0	26	
for Superior,	do	0	24	0	30	
In shipping order,	do	0	26	0	32	
Waney board, 18 to 19 in,	do	0	28	0	34	
do 19 to 21	do	0	31	0	37	
do 21 to 23	do	0	39	0	45	
OAK, Canada, by the Piece, according to average quality, Av. measured off,	do	0	47	0	49	
Do Michigan and Ohio, do	do	0	40	0	43	
Do by the Tram, do	do	0	44	0	47	
Do Michigan and Ohio, do	do	0	32	0	35	
Do by the Tram, do	do	0	36	0	39	
ASH, 14 inches and up, do	do	0	23	0	26	
BIRCH, 16 inch average, do	do	0	12	0	13	
TAMARAC, Square, according to size and quality,	do	0	10	0	12	
do Ratt, do	do	0	8	0	10	
STAVES, Merchantable Pipe, according to quality and specification,	do	\$	50	0	\$	80
do W. O. Punccheon, Merchantable,	do	\$	80	0	\$	85
DEALS, Bright, according to Mill Specification, \$105 to \$110 for 1st, \$95 to \$100 for 2nd, and \$82 to \$84 for 3rd quality.	do	\$	101	0	\$	110
Do Michigan, do	do	\$	101	0	\$	110
Do Dry Flashed, do	do	\$	101	0	\$	110
Do Bright Spruce, do	do	\$	36	0	\$	41

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

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

1879.		1880.		1881.		1882.		1883.	
SAILING VESSELS FROM SEA.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
666	492,676	895	706,346	815	498,870	593	449,782	627	504,962
OCEAN STEAMSHIPS.									
Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.
215	327,647	261	499,737	213	385,818	220	356,254	269	451,509
LOWER PROVINCES.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
225	51,907	212	72,920	241	71,725	335	129,177	355	144,523

COMPARATIVE STATEMENT of Sailing Vessels cleared at the Port of Quebec, for Sea, (Lumber laden,) 1876 to 1883, from the opening to the close of navigation:

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

Year	Vessels	Tons
1876	786	624,110
1877	796	670,627
1878	476	399,833
1879	433	364,628
1880	634	555,451
1881	459	380,186
1882	426	359,925
1883	487	416,169

REMARKS.

(ANNUAL CIRCULAR.)

QUEBEC, 17th December, 1883.

We have again the pleasure of furnishing the Trade with the usual annual returns of Manufacture, Export and Stock wintering, together with Comparative Statements, Prices Current, &c. &c.

The arrival of steam shipping has exceeded all former years, and about doubles the quantity of tonnage employed five and six years ago. These steamers are to a great extent loaded at Montreal, only carrying part cargoes from this Port. In sailing ships there is an increase over last year, but it falls below the average of the past five years. It is worthy of note that tonnage from the Lower Provinces is on the increase, partly accounted for by the number of steam colliers now employed. The season opened with fair prospects, and by the most sanguine a good business was anticipated, but we regret this has not been realized, and we have to look back on a year of disappointment; unsatisfactory alike to the Manufacturer and Shipper, and vastly different to the preceding one in most of its leading features.

The revival of any one important branch of industry connected with the timber trade should materially assist the wood market, but we do not know in what direction to look for such revival. The discharging of hands at the great shipbuilding industries is one of the most unfavorable features that now presents itself, and makes the outlook for that branch of the timber trade still more unpromising. It is immaterial whether the cause of this reduction of labour is due to the new Shipping Bill contemplated by the Government, or to the fact of the supply of ships constructed last year being largely in excess of the demand, the result is equally disastrous to the country, and at such a critical time especially so to the timber trade, with which the great shipbuilding yards are so intimately connected. Though iron is the material apparently most affected, the quantity of timber used in the construction of steamships can only be fully appreciated by those who are in the neighborhood of the building.

The total supply this year if we except White Pine has been moderate, the Export rather above the average of the past five years, the Stock wintering light, and in some cases considerably under the average.

We find that the trade with South America is again on the increase, and the Export largely in excess of last year.

In reference to our Prices Current we may remark that they are based on actual sales, though in some articles our transactions have taken place for the past two months.

WHITE PINE.—The supply of both square and waney which would have been considered small a few years ago, has been much greater than is now required for present demands. The returns from the Supervisor of Cutlers Office do not show the actual quantity which has reached market, as several lots of St. Lawrence wood remain in the hands unmeasured, which accounts to a great extent for the apparent inequality in our comparative statements. The spring business opened with a feeble demand as the shipping houses were holding over stocks from 1882 against for their requirements, so that a very few sales were then effected and at prices slightly under the closing figures of the previous year. During the summer months the market remained in a drooping state until an occasional Ratt being disposed of with difficulty, while in the autumn several sales were effected at prices which were not very far from the closing figures of the previous year. The market is exceedingly dull, and at present we can discern no signs of recovery from this unfortunate state of things.

From Great Britain the circulars received by the last mail are very discouraging showing that stocks are accumulating in the leading markets there, and as a consequence prices declining. The outlook therefore is very unfavorable and we can only add that the current production for this winter, greatly curtailed as the statements show, is likely to be still too large for the present very limited requirements. A large quantity of common and inferior wood has been absorbed by local purposes, tho' we have no figures to offer on this branch of the trade. A very long projection of the present stock is unadvised.

	Supply	Export	Stock
1883	7,412,034	10,427,000	7,780,620
1882	3,786,523	5,912,150	2,738,840
1881	8,805,996	7,912,150	6,532,152
1880	9,127,124	7,912,150	3,354,943

RED PINE.—This wood formerly so largely consumed, (that twenty years ago over five millions were measured) has dwindled down this year to a supply under half a million. The shipments are about the same as last year, and the stock on hand about one and a half million feet. The slight demand has been confined chiefly to large average and choice parcels of spar wood, except for the local market, which has now accounted for most of the inferior grades which were in stock. The probable manufacture this winter will be very light, tho' doubtless sufficient for all demands, as consumption is limited, and the fish market which always employed this timber so freely, is at present in a very unsettled state.

	Supply	Export	Stock
1883	408,411	1,018,960	1,510,925
1882	1,374,854	1,024,080	2,362,624

OAK.—At this Port both the supply and shipments have greatly diminished during the past ten years, while the heavy shipments from the United States including sawn stuff have materially increased the stock in the Home markets, causing a slight decline in prices. The supply has been greater than last year, while the shipments are considerable and the stock remaining about an average of the past five years, the usual proportion of common and inferior wood being included. The quantity wintering at Garden Island is less than usual.

	Supply	Export	Stock
1883	1,916,322	2,422,808	1,293,347
1882	1,316,719	1,557,429	1,362,133

ELM.—Has been scarce and in good demand throughout the season owing to the very short supply. The operations this winter will doubtless be on a larger scale, tho' standing timber is becoming scarce and difficult to purchase. The stock in Great Britain is also exceedingly light. There has been enquiry for 30 to 35 feet average wood, but we did not hear of any transactions, the market being entirely clear of such sizes. The export has been an average one, and the stock on hand the lightest on record.

	Supply	Export	Stock
1883	309,531	729,920	874
1882	714,549	718,969	539.6

ASH.—Has been in good request all season, especially choice wood, 14 inches and up. The supply has been an average one, the shipments large and the stock wintering very light.

	Supply	Export	Stock
1883	253,418	346,420	135,228
1882	316,769	257,949	212,422

BIRCH.—Has been in demand especially during the latter part of the season, the supply small and stock wintering lighter than we ever remember it.

	Supply	Export	Stock
1883	132,624	233,040	6,420
1882	251,920	212,880	78,413

STAVES.—This item of our trade, once so important, has been greatly interfered with by shipments from the United States. Ten years ago the supply reached 2,200 M. of Pipe and 6,800 M. of Punccheon, this was however above the average. The export has been in excess of last year, the stock wintering of Pipe heavier, and that of West India lighter.

	Supply	Export	Stock
1883	680	540	470
1882	963	833	805
1881	565	450	293
1880	1,450	650	1,097

DEALS.—Pine.—This branch of our trade has increased largely during past years, and the shipments from Montreal and elsewhere are now very extensive. Our figures of course only represent the export from Quebec and the stock now wintering here. A fair business has been done, the shipments of the year are almost up to the average, and the stock of merchantable (regular dimensions) is smaller than usual, while the proportion of 3rd quality is larger than in some former years. The quantity wintering at Ottawa is about the same as last season.

	Supply	Export	Stock
1883	3,228,622	3,993,072	1,543,299
1882	4,611,975	3,148,688	2,597,794

DEALS.—Spruce.—The stock wintering is excessive, larger than the average of former years, arising from an increase in the supply without a corresponding one in export, the Home market being depressed by unusually large imports from the Lower Provinces. Operations in the woods this winter will be on a very limited scale, present prices being unremunerative both to manufacturer and shipper.

	Supply	Export	Stock
1883	3,569,440	2,749,635	1,752,725
1882	3,239,960	2,787,309	1,912,920

FREIGHTS opened at 37s. 6d. Timber, 62s. 6d. Deals to Liverpool, 39s. Timber and 66s. 3d. Deals to London, 26s. 6d. Deals to 66s. Deals to Clyde, closing at 20s. to 21s. Timber, 32s. to 33s. Deals to Liverpool, 26s. Timber, 57s. 6d. to 60s. Deals to London, 29s. 6d. Timber, 55s. to 60s. Deals to Clyde, and \$12.50 to \$15.50 per M. T. B. M. to River Plate.

J. BELL FORSYTH & CO.

REVENUE AND EXPENDITURE
\$ cts. 1883
30008 34 Dec. 31. By Officers Salaries \$595.00
\$ cts. 1883
30008 34 Dec. 31. To Tonnage Dues \$595.00

BALANCE SHEET OF 31st DECEMBER 1888.

DR.

CR.

To Office Furniture.....	2387 36	By Beach & Deep Water Lots.....	45466 15
Amount at debit Grantees Beach & Deep Water Lots.....	39853 31	Quebec Harbor Debentures.....	160799 00
Amount at debit Lessees.....		Sinking Fund.....	121595 38
Wharves & Warehouses.....	6866 78	Dom. Govt. Graving Dock.....	525000 00
Amount at debit Sundry.....		A. Charlebois.....	50 00
Parties for Harbor Dues.....	1406 83	Profit & Loss.....	57327 99
Point a Carcy Wharf.....	271798 36	Recv. Gen. of Canada.....	14460 00
Breakwater do.....	220344 63	Jas. F. Goidon.....	149 86
East India do.....	48368 49		
Grand Trunk do.....	15433 32		
Wellington do.....	84730 35		
Aikinsons do.....	50945 20		
Reynars do.....	9918 29		
Peters, Moore & Wright.....	625778 13		
Harbor Improvements.....	204307 12		

Larkin, Connolly & Co..... 394964 50
 Wigham, Richardson & Co..... 29331 45
 Carrier, Lein & Co.....

Peters, Moore & Wright.....
 Harbor Improvements.....

Larkin, Connolly & Co.....
 Wigham, Richardson & Co.....
 Carrier, Lainé & Co.....
 Graving Dock.....
 Larkin, Connolly & Co, Dredging.....
 Dredging Contingencies.....
 Larkin, Connolly & Co, Piling.....
 Piling Contingencies.....
 Larkin, Connolly & Co, Cross Wall.....
 Cross Wall Contingencies.....
 Recv. Gen. Sinking Fund.....
 La Banque Nationale.....
 Cash.....
 Jacksrews Account.....
 Tools Account.....
 Open Exchange.....
 Fly Bank Channel.....

394064 59
 29331 45
 19076 00
 78056 96
 29876 98
 2043 68
 12834 65
 8218 12
 25200 00
 731 02
 117980 38
 56323 82
 675 81
 394 87
 977 55
 2519 15
 6760 11

Carried forward.....

237118 38

2367900 31

BALANCE SHEET OF 31st DECEMBER 1883. — (Continued).

Dr.	Cr.
To amount brought forward.....	By amount brought forward
Anchor Account.....	3371118 38
Lumber Account.....	
Suspense Account.....	
Total.....	Total.....
2367906 31	3371118 38
485 44	
1491 19	
1241 44	

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

QUEBEC, 1st February 1884.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1883 and that the balance, sheet, as copied on folios 501-502-503 and 504 of this Journal, is correct.

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

STATEMENT of Assets & Liabilities, per Balance Sheet of Date.—Quebec, 31st December 1883.

ASSETS.		\$	cts.	\$	cts.	LIABILITIES.	\$	cts.
<i>Real Estate :</i>						Quebec Harbor Debentures.....	1607069	00
Point a Carry Wharf.....		271795	36			Recd. on account Graving Dock.....	525000	00
Breakwater do.....		220344	63			Six Mos Int. on \$723,000.....	14460	00
East India do.....		48368	49			Deposit for Specification.....	50	00
Grand Trunk do.....		15433	32			Gas. F. Golden.....	149	86
Wellington do.....		84730	35					
Atkinsons do.....		50945	20					
Reynars do.....		9918	29	701535	64			
<i>In re Beach & Deep Water Lots :</i>								
Capital at debit cundry parties.....		34576	85					
Arrears of Int. to 24 June 1883.....		2976	44					
do do 24 Dec. 1883.....		1241	44					
				41094	75			
<i>Harbor Improvements :</i>								
Peters, Moore & Wright.....		625778	13					
Engineering & Sundries.....		204307	12					
Larkin Connolly Co "Dredging".....		29876	98			Beach & Deep Water Lots.....	45466	15
Dredging Contingencies.....		2043	68			Sinking Fund.....	121595	38
Larkin Connolly Co "Piling".....		12634	65			Profit & Loss.....	57327	99
Piling Contingencies.....		8218	12					
Larkin Connolly Co "Cross Wall".....		25200	00					
Cross Wall Contingencies.....		731	02	908789	70			
				1651420	09			
Carried forward.....						Carried forward.....		
								2371118 38
								2146728 86

SURPLUS.
Composed as follows :

Beach & Deep Water Lots 45466 15
Sinking Fund..... 121595 38
Profit & Loss..... 57327 99
224389 52

STATEMENT of Assets & Liabilities, per Balance Sheet of Date.—Quebec, 31st of December 1888.

ASSETS.—(Continued.)		\$	cts	\$	cts.
Brought forward		1651429	09		
<i>Growing Dock:</i>					
Leakin Connolly Co	394964	59			
Wigham, Richardson & Co	29331	45			
Carrier, Leina & Co	19076	00			
Engineering & Sundries	78056	96			
<i>Sinking Fund:</i>					
In hands of Recv. General	321429	00			
<i>Cash:</i>					
On hand	675	81			
In La Banque Nationale	56323	82			
<i>Rents:</i>					
Due by Sundries as per Bal. Sheet	50999	63			
<i>Harbor Dues:</i>					
Due by Sundries as per Bal. Sheet	6866	78			
<i>Open Exchange:</i>					
Fly Bank Charter	1406	83			
<i>Jackscrews:</i>					
On hand	2519	15			
	6760	11			
	394	87			
LIABILITIES.—(Continued)					
Brought forward				3371118	38

Tools: On hand 977 55

Jack-screws :
 On hand 394 87
 6760 11

Tools :	
On hand	977 55
Anchors :	
On hand	485 44
Lumber :	
On hand	1191 19
Office Furniture.....	2387 36
	<hr/> 3371118 38

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

We hereby certify that we have examined the statement of Assets and Liabilities of the Quebec Harbour Commission on 31st Decr, 1883—as detailed on pages 505-506-507 and 508 of this Journal—and that we find the same in all particulars the correct position of the Trust at date named.

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

QUEBEC, 1st February, 1884.

Quebec, 1st February, 1884.

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

GENTLEMEN.

We beg to report that we have audited the books and vouchers of the commission for the year 1883 and we are pleased to state that we have found every thing in order.

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

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

A. GABOURY } Auditors.
A. AHERN. }

1884 FEB 1

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QUEBEC HARBOUR COMMISSIONERS' REPORT.

AS PILOTAGE AUTHORITY FOR THE YEAR 1883.

(Under the 36th Victoria, Chapter 54.)

Quebec, 2d January, 1884,
To the Honorable A. W. McLelan,
Minister of Marine and Fisheries, etc.,
Ottawa.

SIR,

In compliance with the provisions of Section 24 of the 36th Victoria, Chapter 54; I have the honor to submit the following report of the Quebec Harbour Commissioners, as Pilotage Authority, for the year 1883:

The operations of the year opened the 21st April by the departure of ten pilots who were sent, by the Intercolonial Railway, to the 1st station in order to board the Schooner No 4 which had wintered there.

On the 5th May the schooner No 3 left with fifteen pilots and was followed, on the 10th of same month, by the Schooner No 1 with twenty five pilots. Five days after twenty one pilots were dispatched, by train, to Rivière-du-Loup in order to meet the Schooner No 4; on the following day, thirty five were forwarded, also by train, to the same place, and, on the next day, they were followed by seven more.

The work of supplying with pilots the various stations during the season was performed by only four schooners, instead of five formerly employed, and the service has been accomplished with satisfaction.

As previously the Railway was frequently used this year to forward pilots to the station.

Old Pilots

Under the 36th Section of the "Pilotage Act 1873" all the old pilots, thirty seven in number, who had attained the age of 65 and over were summoned, before the opening of the navigation, to appear before the Pilotage Authority in order to establish whether they could be continued in the exercise of their duties. With the exception of one, Joseph Lavoie, who was pensioned, they were all found able to continue to perform their duties and a new Licence for one year was accordingly granted to each of them.

Pension List

Three old pilots past the age of 65, Jacques Tremblay, Alexis Vézina and Abraham Couillard Desprès, have been superannuated at their own request, during the year.

A young pilot, Léandre Raymond, of the age of 34, has also been placed on the pension list on account of incurable insanity of which he has been suffering since many years.

Licence Forfeited

The Licence of the pilot Louis Fortunat Lavoie has been, on the 23th October, declared forfeited under the authority of the Section 34 of the 36 Victoria, Chapter 54, the said pilot having passed two full and consecutive years without acting as a pilot.

Trials

Six pilots were tried during the season on complaints lodged by ship Masters, and four on complaints lodged by the Corporation of Pilots for infringing their regulations.

One of the statements annexed to this Report contains all the particulars as to the nature of the complaint and the result of the trial in each case.

The pilot Nazaire Curodeau who had been tried, on the 4th November 1882, for the grounding of the ship "Sandringham" and found guilty of the complaint lodged against him, had filed an appel before the Superior Court against the judgment condemning him, when the report for the year 1882 was forwarded to your Department. The judgment of the Pilotage Authority was subsequently reversed by the Superior Court.

One of the pilots who were tried during last year, Moïse Lachance, also lodged an appeal against the judgment condemning him. In this case the Superior Court has rendered a judgment maintaining the action of the Pilotage Authority.

Deaths

Four pilots have died during the year: they are respectively named as follows: Pierre Ruelland, Hubert Dumas, Nicolas Fortin and Michel Nil Asselin.

Apprentice Pilots

Five apprentices have been admitted to practice as pilots, during the year, after undergoing the examination required by law, and one, Odilon Lapiere, died on the 3rd September.

There are still twenty four apprentices on the list who are entitled to undergo their examination at the expiration of their apprenticeship under the 8th Section of the 45th Victoria, Chapter 32, which provides for the reduction of the number of Pilots. Among them one has been absent since six years and the other since five. As they have never reported themselves since they have left they may be considered as having forfeited their indentures.

The number of apprentices under that section of this law may therefore be considered as reduced to twenty two.

During the month of April the Board of the Corporation of Pilots have addressed to the Pilotage Authority an application to be allowed to take more apprentices. Having been requested to state the reasons why they had forwarded such an application when they knew that, under the law above cited, the Pilotage Authority could not grant any new licence to any person as a pilot, except to those who were under indenture, until the number of pilots is reduced to one hundred and twenty five, they answered that, if their application was refused, they would be obliged to engage men for sailing their Pilot Schooners, a service which had heretofore been performed by the apprentices, and that, by allowing their request, they would save a large amount of wages, inasmuch as it is the rule to allow but a very small remuneration to the apprentices for their services on board the schooners.

The reasons given by the Board of Pilots having been accepted they were allowed to take seven new apprentices with the understanding however that the candidates will be made aware, before being indentured, of the enactments of the Statute 45th Victoria, Chapter 32, that is to say that they will be informed that they will not be permitted to present themselves to be admitted to practise as pilots until the number of Pilots is reduced to the number fixed by law, after the admittance of the apprentices who were acting under indenture at the time of the adoption of said law.

This condition having been accepted by the candidates recommended by the Board of Pilots they were accordingly indentured six on the 23th May and the other on the 12th July.

A clause embodying the conditions of the engagement has been inserted in the indenture of each.

Directors of the Corporation of Pilots

At their annual meeting, which has taken place the 10th December, the pilots have elected as Directors to their Corporation, for the ensuing year, Messrs Auguste Desprès, Nestor Lachance,

Philippe Couillard, Laurent Godbout, Cyprien Langlois and Edouard Genest, and subsequently Mr Nestor Lachance has been elected President by the Directors.

The accompanying statements convey all the information annually furnished to your Department with reference to the Pilotage Authority of this District.

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

A. H. VERRET,
Sec. Treasurer.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1883 before the Quebec Harbour Commissioners under the authority of the "Pilotage Act 1873," 36 Victoria, Chapter 54.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1883 before the Quebec Harbour Commissioners under the authority of the "Pilotage Act 1873" 36 Victoria, Chapter 54.

Names of Pilots tried.	Nature of complaints.	Dates of Trials.	Result.	Remarks.
Pierre Pepin dit Lachance.....	For having ran ashore, the 12th November 1882, the ship "Victory" on the Fly Bank.	December 30th 1882—2nd January 1883.—31st September & 2nd October 1883.	Dismissed.....	The case came twice before the Pilotage Authority and was dismissed, the first time, for want of jurisdiction, and the second time, on account of the absence of the most important witnesses.
Cyprien Raymond.....	For having, on the 26th May, grounded the Barque "Ellegabeth" off Madame Island.	11th June.....	Acquitted on account of the irregularity on the part of the ship in taking soundings and reporting no bottom from ten to fifteen minutes before Barque Struck.	
David F. Pelletier.....	For having insulted one of the Directors of the Corporation of Pilots.	12th June...	Found guilty and fined twenty dollars and costs.	

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1883 before the Quebec Harbour Commissioners under the authority of the " Pilotage Act 1873," 36 Victoria, Chapter 54.—(Continued.)

Names of Pilots tried.	Nature of complaints.	Dates of Trials.	Result.	Remarks.
Louis Honoré Lapière.....	For having infringed the By-Laws of the Corporation of Pilots.	By 27th June....	Found guilty and fined twenty dollars and costs.	
Moïse Lachance.....	For having, on the 23rd May, 30th grounded the Ship " Rutland " on the north side of the Traverse.	June, the 3rd & 23rd July....	Found guilty and fined sixty dollars and costs.....	An appeal from that judgment taken before the Superior Court was dismissed.
Louis Fontaine.....	For having, on the 6th June, grounded the Ship " Cosmo " off Hare Island.	12th July.....	Acquitted on the ground that the accident to the ship had not been caused by any neglect or duty on the part of the Pilot.	
Théophile Pepin dit Lachance	For disorderly conduct, under the influence of liquor, when on the roll.	18th July.....	Found guilty and fined forty dollars and costs.	
Narcisse Fergues.....	For disorderly conduct, under the influence of liquor, when on the roll.	18th July.....	Found guilty and fined forty dollars and costs.	

Abraham Couillard Després. For having, on the 15th October, 25th October, run the Barque " Romulus " for one calendar month, to into the Barque " Andromeda " when about off White Mesa " when about off White of the trial.

Narcisse Fergues.....	on the roll. For disorderly conduct, under the influence of liquor, when on the roll.	18th July.....	Found guilty and fined forty dollars and costs.
Abraham Couillard Després.	For having, on the 15th October, 1884, ran the Barque "Romulus" into the Barque "Andromède," when about off White Island.	25th October,	Found guilty and suspended for one calendar month, to be computed from the date of the trial.
Joseph Paquet.....	For having, on the 14th November, 1884, grounded the Barque "Jessie Douglass," at the entrance of the River St Charles.	23d Nov.,	Acquitted, the evidence adduced having established that he was not guilty of the charge lodged against him.

6

Certified,

A. H. VERRET,
Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January 1884.

QUEBEC HARBOUR COMMISSION

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners Pilotage Authority on the 31st December 1883.

Name.	When indentured.	REMARKS.
1 George Dugal.....	11th April 1871	Absent since the fall of 1877.
2 Ernest Nolet.....	19th March 1874	Absent since the fall of 1878.
3 Alfred Dion.....	7th April 1877	
4 Lucien Lachance.....	do	
5 Camille Bernier.....	11th July 1877	
6 Moïse Blouin.....	do	
7 Moïse Godbout.....	do	
8 Alfred Godreau.....	do	
9 Alfred Raymond.....	do	
10 Philéas Lachance.....	do	
11 Moïse Arthur Lachance.....	22nd July 1880	
12 Joseph Talbot.....	do	
13 Louis Thivierge.....	20th October 1880	
14 Lawrence Laroche.....	do	
15 Edmond Laroche.....	30th March 1881	
16 Joseph N. Dallaire.....	do	
17 Emile Lachance.....	do	
18 Alphonse Asselin.....	do	
19 Joseph Plante.....	15th June 1881	
20 Narcisse Després.....	do	
21 Alphonse Pâquet.....	20th July 1881	
22 Napoléon Pouliot.....	do	
23 Arthur Doiron.....	do	
24 Adolard Bernier.....	14th Sept. 1881	
25 Adolard Vézina.....	23rd May 1883	
26 Jean-Baptiste Pouliot.....	do	Those apprentices having been indentured since the passing of the Act 45 Victoria, Chapter 32, it has been stipulated in the indenture of each that they would not be admitted to pass their examination before the number of Pilots is reduced to 125.
27 Joseph Thivierge.....	do	
28 Léonidas Lachance.....	do	
29 Eudore Langlois.....	do	
30 Herménégilde Pâquet.....	do	
31 Frs-X. Eustache <i>alias</i> Wm Doiron.....	12th July 1883	

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

OFFICE OF THE HARBOUR COMMISSION,
 Quebec, 2nd January 1884

STATEMENT Showing the Number of Pilots for and below the Harbour of Québec on the Active List on the 31st December 1883; the number who retired, struck off the active list or died during the year, the number temporarily suspended, the number who were unable to serve, the number in

STATEMENT Showing the Number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December 1883; the number who retired, struck off the active list or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of the Government Steamers and those in charge of Lighthouses, etc.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Joseph Pepin.....	74	St John, Orleans.....	6	5	6	
2	Charles Nole.....	75	Quebec.....	6	6	7	
3	Edouard Marcoux.....	76	Ste Pétromille, Orleans.....	8	5	6	
4	Thomas Simard.....	69	Quebec.....	7	7	7	
5	Jean Audet dit Lapointe.....	70	St Michel, Bell.....	5	4	5	On the sick list during one month.
6	George Santerre.....	72	do.....	7	6	6	
7	Laurent Larochelle.....	71	do.....	6	5	6	
8	Charles Bernier.....	69	Cap St Ignace.....	7	5	6	
9	Régis Ménard.....	68	St Valier.....	7	8	6	
10	Jean Pouliot.....	69	St John, Orleans.....	2	1	2	On the sick list part of the season.
11	Frs Vézina.....	67	Quebec.....	7	7	6	
12	Hilaire Jovin.....	67	Ste Luce, Rimouski.....	7	7	6	
13	Jean-Bte Bernier.....	68	L'Islet.....	7	8	6	Employed by the Allan Line of Steamers
14	Joseph Pouliot.....	68	St John, Orleans.....	5	5	5	Pensioned the 11th October.
15	Jacques Tremblay.....	75	do.....	7	6	7	
16	Jean Dugas.....	67	Quebec.....	7	6	6	
17	Cyprien Raymond.....	65	do.....	7	6	6	Tried the 11th June. Acquitted.
18	Louis Laprise.....	67	do.....	6	6	6	
19	Pierre Pepin.....	63	do.....	7	5	6	

Quebec the 31st

RKS.

the fall of the fall of

iceshaving tured since of the Act Chapter 32, stipulated in ure of each ould not be pass their e before the Pilots is re- 5.

Treasurer.

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	(Outwards.	Movages.	
30	Charles Dumas.....	67	Green Island.....	7	6	5	
31	Louis Cotin Dugal.....	73	St Michel, Bell.....	6	6	6	
32	Edouard Genest.....	65	Ste Pétronille, Orleans.....	0	0	0	One of the Directors of the Corporation of Pilots reelected at last election.
33	Pierre Lesierré.....	66	Notre-Dame, Levis.....	7	6	7	
34	Maurice Pénisle.....	67	Trois-Pistoles.....	7	5	6	
35	Jean-Baptiste Tardot.....	66	Berthier.....	7	5	5	
36	Joseph Dick.....	66	St John, Orleans.....	6	7	6	
37	Frs Noël.....	73	Ste Pétronille, Orleans.....	5	6	6	
38	Paul Langlois.....	68	Ste Agathe.....	7	4	6	
39	George Audet dit Lapointe.....	63	Larzon, Levis.....	7	0	0	Master of one of the Pilot Schooners.
30	Gabriel Lachance.....	64	St John, Orleans.....	7	6	6	
31	Isaac Marticotte.....	63	Quebec.....	0	0	0	On the sick list during the whole season
32	François Dallaire.....	66	St Laurent, Orleans.....	8	6	6	
33	Laurent Godbout.....	66	Quebec, St Sauveur.....	7	7	7	
34	Pierre Roy.....	68	St Roch, Quebec.....	7	6	6	
35	Pierre Ruellan.....	66	St Michel, Bell.....	2	0	2	Died the 29th June.
36	Hubert Dumas.....	64	Trois-Pistoles.....	5	7	6	Died at the end of October.
37	Joseph Boucher dit Morancy.....	66	Quebec.....	6	0	0	
38	Maurice Pepin dit Lachance.....	70	do.....	0	0	0	On the sick list during the whole season.
39	David Bouffard.....	64	St-Laurent, Orleans.....	7	5	6	
40	Edouard Labrèque.....	63	do.....	7	5	7	
41	Bart. Pepin dit Lachance.....	62	St John, do.....	6	5	5	

42	Antoine Lapointe.....	62	Quebec, St Sauveur.....	7	5	6	
43	Jean Chabot.....	67	Laconne.....	6	4	7	
44	Mariusse Forgius.....	62	Larzon, Levis.....	6	4	6	
45	Frs Duran.....	61	Levis.....	5	4	6	Fined \$40 and costs the 18th July.

On the sick list during the whole season.													
38	Maurice Pepin dit Lachance	70	Quebec	6	6	7	0	0					
39	David Bouffard	64	St-John	0	0	5	6	6					
40	Edouard Labrègue	63	St-John, do	7	7	3	7	7					
41	Bart. Pepin dit Lachance	62	St John, do	6	6	3	5	5					
42	Antoine Lapointe	62	Quebec, St Sauveur	7	6	5	6	6					
43	Jean Chassé	67	Cacouna	6	6	6	7	7					
44	Narcisse Forques	65	Lauzon, Lévis	7	6	4	6	6					
45	Frs Dumas	62	Green Island	7	6	6	6	6					
46	Dominique Verreault	63	Méohim	7	6	7	7	7					
47	Michel Guénard	60	Notre-Dame, Lévis	7	11	11	6	6					
48	Jean Contombe	62	St Laurent, Orléans	5	5	0	0	0					
49	Guis Bernier	64	Cranc Island	0	0	0	0	0					
50	Guis Pichon	61	Ste Pétronille, Orléans	7	6	6	7	7					
51	Jos. Phil. Couillard	62	Quebec	7	6	6	7	7					
52	Nicolas Fortin	60	do	0	0	0	0	0					
53	Nicolas Olivier Leclerc	69	St Michel, Bell	6	6	1	1	1					
54	Julien Dion	65	Green Island	1	1	1	1	1					
55	Pierre Lomieux	59	Quebec	6	6	7	6	6					
56	Louis Fontaine	68	N.-D. Aux., Buckland	6	6	6	6	6					
57	Abraham Couillard Després	68	St Michel, Bell	7	6	6	6	6					
58	Frs Godreau	60	Cap St Ignace	6	6	6	6	6					
59	Jérémie Dufresne	65	Quebec, St-Sauveur	6	6	6	6	6					
60	Antoine Gobeil	55	St John, Orléans	7	7	7	7	7					
61	Pierre Fontaine	55	Quebec	8	11	11	6	6					
62	Victor Demers	58	Lauzon, Lévis	7	5	5	6	6					
63	Joseph Plante	53	Bate St Paul	12	12	12	6	6					
64	Louis Thivierge	54	St John, Orléans	6	6	6	6	6					
65	Charles Francis Brown	55	Quebec	8	9	9	6	6					
66	Paul Piquet	52	St John, Orléans	7	7	7	7	7					
67	Joseph Poulhot	56	do	7	6	6	6	6					
68	George Normand	53	Crane Island	7	6	6	6	6					
69	David Damour	51	Trois-Pistoles	9	8	8	6	6					
70	Charles Vézina	49	St Michel, Bell	7	8	8	6	6					
71	Ovide Dick	52	Quebec	7	5	5	7	7					
72	Michel Nih Asselin	33	St Michel, Bell	6	6	6	6	6					
73	Nana Lachance	49	do	7	7	7	3	3					
74	Annibal Baquet	48	Quebec	14	14	14	7	7					

Fined \$40 and costs the 18th July.
 Pensioned the 9th May.
 Elected, at last election, Director of Corporation of Pilots.
 Died the 30th May.
 Employed almost all season on the Saguenay Station.
 Tried the 12th July. Acquitted.
 Suspended for one month the 25th Oct. Pensioned the 26th December.
 Employed by the Allau Line of Steamers
 Employed by the Dominion Line of Steamers.
 Employed by the Dominion Line of Steamers.
 Employed by the Allan Line of Steamers
 Died the 28th October.
 Employed by the Allan Line of Steamers
 Master of Steamer "Miramichi."

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
75	Joseph Gravel.....	54	Quebec.....	11	12	5	Employed by the Dominion Line of Steamers. One of the Directors of the Corporation of Pilots. Relected at last election.
76	Auguste Couillard Després.....	47	Bienville, Levis.....	0	0	0	
77	Eustache Doiron.....	50	Lauzon, do.....	7	6	6	One of the Directors of the Corporation of Pilots. Not relected at last election. Fined \$60 and costs the 23th July. Employed by the Donaldson Line of Steamers.
78	Jean-Bte Pouliot.....	42	St John, Orleans.....	5	6	6	
79	Jean Gobeil.....	42	St John, Orleans.....	6	6	6	
80	Joseph Paquet.....	46	do.....	7	7	6	
81	Louis Edmond Morin.....	45	Quebec.....	0	0	0	One of the Directors of the Corporation of Pilots. Not relected at last election. Fined \$60 and costs the 23th July. Employed by the Donaldson Line of Steamers.
82	Moïse Lachance.....	46	St John, Orleans.....	6	6	6	
83	Joseph S. Brown.....	49	Montreal.....	12	13	6	Employed by the Government Steamer "Napoleon III."
84	Hubert Raymond.....	44	do.....	6	8	7	
85	Achille Durocher.....	44	St Valer.....	6	6	6	Master of the Government Steamer "Napoleon III."
86	Cyrille Lapointe.....	44	St Laurent, Orleans.....	6	5	7	
87	Joseph Poubil.....	40	St John, do.....	6	5	6	
88	Edmond Larochelle.....	40	St Michel, Bell.....	0	0	0	
89	Ant. Thomas Chouinard.....	49	Pointe-au-Père.....	8	8	6	Elected at last election Director of the Corporation of Pilots.
90	Laurent Gofibout.....	40	St Laurent, Orleans.....	7	6	6	

91	Pierre S. Laprise.....	40	Ste Pétronille, Orleans.....	6	6	6	Employed by the Dominion Line of Steamers.
92	Adelme Pouliot.....	44	St Laurent, do.....	12	11	6	

89	Ant. Thomas Chouinard	49	Pointe-au-Père	8	8	6	6	"Napoleon III." Elected at last election Director of the Corporation of Pilots.
90	Laurent Gauthier	40	St Laurent, Orleans.....	7	6	6	6	
91	Pierre S. Laprise	40	Ste Pétronille, Orleans.....	6	6	6	6	Employed by the Dominion Line of Steamers.
92	Adelme Pouliot	44	St Laurent, do	12	11	6	6	
93	Bart. Pepin dit Lachance.....	38	St John, do	6	7	6	6	
94	Frs-Xav. Delisle	38	St Romald	5	6	6	6	
95	Jos. Pepin dit Lachance	49	Quebec	8	8	6	6	
96	Dambon Eugène Boulanger.....	40	Leuzon, Lewis	5	7	5	5	
97	Cyprien Langlois	39	St John, Orleans	6	6	6	6	Elected at last election Director of the Corporation of Pilots.
98	Jean Delisle	38	do	9	10	6	6	Master of the Steamer "Polino."
99	Nazaire Curodeau	36	Quebec	6	8	6	6	
100	Charles Normand	37	do	7	8	7	7	
101	Napoléon Rioux	38	Ste Pétronille, Orleans.....	6	7	7	7	
102	Jean-Bte Tremblay	40	Quebec	8	10	5	5	Employed by the Donalds n Line of Steamers.
103	Ray. Baquet dit Lamontagne.....	38	St Michel, Bell	9	7	5	5	Employed by the Beaver Line of Steam- ers.
104	Frs-Xav. Lamarre	37	St Valter	9	9	5	5	Employed by the Shaw Line of Steamers
105	Moïse Pouliot	35	St John, Orleans	0	0	0	0	One of the Directors of the Corporation of Pilots. Not reelected at last elec- tion.
106	Paul Gobell	37	do	5	5	6	6	One of the Directors of the Corporation of Pilots. Not reelected at last elec- tion.
107	Ons Alaris Raymond	35	Quebec	8	8	0	0	
108	Victor Vézina	38	do	0	0	0	0	
109	Louis Honorius Lachance	45	St Michel, Bell	0	0	0	0	Master of the Tug "Lake."
110	L. B. O. Couturon dit Larocheille	37	do	10	8	7	7	Employed by the Allan Line of Steamers.
111	Chas Hermie alias A. Bernier	38	do	0	0	0	0	One of the Directors of the Corporation of Pilots. Not reelected at last election
112	Louis Robert Demers	37	Notre-Dame, Lewis	0	0	0	0	Master of the Government Steamer "Druid."
113	Vital Ephrem Chamberland	43	St-Laurent, Orleans.....	6	6	7	7	Employed by the Allan Line of Steamers
114	Joseph G. Dupil	38	Quebec	8	10	7	7	
115	Jean-Bte Talbot	38	Berthier	7	5	7	7	
116	Louis Fortunat Lavoie	38	Ste Lucie, Rimonski	0	0	0	0	His License declared forfeited, the 23th October, under Section 34, of 36 Vict. Cap. 54.

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
117	Joseph Fortier.....	39	St John, Orleans.....	6	5	6	Employed by the Allan Line of Steamers. Elected at last election Director of Corporation of Pilots.
118	Nestor Lachance.....	38	do	10	9	6	
119	Cyrille Andet dit Lapointe.....	38	St Michel, Bell.....	6	6	6	
120	Edmond Turgeon.....	37	St Joseph, Levis.....	6	6	6	Master of one of the Pilot Schooners during part of the season.
121	Joseph Lapointe.....	40	St Laurent, Orleans.....	0	0	0	
122	Pierre Pepin dit Lachance.....	34	Ste Anne Leportiere.....	6	7	6	
123	Theo H. Courteau.....	39	Ste Petronille, Orleans.....	6	6	6	Employed by the Shaw Line of Steamers.
124	Isido Noël.....	33	St John do	6	6	6	
125	Jean Evariste Adam.....	39	L'Islet.....	3	2	3	
126	Alfred Larochelle.....	36	Noire Dame, Levis.....	6	6	6	Master of one of the Pilot Schooners during part of the season.
127	Théophile Corriveau.....	36	Quebec, St Sauveur.....	11	9	6	
128	Kizéar Gohout.....	35	do	8	7	7	
129	Georges Couillard Després.....	35	Bienville, Levis do	7	7	7	Employed by the Shaw Line of Steamers.
130	Pierre Gobeil.....	33	St John, Orleans.....	6	6	6	
131	Théodule Pepin dit Lachance.....	38	Quebec.....	6	6	7	
132	Achille Tremblé Simard.....	32	St Joseph, Levis.....	3	3	3	Fined \$40 and costs the 18th July. Out of the roll part of season.
133	Jean-Bte Patoiné.....	32	Bienville, Levis.....	6	6	6	
134	Narcisse Lavoie.....	34	Ste Gene, Rimouski.....	6	9	6	
				3	0	0	Master of one of the Pilot Schooners almost all the season.

135 Joseph Emilio Couillard.....
 136 Louis Albert Royer.....
 137 Adéard Santerre.....
 138 Guillaume Robit.....
 139

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Quebec.....
 St John, Orleans.....
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 St John, Orleans.....

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133	Jean-Bte Patoino.....	32	St Joseph, Levis.....	6	6	6	0	of the roll part of season.
134	Narcisse Lavoie.....	31	Bienville, Levis.....	6	9	6	0	Master of one of the Pilot Schooners almost all the season.
141	Jos. Frs.-X. Bernier.....	31	Quebec.....	9	9	6	6	
142	Frs.-X. Demoule.....	31	St John, Orleans.....	6	7	6	6	
143	Louis Honoré Lapierre.....	33	Notre Dame, Levis.....	6	8	8	8	
144	Joseph Eugène Lachapelle.....	29	St John, Orleans.....	7	6	7	6	
145	David Arthur Bonnard.....	29	do do.....	6	7	6	6	
146	Jean Théophile St Laurent.....	32	Quebec.....	6	7	6	6	
147	Jacques George Dugas.....	31	St Anne Immaculée.....	6	7	6	6	
148	Jos. Victor Gourdeau.....	36	St Patrice, Orleans.....	6	7	6	6	
149	Louis alias Tremblé Delisle.....	29	Trois-Pistoles.....	0	7	6	6	
150	Jean-Bte Couillard.....	32	Cap St Ignace.....	6	0	0	0	Master of Red Island Light Ship.
151	Chs. Pelletier.....	35	St Michel, Bell.....	6	6	6	6	
152	Jos. alias Philéas Langlois.....	37	St John, Orleans.....	6	6	6	6	
153	Nazaire Delisle.....	34	do do.....	7	5	6	6	
154	J. E. Bonaventure Lavoie.....	31	St Luce, Rimouski.....	7	6	7	6	
155	Alexis Vézina.....	33	Grane Island.....	7	5	6	6	
156	Adolphe Bailargeon.....	29	St Pétronille, Orleans.....	6	7	6	6	
157	Samuel Roux.....	30	Quebec.....	7	7	6	6	
158	Joseph Dion.....	29	St Michel, Bell.....	6	8	6	6	
159	Joseph Lavo Clavel.....	27	Green Island.....	6	6	6	6	
160	Paul Lacombe.....	27	Quebec.....	6	6	6	6	
161	Arsadius J. Lavigne.....	27	Quebec.....	7	7	6	6	
162	Leon Lachapelle.....	33	St Luce, Rimouski.....	6	6	6	6	
163	Paul Lachance.....	33	St Laurent, Orleans.....	8	6	6	6	
164	Joseph Pouliot.....	27	St John, do.....	6	7	7	6	
165	Joseph Larochelle.....	26	St Michel, Bell.....	6	6	6	6	Employed by the Beaver Line of Steamers.
166	Adolphe Lachance.....	25	do.....	6	10	6	6	
167	Frs Gaudreau.....	32	Cap St Ignace.....	6	6	6	6	
168	Arthur Kemié.....	32	L'Islet.....	7	5	6	6	
169	Eugène Anctil.....	25	Quebec.....	6	6	6	6	

QUEBEC HARBOUR COMMISSION

STATEMENT showing the dates of the opening and the closing of
Navigation in the Harbour of Quebec in 1883.

Date of the opening of the navigation in the Harbour of Quebec and below.....	23rd April.
Date of the opening of the navigation in the Harbour of Quebec and above.....	5th May.
Date of the closing of the navigation in the Harbour of Quebec and above.....	30th November.
Date of the closing of the navigation in the Harbour of Quebec and below.....	1st December.
Date of the opening of the navigation in the River St-Charles.....	2nd May.
Date of the closing of the navigation in the River St-Charles.....	1st December.
The ice bridge before Quebec formed the.....	2nd February.
Same broke the.....	23rd April.

Account of the work of season allowed.

A. H. VERRÉT,
Secretary-Treasurer.

(Certified),

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January, 1884.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the dates of the opening and the closing of Navigation in the Harbour of Quebec in 1883.--(Continued.)

Date of the clearing of the ice inside the Louise

Basin..... 25th April.

Date of the formation of the ice inside the Louise

Basin..... 1st December.

(Certified),

A. H. VERRET,
Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION, }
Quebec, 2nd January, 1884.

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CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1883.

RECETTES.			
A balance de 1882.....	\$ 1944 58	Marcel LeBel, à sa pension du 1er décembre 1882.....	100 83
Percentage ou contribution des Pilotes.....	9843 89		\$ 1019 93
Intérêts sur placements.....	2920 67	7 Pilotes à \$101.	
Intérêts par Caisse d'épargnes.....	10 49	F. X. Lachance.....	101 00
Amendes.....	135 00	Jean Frs Lamarre.....	101 00
	14854 63	Anselme Marmen.....	101 00
DÉBOURSÉS.		Pierre Pelletier.....	101 00
Par pensions.....	10727 60	Joseph St-Laurent.....	101 00
Par secours.....	214 13	J. Bte Turgeon.....	101 00
Par dépenses générales.....	70 30	Frs Thivierge.....	101 00
Par salaires.....	500 00		\$ 707 00
Par dépôts, Caisse de la Ban- que Nationale.....	3200 00	6 Pilotes à \$92.	
Balance on Caisse.....	142 70	Edouard Demers.....	92 00
	\$ 14854 63	Glovis Antif.....	92 00
PILOTES SECOURUS PAR LE FONDS.		J. Bte Pâquet, arrérages.....	48 00
Frs Vézina.....	36 80	do do acc.....	69 00
Isaie Marticotte.....	96 00	Amable St-Laurent.....	92 00
Léandre Raymond.....	28 00	Marcel Coté, décédé le 24 avril 1883.....	44 47
Maurice Pepin.....	53 33	Alexis Vézina, à sa pension du 10 avril 1883.....	51 11
	214 13		\$ 488 58
PENSIONNAIRES A LA CHARGE DU FONDS.		5 Pilotes à \$90.	
—PILOTES.—		Pierre Gourdeau.....	90 00
Montant payé à chacun d'eux pendant l'année, du 1er Novembre 1882 au 1er Novembre 1883.		Jean Lavoie.....	90 00
10 Pilotes à \$110.		F. X. Lapointe, décédé le 1er août 1883.....	67 50
Paul Bleuin.....	110 00	Joseph Lavoie, à sa pension du 10 avril 1883.....	50 00
Frédéric Bernier.....	110 00	Edouard Rousseau.....	90 00
Laurent Tremblay.....	110 00		\$ 387 50.
Jean Dufresne, décédé le 8 avril 1883.....	48 27	5 Pilotes à \$88.	
Dominique Girard.....	110 00	F. X. Corriveau.....	88 00
Frs Jos. Pouliot.....	110 00	Joseph Lapointe.....	88 00
J. Bte Bourge.....	110 00	Frs Pelletier.....	88 00
Yves Sylvestre.....	110 00	Michel Fournier, décédé le 5 décembre 1882.....	8 37
Thomas Després, à sa pension du 1er décembre 1882.....	100 83	Antoine Rousse!.....	88 00
			\$ 360 37

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

4 Pilotes à \$86.		13 Veuves à \$64.	
Louis Lemieux.....	86 00	Veuve F. X. Delisle.....	64 00
Frs Nadeau.....	86 00	" Robert Demers.....	64 00
Alexis Roy.....	86 00	" Hubert Dumas, à sa	
Célestin St-Pierre.....	86 00	pension du 25 sept. 1883 ...	6 25
	\$ 344 00	Veuve Jean Gobeil.....	64 00
3 Pilotes à \$82.		" Cyprien Langlois.....	64 00
F. X. Ménard.....	82 00	" Paul Larochelle.....	64 00
Michel Vézina, acc.....	41 00	" Joseph Mercier.....	64 00
Siméon Plante.....	82 00	" Michel Morin.....	64 00
	\$ 205 00	" Jos. Raymond.....	64 00
5 Pilotes à \$79.		" Pierre Ruelland, à sa	
Frs Côté.....	79 00	sion du 30 juin 1883.....	21 35
Pierre Charest.....	79 00	Veuve George St-Amand.....	64 00
Paul Pouliot.....	79 00	" Damien Boulanger, ar.	33 50
J. Léon Roy.....	79 00	do	
Léandre Raymond, à sa pen-		do dé-	
sion du 15 février 1883.....	55 96	cédée le 30 juin 1883.....	42 66
	\$ 374 96		\$ 743 76
1 Pilote à \$47.		15 Veuves à \$62.	
James Forbes.....	\$ 47 00	Veuve C. J. Adam (A. B.)...	62 00
VEUVES DE PILOTES.		" J. K. Adam.....	62 00
12 Veuves à \$68.		" Damase Babin.....	62 00
Veuve Edouard Antil.....	68 00	" Marcel Côté, à sa pen-	
" Charles Brown.....	68 00	sion du 24 avril 1883.....	34 10
" Maximin Caron.....	68 00	" Michel Fournier, à sa	
" Chs Chouinard.....	68 00	pension du 5 déc. 1882.....	56 20
" Alexis Belisle.....	68 00	Veuve Nicholas Portin, 21	
" J.-Bte Dion.....	68 00	mai 1883.....	27 55
" Ls Jos Lavoie.....	68 00	Veuve Pierre Gourdeau (A.F.)	62 00
" Chs Pouliot.....	68 00	" Isaac Gourdeau.....	62 00
" Alexis Pelletier.....	68 00	" Amable Genest, arrér.	15 59
" Nicholas Paradis.....	68 00	do do acc.....	46 50
" Edouard Petigrew.....	68 00	" Ls Marie Lavoie.....	62 00
" Alex. Vaillancourt, à		" Bénonie Normand.....	62 00
sa pension du 23 oct. 1882.	69 50	" J. M. Plante.....	62 00
	\$ 817 50	" Gabriel Plante.....	62 00
		" Pierre Paquet.....	62 00
		" Fils Rioux.....	62 00
			\$ 923 85
		16 Veuves à \$60.	
		Veuve Antoine Boucher.....	60 00

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1882.—(Suite.)

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Veuve J. B. Asselin, décédée le 6 février 1883.....	16 00
Veuve Félix Caron.....	60 00
" Louis Crépault.....	60 00
" David Cinq-Mars.....	60 00
" Pierre Curdeau.....	60 00
" Ths Connell.....	60 00
" Vital Charest.....	60 00
" Joseph Dupil.....	60 00
" Jean Giroux.....	60 00
" Pierre Gourdeau (A.N.).....	60 00
" Jean Marcoux.....	60 00
" Magloire Mercier, acc.....	45 00
" J. Bte Patoine.....	60 00
" J. Bte Tremblay.....	60 00
" Ed Vaillancourt.....	60 00
	\$ 901 00

17 Veuves à \$58.

Veuves Ed Chevalier.....	58 00
" J. Bte Caron.....	58 00
" Thomas Dick.....	58 00
" Amable Fournier, arr.....	32 00
" do do acc.....	29 00
" Dennis Glynn.....	58 00
" Wm Irvine.....	58 00
" Fabien Langelier.....	58 00
" Julien Langlois.....	58 00
" J. Bte Laroche.....	58 00
" A. Lavoie, (L. M.).....	58 00
" Henri Lavoie.....	58 00
" Firmin Levesque, acc.....	43 50
" Henri Noël.....	58 00
" Pierre Ross.....	58 00
" R. E. Smard, remariée.....	29 00
" Fred Simpson.....	58 00
" Joseph Simpson.....	58 00
	\$ 945 50

15 Veuves à \$56.

Veuve L. Asselin, (M. L.).....	56 00
" Grégoire Bernier.....	56 00
" Germain Caron.....	56 00
" Jean Dion.....	56 00
" Aug. Doiron.....	56 00
" C. F. Koenig.....	56 00
" Ovide Lachance.....	56 00

Veuve L. Langlois, (E. D.)....	56 00
" Jos. Levesque.....	56 00
" Ant. Michaud.....	56 00
" Pierre Normand.....	56 00
" David Peligrew.....	56 00
" Benj. Pineau.....	56 00
" Jean Pelletier.....	56 00
" John Simpson.....	56 00
	\$ 840 00

10 Veuves à \$18.

Veuve Guill. Amyot.....	48 00
" Paul Blouin.....	48 00
" Frs Boissinot.....	48 00
" Célestin Côté.....	48 00
" P. Desrosiers <i>alias</i> Du- tremble.....	48 00
Veuve F. X. Lachance.....	48 00
" P. P. Lachance.....	48 00
" Frs Leclerc, arrérages.....	54 00
" do année.....	48 00
" Michel Pelletier.....	48 00
" Abraham Royer.....	48 00
	\$ 534 00

8 Veuves à \$40.

Veuve Alfred Antil, à sa pen- sion du 29 Déc. 1883, acc...\$	23 77
Veuve Jacque Daudurand, acc.....	30 00
Veuve André Koable.....	40 00
" Guill. Morency.....	40 00
" Magloire Rioux, acc.....	40 00
" Pierre Rouleau.....	40 00
" J. B. Servant.....	40 00
" Henri Verreault.....	40 00
	\$ 293 77

14 Veuves à \$38.

Veuve Zach Blanchet, acc....	19 00
" Fabien Caron.....	38 00
" Magloire Côté.....	38 00
" R. Côté <i>alias</i> Urbain, ac.....	28 50

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

Veuve Antoine Fortier.....	38 00	4 " à 86.....	344 00
" L. Langlois (A. R) arrér.....	9 50	3 " à 82.....	205 00
" L. Langlois, année.....	38 00	5 " à 79.....	371 96
" Pierre Lapointe.....	38 00	1 " à 47.....	47 00
" Ls Phil. Lavoie.....	38 00	46 pilotes.....	
" Pierre Michaud.....	38 00	12 veuves à \$68.....	817 50
" Tls McNeil.....	38 00	13 " à 64.....	743 76
" Ant. Raymond, arrér.....	9 50	16 " à 62.....	923 85
" do année.....	38 00	16 " à 60.....	901 00
" George Simard, arrér.....	19 50	17 " à 58.....	945 56
" do année.....	38 00	15 " à 56.....	840 00
" Alfred Turgeon.....	38 00	40 " à 48.....	534 00
" Louis Thivierge.....	38 00	8 " à 40.....	293 77
		14 " à 38.....	542 00
	\$542 00	121 veuves.....	
15 ENFANTS.....		15 enfants à \$15, \$12.50 et \$10.....	254 88
D. Charest (David) infir., (1).....	15 00	182 pensionnaires.....	\$10727 60
H. Couillard do (1).....	15 00		
D. Charest (Gervais), infirme (1) arrérages.....	3 75		
D. Charest (Gervais), infirme (1) acc.....	11 25		
W. Pettigrew, 1 à 15.00 inf (2).....	27 52	ÉTATS DE FONDS.....	
Tls Boutin, infirme (1).....	15 00	Argents prêtés.....	\$53352 71
P. Toussaint, do (1).....	15 00	" dans la Caisse d'E-pargne.....	3200 00
F. Dupuis, do (1).....	15 00	Argents dans les mains du Trésorier.....	142 70
N. Fortin, do (1).....	15 00		
J. Jahan, do (1).....	15 00	A déduire les arrérages de pensions dus ce jour.....	\$56695 41
Isaac Forbes, 1 à 15.00 inf. (2).....	27 48		388 03
E. Lavoie, infirme (1) arr. do.....	15 00	E. et O. E. Québec ce 31 décembre 1883.	\$56307 38
P. Garneau, do (1) ann. do.....	18 75	F. X. DION, Trésorier.	
P. Garneau, do (1) arr. do.....	5 00		
E. Gourdeau, do à \$10 acc. do.....	7 50		
E. Gourdeau, décédé le 19 mars 1883.....	28 75		
	4 88		
	\$254 88		
RÉSUMÉ DES PENSIONS.....			
10 pilotes à \$110.....	\$ 1019 93		
7 " à 101.....	707 00		
6 " à 92.....	488 58	ACHILLE DAMOUR, } Auditeurs.	
5 " à 90.....	387 50	EMILIO COUILLARD, }	
5 " à 88.....	360 37		

Jos. P. Roy, Comptable.

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

F. X. Dion, en compte courant avec la Corporation des Pilotes de Québec, au 31 décembre 1883.		Par Gages des apprentis.....	703 25
ACTIF.		Par gages des cuisiniers.....	575 27
A Balance de 1882.....		Par indemnité aux directeurs.....	600 00
Fonds de réserve de 1882.....	\$ 231 00	Par indemnité aux capt. des goëletts	243 00
Douane de Montréal.....	44326 98	Par indemnité à MM. Dion et Dumas, Saguenay.....	237 00
“ des Trois-Rivières.....	3354 73	Par interdiction : montant payé à 2 pilotes.....	261 00
“ de Chicoutimi, acc '78	200 00	Par parts de goëlettes : payé à huit pilotes.....	900 60
“ des Escoumains.....	117 10	Par intérêts : payé sur emprunt.....	261 25
“ de Tadoussac.....	219 18	Moins perçu, en compte courant avec la Banque Nationale.....	214 70
“ de la Rivière Ouelle.....	1035 40	Par emprunt : payé en acompte.....	1100 00
“ de Sorel.....	1145 72	Par pilotage : remises sur tirant d'eau et vaisseaux payées en double.....	1386 24
Goëlette Taché acc.....	525 00	Par salaires des employés.....	1800 00
Amendes.....	580 00	Par fonds de réserve.....	400 00
Temps perdu.....	2677 18	Par dividende.....	116976 00
Pilotage : perçu à Québec.....	86880 03	Par fonds des pilotes Invalides : pourcentage 7% durant la saison.....	9581 54
	\$142767 99	Bilan.....	58 02
PASSIF.		E. et O. E. Québec, ce 31 décembre 1883.	\$142767 99
Par Dépenses générales.....	\$1555 96	F. X. Dion, Trésorier.	
Moins divers effets vendus.....	12 34	Nous soussignés certifions avoir examiné minutieusement les livres de la Corporation des Pilotes de Québec et les avoir trouvés corrects.	
Dépenses des pilotes.....	937 96	ACHILLE DAMOUR, } Auditeurs.	
Moins perçu d'Allan Rao & Cie, \$127.50.....	136 40	EMILIO COUILLARD, }	
Moins perçu divers pilotes, \$8.90.....		Jos. P. Roy, Comptable.	
Par dépenses de goëlettes.....	\$1806 60		
Moins voiles, mats, etc, vendues.....	115 59		
Par provisions.....	2845 85		
Moins montant du à divers pilotes et capt.....	53 86		
Par loyer : \$300, plus les taxes, \$65.25.....	365 25		
Par Dawe & Jarvis : montant de leur compte.....	646 96		