





QUEBEC  
HARBOUR COMMISSIONERS' REPORTS  
FOR THE YEAR 1888

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., Chairman,	WILLIAM RAE, Esq.,
The Hon. THOS. MCGREEVY, M. P.	J. BELL FORSYTH, Esq.,
R. R. DOBELL, Esq.,	FERDINAND HAMEL, Esq.,
JULIEN CHAROT, Esq.,	EDMOND GIROUX, Esq.,
	R. H. SMITH, Esq.

JOSEPH FORTIER, 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.

HENRY F. PERLEY, Chief Engineer, CHS MCGREEVY, Asst. Engineer,  
ST GEORGE BOSWELL, Resident Engineer. H. LA FORCE LANGEVIN, Asst. Engineer.

QUEBEC  
LÉGER BROUSSEAU STEAM PRINTING ESTABLISHMENT  
9, BUADE STREET

1889

BIBLIOTHÈQUE DES ARCHIVES  
VILLE DE QUÉBEC

NO 7766



---

## QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1888

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

QUEBEC, 7th January, 1889.

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

Sir,

In compliance with the requirements of the 38th Victoria, Chapter 55, Section 14, I have the honor to report as follows on the doings of the Quebec Harbour Commissioners for the year 1888.

### *Chief Engineer's Report.*

The enclosed report from the Chief Engineer, Mr Henry F. Perley, contains all the information with reference to the Harbour Works under his charge for last year.

### *Graving Dock.*

Only two vessels have used the Dock during the year :

The first, S.S. "Alcides"..... 3,422 tons. gross,  
The other, S. S. "Bratsberg". 1,422 " "

The "Alcides" was docked the 24th August and undocked the 29th same month, and the "Bratsberg" came in the 15th September and left the 24th. The Dock has been kept in the most perfect condition and has given the greatest satisfaction to those who had charge of the two above named vessels.

The restoration of the warehouse, which was burned in 1886, has been completed and fitted so as to be used as a store and dwelling house.

The Contractors for the Dock had filed a claim in settlement of their Contract with request that same, if not admitted by the Commissioners, be referred to arbitration. This question was the subject of a lengthy correspondence. Mutual concessions having been made a fair arrangement was finally agreed upon and the arbitration has been thus avoided. A balance of \$11,479.03 is still due on this agreement, upon which the Contractors are claiming interest.

It is satisfactory to declare that the Contractors all through have proved their willingness to meet the Commissioners' desire to avoid litigation in this case and have shown themselves most liberal in their concessions.

Both the Dock Master, Captain J. E. Bernier, and the Engineer in charge of the Pumping Machinery, Mr. William McDougall, have given entire satisfaction to the Commissioners.

Under the authority of the Act of last session, 51 Victoria, Chapter 6, the Dock has become a public work and is under the control and administered by the Honorable the Minister of Public Works of Canada.

#### *Dredging.*

At the close of the working season the Contractors had, under their Contract of the 23rd May 1887, dredged the following quantities of material : 644,284 cubic yards at a depth of 26 feet below low water mark, 1380 cubic yards from 26 to 28 feet below low water mark and 5,508 cubic yards of bottoming in the Tidal Basin.

#### *South-Wall, Harbour Works.*

In spite of their exertions the Commissioners have not been able to fulfil their promise, conveyed in their last report, to have the South-Wall completed within the term of the contract. Uncontrollable circumstances, combined principally with the wet weather, which has prevailed during the season, have greatly retarded the progress of this work. There cannot exist any reason now to prevent its completion by the end of the next working season.

---

*Louise Embankment.*

The accommodation supplied for landing coals on the Louise Embankment has proved to be of the greatest service. The increase of this trade on the Embankment has been such as to necessitate an extension which has been added, in June, in order to meet the anticipated requirements. It is probable that the space reserved for that purpose may still be found too narrow, in as much as that business has a tendency to increase, and, if it becomes necessary to give further accommodation, it can easily be done.

Messrs Ph. Gingras Cie, one of the most important firms dealing in coals of this City, have secured on the north side of the west end of the Embankment a large space of ground where they have transferred their business. The whole space leased to them has been properly planked and fenced in and provided with a small building for an office, and also with a large Fairbank Scale. The lease is for a period of five years with the understanding that the Commissioners can, at any time, take possession of the ground by giving six months' notice to that effect previous to the 1st May each year.

The main railway track of the Embankment has been brought down to the Breakwater so as to afford the discharging of the goods from the Mail Steamers directly into cars.

At the request of mill owners, lumber merchants and others doing business, on the line of the Lake St John Railway, the Commissioners have decided to place an additional siding accommodation on the north side of the Embankment in order to facilitate the unloading of deals and lumber from cars in bateaux and barges. This new accommodation will be ready for the traffic early next spring.

The question of erecting a Grain Elevator on the Embankment has been the subject of the most serious consideration. No definite action has been yet taken although the necessity of such a building is admitted.

This question, involving a large expenditure, cannot be soived before the Harbour Works are completed.

*Draw Bridge.*

The Contract for the construction and erection in place of a Draw - Bridge across the entrance to Wet Dock, Harbour Works, has been awarded to the Dominion Bridge Company. The bridge is to be delivered complete by the 1st May next. The Contract amounts to \$13,000.

NO

*Dredging of the Fly Bank Channel.*

The dredging of the Fly Bank Channel has been comparatively small this year. This is due to the fact that this work is subordinated to the South-Wall Contract, that is to say that the dredging in question proceeds only when clay is required for the other work, the Contractors being allowed a certain extra remuneration for digging it in that channel according to special directions and supervision in order to obtain uniformity in depth and width.

The quantity of material so dredged, this year, amounts to.....	12,742 cubic yards
which, added to the.....	54,069 " "
previously dredged, gives a total of....	66,811 " "

It is probable that the dredging of this channel will be completed by the end of the next working season.

*Hydrographic Survey of the Lower St Lawrence.*

On being informed that Captain Maxwell, of the surveying ship "Gulnare" was on the eve of completing the hydrographic survey of the lower St Lawrence, the Commissioners have addressed you an application praying that his operations be extended as far as Cap Rouge, as such would be of great advantage.

The reply was that the matter would receive consideration. The Commissioners are in hope that their application will be favorably considered and that the Government will accede thereto.

*Ice Bridge, Cap Rouge.*

At one of their meetings, in March, the Commissioners had under consideration the question of the advisability of taking the means of removing by explosives, as it had been done in former years, the key of the ice bridge which was then existing at Cap Rouge. A surveying party was thereupon sent on the spot for the purpose of establishing the position, thickness and length of the bridge with instructions to take information as to the probable time the ice would move.

The report of the surveying party satisfied the Commissioners that it would not be necessary to use explosives, this year, for this purpose and their provisions have been realized.



---

*Lease to the Quebec and Lake St John Ry Co and the Quebec, Montmorency and Charlevoix Ry Co.*

A Lease, with reference to the crossing of the Commissioners' property, has been granted to the Quebec and Lake St John and the Quebec, Montmorency and Charlevoix Railway Companies.

The Lease is for fifty years and contains all the necessary provisos as to the works which the Companies will have to execute, at their own expense, before taking possession of the premises.

*Repairs to Property.*

With the exception of the Pointe-à-Carcy and East India Wharves, which have already been reported as much in need of repairs, the remainder of the property under the control of the Commissioners has been frequently inspected and kept in a thorough state of order. The small Pointe-à-Carcy wharf, adjoining the Custom House, has been repaired and is now in a perfect condition.

A large Fairbank Scale has been placed on Pointe-à-Carcy Wharf for the use of the coal dealers doing business on that wharf.

Nine hundred and ninety one (991) tons of filling material, consisting in ballast taken from ships, have been dumped, during the year, into Pointe-à-Carcy Wharf, and two hundred and forty (240) tons of iron dross have been overspread on its roadway.

Three hundred (300) tons of copper dross have been spread over Wellington Wharf and two hundred and ninety (290) tons over East India Wharf.

Two hundred and sixty (260) tons of stone ballast have been dumped into Atkinson Wharf and two hundred (200) tons into the Breakwater.

*Ice Cutting.*

Twenty six thousand three hundred and twenty five (26325) blocks of ice, all for local use, have been cut during the winter of 1887-88, a difference in less of 7490 in the harvest of the preceding year. According to the ice cutters this difference is due to the thickness and density of the ice last cut, the average weight having given an excess per block.

---

---

Before closing this report it is a duty to repair an oversight heretofore made in omitting to allude to the services rendered by the Engineers under whose direction the Harbour Works are constructed. The Commissioners cannot praise too much Mr Henry F. Perley for the great ability, skill and knowledge he has displayed in the exercise of his duties as Chief Engineer to the Harbour Works. The same compliment is due to the Resident Engineer, Mr St George Boswell, and his two assistants, Messrs Chas. McGreevy and La Force Langevin.

---

The usual statements conveying the information yearly furnished to your Department with reference to the Harbour, as also a complete statement of the Commissioners' accounts for the year, are all annexed to this report.

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

Secretary Treasurer.

---



## HARBOUR ENGINEERS' OFFICE.

QUEBEC, 5th January, 1889.

Sir,

I have the honor to submit, for the information of the Commissioners, the following with reference to the Harbour Works, etc., under my charge.

The unfinished work of the Cross-Wall stood very well during the past winter, and work for its completion was commenced on the 7th May, and continued until the setting in of winter.

During the season the sluice-valves were completed and set. The first stone of the entrance works was laid on the 24th May, and the last on the 20th August, at which date the pump was taken down, and the removal of the coffer-dam commenced, and, on the 25th September, all obstructions had disappeared.

As soon as an unobstructed passage was had through the "entrance" the sinking of the remaining foundation cribs was proceeded with, and the last was put in place on the 20th October; and, before the setting in of winter, a portion of the masonry superstructure was proceeded with.

The gates, four in number, have been completed, and launched, and are ready to be placed in position in the spring.

Much dredging was done during the season in the inner or Wet Basin, principally in grading the bottom to an uniform depth of 15 feet below low water, spring tides. A further quantity still remains to be done to complete this depth over the area adapted for the Basin.

At the junction of the Louise Embankment and the "Ballast Wharf" in the tidal or outer basin it was found that, owing to the settlement of the latter, an opening had formed through which the sand filling of the Embankment escaped. A continuous row of heavy sheet piles has been driven and secured in front of this opening and the accumulated material removed by dredging, thus increasing the length of deep water frontage.

On the South-Wall, so called, work commenced on the 30th April and was steadily prosecuted until the close of the season. The portions between the end of the Custom House wharf and Dalhousie Street, and between the end of the "Cross-Wall" along Dalhousie Street to the junction, in Leadenhall Street, were

completed. A large amount of work was done, but the intention of the Contractors to complete the whole, last year, could not be carried out, the principal cause being the difficulty in obtaining labor on a work of such a description as that of the South-Wall, a work, the foundations of which could only be proceeded with during the intervals of low water in the harbour and the operations to be carried on being slow and laborious. Another cause of delay was the fact that railways were in the course of construction in the neighborhood of Quebec, on which labor could be continuous during the day, thus drawing off many men who would otherwise have sought employment on the harbour works. Again the working season was, owing to the prevalence of rain, not an advantageous one for the speedy or economic completion of work.

The harbour works, which have been built by the Commissioners, have stood exceedingly well and so far have not required any repairs. The wooden wharf, on the south side of the tidal basin, has failed at the junction with the cross-wall, a settlement having taken place, caused by the dredging necessary to obtain the depth required for the foundation cribs for the cross-wall. This failure has proved that the deepening of the tidal basin cannot be continued up to this wharf, and, if that side of the basin is to be made available for deep draught vessels, it will be necessary to widen the wharf by building out into the full depth of the basin.

Although the Graving Dock has been transferred to the Department of Public Works of Canada, its management to the close of the year remained with the Commissioners. It is in good order and condition.

I am, Sir,

Your most obedient servant,

HENRY F. PERLEY,

Chief Engineer.

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

## HARBOUR COMMISSIONERS' OFFICE

QUEBEC, 31st December, 1888.

STATEMENT showing the movement of the coasting trade of the Harbour for the season of navigation of 1888 :—

Cargoes by Schooners.....	874
“ “ Bâteaux.....	785
“ “ Barges.....	170
“ “ Steamboats.....	281
Tonnage.....	372395
Crews, men.....	14524
Passengers.....	68610

## HARBOUR COMMISSIONERS' OFFICE

QUEBEC, 31st December, 1888.

## DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards by vessels from all parts  
of the Dominion, at this port, for the season 1888.

	Total.
Schooners.....	874
Bateaux.....	785
Barges.....	170
Steamers.....	281
Tonnage.....	372395
Crews, men.....	14524
Passengers.....	68610
IMPORTS.	
Apples.....brls	28255
Ale and Porter.....brls	13754
do.....hhds	6704
Almonds & Nuts.....bags	1975
Agricultural Implements.....pks	7200
Axes.....boxes	3051
Biscuits.....boxes	17593
do.....brls	1945
Brandy.....hhds	9
do.....brls	358
do.....cases	1749
Boots and Shoes.....boxes	3956
Blacking.....boxes	3038
Beef.....brls	2538
Barley.....bulbs	8642
Bran.....tons	2440
do.....bags	2531
Brooms.....pks	4358
Butter.....kegs	2602
do.....lbs	139091
Blueberries.....boxes	23257
Books.....cases	2463
Baking Powder.....boxes	22790
Bricks.....M	237
Boards.....pes	393929
Bark.....cords	2310

## DOMINION IMPORTS.—(Continued).

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port, for the season 1888.

	Total.
Cigars.....cases	2090
Cheese.....boxes	8433
Crockery.....pun	110
do.....brls	1332
do.....crates	1739
Coffee.....brls	265
do.....bags	2061
Cattle.....	6473
Coals.....tons	42159
Corn.....buhls	8282
Cordage.....bales	3055
Canada Plates.....boxes	10570
Carpets.....bales	1029
Champagne.....cases	2371
Currants.....brls	501
Candles.....boxes	331
Clocks.....cases	281
Confectionery.....brls	3405
Cod Oil.....galls	50789
Drugs.....brls	1468
do.....cases	11067
Deals.....pcs	947632
Eggs.....doz	102112
Ells.....brls	584
Flour.....brls	14569
do.....bags	71465
Fowls.....	2231
Feathers.....do	1408
Furniture.....loads	714
Fruit.....brls	4396
Gin.....cases	8292
Glue.....brls	272
Grain.....bags	26460
Greenfish.....brls	3119
Glassware.....hhds	176
do.....brls	1046
do.....crates	9247
Glass.....boxes	7653
Hides.....pks	36946
Horses.....	859
Hops.....bales	1396
Hardware.....brls	298
Do.....c's & bx	14025
Herrings.....brls	9001
Hay.....bdls	109220
Iron.....pkgs	45250



## DOMINION IMPORTS.—(Continued).

REPORT of Principal Entries inwards by vessels from all parts of  
the Dominion, at this port, for this season 1888.

	Total.	
Leather.....	bales	33130
Lard.....	kegs	12135
Linseed.....	buils	148
Machinery.....	pkgs	3037
Maccaroni.....	bxs	44635
Matches.....	cases	283
Mineral Water.....	hhds	286
Marble.....	pkgs	611
Nails & Spikes.....	kegs	30141
do.....	bxs	2474
Oakum.....	bales	1422
Oats.....	bus	108292
Old Iron.....	cwts	203
Pork.....	brls	1394
Peas.....	bus	6278
Potatoes.....	do	36646
Raisins.....	do	5817
Rice.....	bxs	15228
Rakes.....	bags	3819
Rosin.....	pkgs	504
Refrigerators.....	brls	732
Sugar.....	brls	8015
Stones.....	loises	151
Shingles.....	M	1716
Sewing Machines.....		2628
Starch.....	bxs	1349
Spice.....	bxs	22319
Steel.....	pkgs	9667
Seeds.....	bags	2065
Shovels & Spades.....	pkgs	4831
Soda Carb.....	brls	2070
Scales.....		763
Salmon.....	brls	596
Seal Oil.....	galls	30964
Scythe Handles.....	pkgs	4365
Sleepers.....		22116
Stationery.....	cases	4338
Slabs.....	loads	1045
Tea.....	boxes	16685
Tobacco.....	do	3186
Trout.....	brls	64
Tin.....	boxes	3952
Turpentine.....	brls	1745
Tar.....	do	128
Wine.....	hds	404
do.....	qr cks	3469

---



---

**DOMINION IMPORTS.—(Continued).**

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port, for the season 1888.

---



---

Total.

Total.

33130  
12135  
148  
3037  
44635  
283  
286  
611  
30141  
2474  
1422  
08292  
203  
1394  
6278  
36646  
5817  
15228  
3819  
504  
732  
8015  
151  
1716  
2628  
1349  
22319  
9667  
2065  
4831  
2070  
763  
596  
0964  
4365  
2116  
4338  
1045  
6685  
8186  
64  
952  
745  
128  
404  
469

Wine.....octaves .....	6990
Wine.....cases .....	682
Whiskey.....brls .....	153
do.....cases .....	6256
Washboards.....pkg .....	1418
Wood.....cords .....	30595

JAS. WOODS,  
*Chief Clerk.*

Harbour Commissioners' Office,  
Quebec, 31st December, 1888.

R

R,

for S

..... 281,01

..... 484,44

..... 484,44

..... 484,44

..... 484,44



**J. BELL FORSYTH & CO.'S**

**Prices Current of TIMBER, DEALS, &c.**

QUEBEC, 24TH DECEMBER, 1888.

	\$	cts.	\$	cts.
WHITE PINE, in the Raft, for inferior and ordinary according to average, quality, &c., measured off.	0	22	@	0 24
do for Fair average quality.	0	24	@	0 26
do for Good and Good Fair average.	0	26	@	0 30
do for superior.	0	30	@	0 35
do in shipping order.	0	25	@	0 42
Waney board, 18 to 19 inch.	0	37	@	0 40
do 19 to 21 "	0	40	@	0 44
RED PINE, in the Raft, measured off, according to average and quality	0	20	@	0 30
do in Shipping order, 35 to 45 feet	0	25	@	0 35
OAK, Canada, by the Dram, according to average and quality	0	43	@	0 45
do Michigan and Ohio, do do do do	0	49	@	0 52
do do do do do 45 to 50 feet	0	49	@	0 55
do do do do do 30 to 35 "	0	57	@	0 50
ASH, 14 inches and up.	0	27	@	0 30
BIRCH, 16 inch average.	0	21	@	0 23
TAMARAC, Square, according to size and quality.	0	18	@	0 20
do Flatbed, do do do do	0	15	@	0 18
STAVES, Merchantable Pipe, according to quality and specification.	0	310	@	325
do W. O. Panchon, Merchantable do	0	80	@	80
DEALS, Bright, according to Mill Specification. \$115 to \$120 for 1st, \$78 to \$80 for 2nd, and \$38 to \$41 for 3rd quality.				
do do Michigan.		\$120 to \$130 for 1st, and \$85 to \$90 for 2nd quality.		
do do Bright Spruce.		\$42 to \$45 for 1st, \$25 to \$27 for 2nd, \$22 to \$23 for 3rd, and \$17 to \$20 for 4th quality.		

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

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

1884.		1885.		1886.		1887.		1888.	
SAILING VESSELS FROM SEA.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
499	386,147	592	382,826	432	331,568	393	295,921	318	206,301
OCEAN STEAMSHIPS.									
Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.	Steamships.	Tons.
240	427,834	242	445,522	285	528,950	287	541,324	241	494,419
LOWER PROVINCES.									
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
335	129,756	315	131,121	348	145,189	425	193,136	447	231,518

**COMPARATIVE STATEMENT of Sailing Vessels cleared at the Port of Quebec, for Sea, (Lumber laden,) 1877 to 1888, from the opening to the close of navigation :**

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

1877	796	Vessels.	670,627	Tons.
1878	476	"	399,838	"
1879	433	"	364,628	"
1880	634	"	555,451	"
1881	459	"	380,186	"
1882	426	"	359,925	"
1883	487	"	416,169	"
1884	366	"	291,898	"
1885	369	"	294,789	"
1886	325	"	250,685	"
1887	271	"	206,172	"
1888	227	"	195,928	"

**REMARKS.**

**ANNUAL CIRCULAR.**

Quebec, 24th December, 1888.

We have again the pleasure of laying before the trade the usual statements of supply, export and stock wintering, together with prices current, tonnage employed, &c., &c.

In Ocean Steamships the steady increase often alluded to in these Circulars has not been realized this year, while the decrease in sailing ships so greatly felt in this Port is alarming; and of schooners, colliers, &c., from the Gulf and Lower St. Lawrence the increase continues to be satisfactory.

We are happy to state for the benefit of our trade, that an amicable adjustment has been arrived at between the Merchants of Quebec and the Ship Labourers' Society, by which rules detrimental to the trade and onerous to ship-owners have been annulled. This barrier to vessels loading here, especially steamships having been removed, great results may be anticipated for the benefit of the employes as well as the employer.

The statement of supply handed to us by the Supervisor of Customs, shows a slight increase in the quantity measured over the very limited manufacture of 1887, with a corresponding increase in the quantity measured over the most diminutive wintering stock on record. The total of all woods measured this year is 6,935,269 feet, while 5,551,849 feet have been exported, and only 5,617,723 feet are wintering in the Cove.

Prices generally opened at slightly advanced rates, which continued all season with a further marked increase towards the close.

WHITE PINE.—The supply has been unusually small, although slightly above that of 1887, and it is a remarkable fact and worthy of record that the entire stock is held by shippers and the manufacturers for once have sold out all their stock in this market, and in many instances their entire manufacture for delivery next year. Such a healthy state of things is unprecedented we believe, and while the production this winter will be on a larger scale than during the past two or three seasons, it will not be in any way excessive, and in our opinion is warranted by the healthy demand in Great Britain as well as in this market. The enhanced value of Pine Timber Limits is very significant and a rare index of the scarcity of this great staple of our trade.

WANEY.—Has been in better request than Square all season, and sales were readily effected as lots arrived, and in many instances were contracted for last spring or in early summer. The supply, though, has been unusually good as to quality. In the stock remaining, just one-half of that of 1887, some old and inferior wood is included. The production this winter is likely to be on a moderate scale—clean, large, girthy wood being more difficult to procure than ever.

SQUARE.—The few new rafts manufactured last season were readily disposed of at good prices, but old timber was not so easily placed until towards the autumn, when the short supply and favorable accounts from Great Britain caused the wood to be more and more appreciated until finally every stick passed out of the manufacturers' hands into those of the shippers. The local demand has been steady all season and is likely to continue.

The Square wintering is less than last year by 1,714,260 feet, and contains the usual proportion of common and inferior wood unfit for shipment, culls, &c.

	Supply.	Export.	Stock.
1888 Square	1,791,113	6,920,000	2,590,591 Square.
do Waney	2,029,043		1,236,990 Waney.
1887 Square	1,466,547	5,127,080	4,294,851 Square.
do Waney	2,960,983		2,449,403 Waney.

RED PINE.—This wood has been in good demand, especially for fresh parcels. The supply, though small, has been sufficient and the stock very light, yet slightly in excess of last year. The Irish demand once so enormous, is at present very limited, and this wood does not command the attention it formerly did.

	Supply.	Export.	Stock.
1886	582,205	465,360	464,691
1887	591,646	405,720	404,124

OAK.—Good and choice lots have been in fair request all season. Prices have advanced, and the stock wintering though somewhat heavier than last year, is under the average. From all reports the manufacture will be light this winter. There is little wintering at Garden Island or Collins Bay.

	Supply.	Export.	Stock.
1888	1,130,252	1,178,920	824,283
1887	746,343	1,012,180	748,673

ELM.—The supply of this wood has greatly fallen off, the export exceeding last year, and the quantity in stock fully one-half less. Standing Elm is difficult to procure in large quantities, and present prices are little more than profits to the manufacturer.

	Supply.	Export.	Stock.
1888	171,388	594,680	241,871
1887	221,388	405,040	592,773

ASH.—Both the supply and shipment have been light, and the wintering stock composed to some extent of old or inferior wood, is less than last year and under the average.

	Supply.	Export.	Stock.
1888	156,361	217,720	275,193
1887	114,282	191,840	287,174

BIRCH.—Is completely shipped out, the stock being nil. Contracts are being freely made at our quotations.

	Supply.	Export.	Stock.
1888	106,562	165,780	1,422
1887	113,909	192,989	13,953

STAVES.—There is nothing encouraging in this branch of our trade which was once such an important and profitable item of shipment. Not only was the great demand for the British Isles a leading feature in the past, but Spain, Portugal and France formerly drew considerable supplies direct from this port.

	Supply.	Export.	Stock.
1888	79	55	53
1887	356	112	118
1886	44	220	41
1885	156	306	33

DEALS.—PINE.—Have been in fair demand all season, tho' the advance in freights and scarcity of tonnage militated considerably against the export, which would otherwise have been much greater owing to the demand in Great Britain, especially towards the autumn. Our figures show only a small portion of the Deal Trade of Canada, the bulk of the Ottawa "cut" and other mills West being shipped from Montreal. Prices have been well maintained, the demand being stronger than usual for the lower qualities. Michigan Deals have been received and shipped as heretofore, one cargo only being included in our wintering stock. The excitement now prevailing in Ottawa and elsewhere regarding Lumber for the South American markets will likely lead to large transactions, in which case the manufacture of Deals will be considerably curtailed.

	Supply.	Export.	Stock.
1888	1,548,605	1,189,490	827,416
1887	1,487,136	1,305,510	678,341

DO.—SPRUCE.—Have been in good request, and both supply and shipment fully up to the average. Prices have advanced, as will be seen by our quotations, at which rates contracts have been freely entered into for next season's delivery.

	Supply.	Export.	Stock.
1888	2,730,993	2,448,150	1,132,433
1887	2,301,990	2,309,489	996,591

SAWN LUMBER.—Has been in good request both for export and home consumption. The quantity of this lumber for shipment to the United States being greatly on the increase, and the lower grades formerly neglected being now in active demand. We quote Pine at \$13 to \$18 per 1000 feet b. m. and Spruce at \$16 to \$12, according to specification and quality.

Freights opened at 18s. to 20s. for Timber, and 42s. 6d. to 45s. Deals, and continued at about these rates up to July, when they advanced, and finally closed at 25s. to 30s. for Timber, and 65s. Deals, with tonnage very scarce.

J. Bell Forsyth & Co.

## QUEBEC HARBOUR COMMISSION

STATEMENT showing the cost of the Quebec Harbour Works up to the 31st December 1888.

Nature of Works.	Total expenditure including interest etc., etc.	Reduction effected under Vic. Cap. 6, repaying interest and Sinking Fund paid out of capital	Amount of H. Commissioners sinking fund and accumulations which by Vic. Cap. 6, has become part of Consolidate Revenue of Canada	Net reduction	Net cost of Works to date	Total amount received from Federal Government	Total amount voted	Designation of Statutes authorizing expenditure	Amount available	REMARKS.
Harbour Improvements . . . . .	\$2,775,944.52	\$328,070.05 Int. 17,426.95 S.F. <hr/> 309,000.00	\$223,029.23	\$544,740.82 Int. 17,329.95 S.F. <hr/> 562,070.77	\$2,626,873.70	\$2,419,000.00	\$3,252,000.00	30 Vic. Cap. 62 43 Vic. Cap. 47 45 Vic. Cap. 47 47 Vic. Cap. 0 49 Vic. Cap. 49 50-51 Vic. Cap. 44	\$836,000.00	If the amount of \$309,000.00, deducted from the debt under the 50-51 Vic. Cap. 6, is taken of the sum of \$836,000.00, indicated as available, then the amount would be reduced to \$446,000.00.  The debt of the Commission, amounting to \$723,000., redeemed under 30 Vic. Cap. 62, is not included in this Statement.

HARBOUR COMMISSIONERS' OFFICE }  
Quebec, 7th January, 1889. }

Certified,

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

## QUEBEC HARBOUR COMMISSION

STATEMENT showing the cost of the Graving Dock up to the 31st December 1888.

Nature of Works	Total expenditure	Total amount received from Federal Government and Earnings to 1st June 1888	Total amount voted	Designation of Statutes authorizing expenditure	Amount on hand	Amount still due to the Contractors exclusive of interest claimed on same	REMARKS
Graving Dock .....	\$917,627.68	\$ 910,000.00 11,130.86 <hr/> \$921,130.86	\$910 0 0.00	38 Vict. Cap. 50 46 Vict. Cap. 40 47 Vict. Cap. 16 50-51 Vic. Cap. 41	\$3,503.18	\$19,479.03	

HARBOUR COMMISSIONERS' OFFICE,  
Quebec, 7th January 1889.

(Certified)

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

## QUEBEC HARBOUR COMMISSION

COMPARATIVE Statement of the Revenue of the Commission for  
the years 1887 and 1888.

	1887	1888	Difference in 1888.	
	\$ cts	\$ cts	\$ cts	
Tonnage Dues.....	15,081 72	14,691 77	389 95	Decrease.
Import ".....	2,958 13	3,012 76	54 63	Increase.
Export ".....	4,680 92	5,106 70	425 78	"
Harbour ".....	2,465 40	2,619 27	153 87	"
Property Receipts.....	24,833 38	24,720 70	112 68	Decrease.
Interest.....	677 28	1,023 82	346 54	Increase.
Beach & Deep Water Lots.....	1,977 37	1,977 37		
Sundries.....	358 36	305 75	52 61	Decrease.
Totals.....	53,032 56	53,458 14	425 58	Increase.





DR. BALANCE SHEET OF 31st DECEMBER 1888.

Cr.

To Office Furniture.....	3423 57	By Beach and Deep Water Lots .....	54706 31
Amount at debit Grantees :		Graving Dock " Capital " .....	921130 86
Beach and Deep Water Lots.....	41731 56	Quebec Harbour Debentures .....	313900 00
Amount at debit Sundries for Rents, Wharfage, etc...	14424 43	Profit and Loss.....	222916 94
Pointe-à-Carcy Wharf.....	274848 06		
Breakwater " .....	220444 63		
East India " .....	48537 99		
Grand Trunk " .....	15433 32		
Wellington " .....	85043 95		
Atkinson's " .....	51056 70		
Reynar's.....	9918 29		
Harbour Improvements.....	2620873 70		
Graving Dock " Capital " .....	917627 68		
Cash.....	616 08		
La Banque Nationale.....	26387 36		
Jack-screws account .....	27003 44		
	394 87		
Continued.....	4,336,764.79	Continued.....	4,337,754.11

DR. BALANCE SHEET OF 31st DECEMBER 1888.—(Continued). CR

Continued.....		Continued.....	
Tools account.....	4,330,764.79		4,337,754.11
Gas G. Stuart.....	1503 80		
Graving Dock "Revenue Acc".....	800 00		
Suspense account.....	3444 08		
	1241 44		
	4,337,754.11		4,337,754.11

JAS. WOODS,  
*Book-keeper*

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

Quebec, 12th January, 1889.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending on the 31st December 1888 and that the above is a correct copy of the balance sheet.

(Signed) A. GABOURY, }  
" A. AHERN, }  
Auditors.

STATEMENT of Assets and Liabilities, Per Balance Sheet of Date.—Quebec 31st of December 1888.

ASSETS.		\$	cts.	\$	cts.	LIABILITIES.	\$	cts.
<i>Real Estate :</i>								
Pointe-à-Carcy Wharf.....		27484	66			Quebec Harbour Debentures.....	3130000	00
Breakwater .....		220444	63			Graving Dock on acc. Capital.....	921130	86
East India .....		48537	99					
Grand Trunk .....		15433	32					
Wellington .....		85043	95					
Atkinson's .....		51056	70					
Reynar's .....		9918	29					
				705283	54			
<i>In re Beach &amp; Deep Water Lots :</i>								
Capital at debit Sundries.....		35162	44					
Arrears of Int. to 24 June 1888.....		6569	12			Beach and Deep Water Lots.....	54706	31
" " 24 Dec. 1888.....		1241	44			Profit & Loss.....	222916	94
				45973	00			
<i>Rents &amp; Sundries :</i>								
Due by Sundries as per " Bal Sheet "				14424	43			
				762686	97			
								406013
								86
								25
								11

*Continued.*



Office Furniture.....

3425 57

4,337,754.11

4,337,754.11

JAS. WOODS,  
*Book-keeper.*

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

Quebec, 12th January, 1889.

We hereby certify that we have examined the Statement of Assets and Liabilities of the Quebec Harbour Commission on the 31st December 1888 and that we have found the same correct.

(Signed)

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

---

QUEBEC, 12th January, 1889.

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 1888, and we are pleased to state that we have found every thing in order.

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

We have the honor to be,

Gentlemen,

Your most obedient servants,

(Signed) A. GABOURY }  
" A. AHERN } *Auditors*

---





PORT OF QUEBEC

RECAPITULATION of imports for the year ending 31st December 1888, Shewing the Countries whence imported, with a comparative Statement of the previous year 1887.

Nos.	Countries.	Value 1887.	Value 1888.	Total.
		\$	\$	\$
1	Great Britain.....	2,061,553	2,121,662	4,183,215
2	United States.....	795,016	1,058,170	1,853,186
3	British West Indies.....	134,472	169,188	303,660
4	France.....	114,106	134,038	248,144
5	Germany.....	45,135	60,180	105,315
6	Holland.....	59,805	52,866	103,671
7	Belgium.....	29,169	57,393	86,562
8	Spain.....	22,038	26,804	49,742
9	Japan.....	9,023	577	9,600
10	Newfoundland.....	8,249	17,805	26,054
11	Italy.....	4,308	6,999	11,307
12	China.....	8,570	.....	8,570
13	Greece.....	1,823	1,562	3,385
14	Portugal.....	2,275	2,668	4,943
15	Turkey in Asia.....	155	998	1,153
16	Spanish West Indies.....	334	513	847
17	Smyrna in Asia.....	911	281	1,192
18	Norway.....	1,057	944	2,001
19	St. Pierre Miquelon.....	511	422	933
20	Sweden.....	.....	5	5
21	Austria.....	47	2,174	2,221
22	Buenos Ayres.....	17	.....	17
23	British India.....	81	.....	81
24	Other Countries.....	851	814	1,665
Grand Total.....		\$3,291,406	\$3,716,063	\$7,007,469

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

Port  
em  
Uruguay.  
\$

# PORT OF QUEBEC

STATEMENT of the principal articles of Merchandise Exported from this Port during the year ending 31st december 1888, Shewing the Countries to which Exported to. Also a Comparative Statement of the previous year 1887 with 1888.

Nos	ARTICLES.	Unit of Quantity	Total Quantity.	Total Value	Great Britain.	United States.	Newfoundland.	Argentine Republic.	Portugal.	Uruguay.	France.	British Africa.	British Australia.	St. Pierre & Miquelon.	Spain.	Norway.	Cibraltar.	Belgium.	Labrador.	British West Indies.	Chili.	Nos.	Total Exports	Total Exports
																							1887.	1888.
<b>THE MINE.</b>																								
1	Coal Bituminous	Tons.	24,500	\$ 50,886	49,952		107														775	1	36,541	\$ 50,886
2	Oil Mineral, Coal oil &c	Galls.	2,050	290	127	39	124				52											3	179	290
3	Salt	Bush.	143	814	1,700	6,724																4	12,720	8,424
4	Scheeters	\$			60	150																5	25	219
5	Other articles	\$																						
<b>THE FISHERIES.</b>																								
6	Fish oil	Galls.																				6	2,207	
7	Oysters fresh	Bbls.	3	12																		7	12	
8	Labsters, Salmon, Mackerel &c, canned.	lbs.	100,130	7,653	7,425						228										8	30,463	7,653	
9	Cod fish, herrings, salmon and all other fish	\$		6,422	40	6,402															9	4,138	6,422	
10	Other articles	\$		350	350																	10	683	350
<b>ANIMALS AND THEIR PRODUCE.</b>																								
11	Bones	Cwt.																				11		
12	Butter	lbs.	50,497	8,442	119	2	6,114							2,207								12	16,960	8,442
13	Cheese	lbs.	32,023	31,897			90															13	25,820	32,003
14	Furs dressed and furs undressed	\$		38,895	36,382	2,511	2															14	30,724	38,895
15	Lard, pork, beef, hams and Bacon	lbs.	161,339	13,502	2,800	5,199	1,757							88								15	68,344	13,502
16	Horses, Horned Cattle, Sheep, Swine, &c.	No.	4,748	64,521	24,484	40,055	15															16	59,548	64,521
17	Other Articles	\$		12,521	448	12,073																17	12,341	12,521
<b>AGRICULTURAL PRODUCTS.</b>																								
18	Wheat, flour, and flour of all kinds	Bbls.	5,845	26,358	22	2,820	16,522							6,085							900	18	37,512	26,358
19	Grain, Indian Corn, Beans, Peas, &c	bu.	3,493	2,223		1,640	583															19	11,396	2,223
20	Fruits Green, Apples, &c	Bbls.	1,248	3,201	1,739	1,499	48							215								20	6,997	3,201
21	Maple Sugar	lbs.	354,584	23,571	428																	21	17,781	23,571
22	Hops	lbs.	18	3																		22		3
23	Potatoes	Bush.	9,730	4,599	4,599	4,599	9															23	2,671	4,599
24	Other Articles	\$		7,739	593	5,902								1,184								24	8,759	7,739
<b>MANUFACTURED ARTICLES.</b>																								
25	Biscuits	Cwt.	1,377	4,132			3,477							655								25	7,438	4,132
26	Cotton, &c., Clothing, &c	\$		2,564	755	254	304							1,251								26	1,136	2,564
27	Corlages, Rope, &c wines	\$		1,259	438	725	96															27	1,023	1,259
28	Iron, Castings, machinery, all other Hardware	\$		2,231	338	531	1,362															28	2,102	2,231
29	Junk and oakum	w		205	618																	29	2,118	618
30	Leather Manufactured of Sole Leather, Boots & Shoes	\$		125,866	112,724	508	11,492							1,082								30	232,334	125,866
31	Tobacco Manufactured	lbs.	20,540	4,126	50	394	1,988							1,494								31	3,388	4,126
32	Wool Manufactured	\$		53,475	32,236	18,814	590	143						192								32	68,733	53,475
33	Woollens, Clothing, &c	\$		110	160	31	225															33	3,526	110
34	Other Articles	\$		21,921	10,821	8,792	987							10								34	10,730	21,921
<b>MISCELLANEOUS ARTICLES.</b>																								
35	All other Articles, N. E. S	\$		18,520	14,951	3,389	136							44								35	14,482	18,520
<b>THE FOREST.</b>																								
36	Ash Pot and Pearl	Bbls.																				36		
37	Bass wood, Butternut and Hickory	M. feet.		5,333	5,333																	37	9,230	5,333
38	Lath wood	Corls.																				38	343	
39	Knees and Futlocks	Pieces.																				39		
40	Deals pine	Std. hund.	10,928	711,589	692,214		50															40	788,939	711,589
41	Deals Spruce	"	23,595	650,277	590,042		687		161	26,168	17,199		16,020									41	615,900	650,277
42	Deal end, pine and Spruce	"	3,411	110,831	107,270					865	485		2,211									42	91,418	110,831
43	Laths, Palings and Pickets	M.	2,931	8,970	377	2,804		4,799	10				135	935								43	11,044	8,970
44	Planks and boards of pine and Spruce	M. feet.	21,029	206,043	12,000	134,491	6,073	23,789	845				441	21,188	6,618							44	214,361	206,043
45	Scantling	M. feet.	404	4,162				4,162														45	17,376	4,162
46	Staves Standard and all other headings	M.	339	22,037	15,894	3,909	1,520		714													46	41,558	22,037
47	Masts and Spars	Pieces.	123	6,472	5,276		70	526						600								47	4,775	6,472
48	Shingles	M. feet.	404	4,162				4,162														48	17,376	4,162
49	Sleepers and Railroad ties	Pieces.	14,643	22,842	21,418	1,424																49	30,906	22,842
50	Packing boxes in shooks	No.	1,001,744	104,289	28,236	71,522		4,531														50	47,355	104,289
51	Ash	Tons	5,588	71,849	71,744																	51	60,620	71,849
52	Birch	"	4,344	41,854																		52	45,408	41,854
53	Elm	"	12,637	162,105	161,883		72							159								53	121,828	162,105
54	Maple	"	140	1,923	1,923																	54	1,146	1,923
55	Oak	"	28,995	621,352	621,110	200																55	483,724	621,352
56	Pine Red	"	10,967	107,555	107,555																	56	97,289	107,555
57	Pine White	"	152,208	1,969,559	1,962,605									6,954								57	1,570,149	1,969,559
58	all other square timber	"	952	26,103	26,103									60								58	91,254	26,103
59	all other Lumber and Timber, N. E. S.	\$		72,567	34,441	11,474	36	24,728														59	93,464	72,567
<b>NEW SHIPS.</b>																								
60	Built this year, sold to other Countries	No.	6	3,773	120,180	100,000	3,000		4,550				2,280									60	7,300	120,180
<b>Total</b>				5,597,289	4,938,946	378,041	54,477	67,999	31,508		25,936	2,280	55,954	22,861					5,866	3,771	10,350		5,167,546	5,597,289

Compiled by W. F. Edge, Esq. of H. M. Customs.

### RECAPITULATION

	1887.	1888.	Total.
The Mine	\$ 49,465	\$ 59,819	\$ 109,284
The Fisheries	37,563	14,437	52,000
Animals &c	213,746	169,914	383,660
Agricultural &c	75,116	67,604	142,720
Manufactures	331,610	216,708	548,318
Miscellaneous	14,482	18,520	32,819
Forest	4,438		

PORT OF QUEBEC

RECAPITULATION of exports for the year ending 31st December 1888, Shewing, the Countries to which exported; with a comparative Statement of the previous year 1887.

Nos.	Countries.	Value 1887.	Value 1888.	Total.
		\$	\$	\$
1	Great Britain .....	4,500,105	4,938,946	9,439,051
2	United States .....	345,093	378,041	723,134
3	Newfoundland .....	74,004	54,477	129,081
4	Argentine Republic.....	41,521	67,299	108,820
5	Portugal .....	38,961	31,508	70,469
6	Uruguay .....	48,552	.....	48,552
7	France .....	38,430	.....	64,366
8	British Africa.....	.....	25,936	2,280
9	British Australia.....	.....	2,280	66,704
10	St-Pierre Miquelon.....	10,750	55,954	55,534
11	Spain .....	32,673	22,861	20,430
12	Norway .....	20,430	.....	7,300
13	Gibraltar .....	7,300	.....	3,281
14	Belgium .....	3,281	.....	5,840
15	Labrador .....	5,840	.....	5,866
16	British West Indies.....	.....	5,866	3,771
17	Chili .....	.....	3,771	10,350
18	Brazil .....	6	.....	6. <sup>00</sup>
	Grand Total.....	\$5,167,546	\$5,597,289	\$10,764,835

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

To the  
Sir,  
In  
Act, "submit  
sioners  
T  
depart  
7th M  
The 1  
the 19  
the 19  
A  
pilots,  
and th  
the sat  
U  
twent  
were  
openin  
contin  
Twent  
and th  
three  
4

## QUEBEC HARBOUR COMMISSIONERS' REPORT

AS PILOTAGE AUTHORITY FOR THE YEAR 1888.

(Under 36 Victoria, Chapter 54)

QUEBEC 7th January, 1889

To the Honorable

CHAS H. TUPPER

Minister of Marine and Fisheries

etc. etc. etc.

Ottawa.

Sir,

In compliance with the requirements of "The Pilotage Act," 36 Victoria, Chapter 54, Section 4, I have the honor to submit the following report of the Quebec Harbour Commissioners, as Pilotage Authority, for the year 1888.

*Service of the Pilot Stations.*

The operations of the year opened on the 25th April by the departure of the Pilot Schooner No 1 with sixteen pilots. The 7th May the Pilot Schooner No 5 left with twenty-five pilots. The 11th same month twenty four pilots were dispatched *via* the Intercolonial Railway. Fifteen were sent the 17th, eighteen, the 19th, and nine on the 26th by the same conveyance.

All the Pilot Stations have been, as usual, supplied with pilots, during the season, through the Intercolonial Railway and the Pilot Schooners, and the service has been performed to the satisfaction of the Commissioners.

*Old Pilots.*

Under section 36 of "The Pilotage Act" all the old pilots, twenty six in number, who had attained the age of 65 and over, were summoned before the Pilotage Authority previous to the opening of navigation, in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. Twenty three of them were found able to remain in active service and their Licenses were accordingly renewed for one year. The three others, Laurent Larochelle, Louis Fontaine and François

Godreau, were declared unable to fulfil their duties and therefore placed on the pension list.

*Pilots superannuated.*

Five old pilots, Thos Simard, George Sansterre, Jean Pouliot, Jean Baptiste Bernier and Jean Bte Talbot have been pensioned during the year at their own request. By adding the three above mentioned, Laurent Larochele, Louis Fontaine and François Godreau, it gives a total of eight pilots superannuated during the year.

On being superannuated Simard had attained the age of 75 and had been 53 years in the active service, Sansterre had reached his 77th year and had exercised his duties for the space of 52 years, Pouliot and Bernier had both attained the age of 74 and had been 51 years in active service, Talbot was in his 71th year and had completed his 48th year of active service, Larochele in his 76th year with 52 years of active service, Fontaine had reached the age of 68 and Godreau the age of 65 and had both exercised their duties during a period of 40 years.

*Trials.*

Only two pilots have been brought before the Pilotage Authority during the season of navigation : the first under 45 Victoria, Chapter 32, Section 4, and the other on a complaint lodged by the Master of the vessel he had piloted.

One of the statements annexed to this report conveys all the particulars as to the nature of the complaint and the result of the investigation in each case.

*Licensing of Pilots.*

Thirteen apprentices have been, this year, admitted to practise as pilots after having undergone the examination required by law.

With the exception of one, those apprentices, including the two mentioned in the last report, had not practically surveyed the north channel of the St Lawrence, although theoretically they knew it.

The Commissioners, being aware that, during the season of navigation, they would all apply to undergo their examination, anticipated that they would find themselves in presence of the same difficulty as already reported in relation to the two apprentices above alluded to. They therefore had to take means of overcoming the difficulty without eluding the law. An

opportunity was afforded to do so through an application, laid before them the 4th April, from the apprentices praying to be permitted, at their own expense, to survey the channel in question, under the supervisal of experienced men, with the understanding that, on their return, they would be allowed to undergo their examination. The request was granted provided they would go, before the buoys would be placed, three times up and down the channel within the limits of the pilotage ground and were accompanied by one of the Directors of the Corporation of Pilots, and that, on presenting themselves to be examined, they would produce a Certificate from the Pilot Board establishing that they had complied with the conditions imposed by the Commissioners on granting the permission applied for.

The exploration took place under the command of the Director Godbout and each of the apprentices, on presenting himself for examination, was provided with the required Certificate.

The Commissioners were thus satisfied that the ends of the law had been met and that a most serious difficulty had consequently been overcome.

The pilot list accompanying the present report gives the date of the admission to practice of each of the apprentices.

#### *Apprentice Pilots.*

The list of apprentice pilots indentured under the old law has been virtually closed this year, the two remaining on it, George Dugal and Ernest Nolet, being absent, the first, since 1877 and, the other, since 1878. As those two apprentices have never been heard from it is very doubtful if they will ever return.

Those on the present list, seven in number, have been indentured under the authority of the 45 Victoria, Chapter 32, and they therefore cannot be admitted to pass their examination before the number of Pilots is reduced to 125, as provided for in the 8th section of that Statute.

#### *Complaints against the pilotage service*

During the year five complaints have been lodged against the pilotage service : the first by the Master ship " Bernadotte ", the second by the Master Bark " George Linck ", the third by the Master Bark " Lyna ", the fourth by the Master S. S. " Boston City ", and the fifth by the Master S. S. " Dominion ".

Each of those complaints has been the subject of the most exhaustive inquiry and, in each case, it has been established that the pilotage service was free of blame.

A copy of the correspondence exchanged on the subject of those complaints is annexed to the present report.

The result of the investigation *in re* S. S. "Katie" which had to be held in 1888, although the complaint had been lodged the previous year, forms also part of the annexures accompanying this report.

#### *Deaths*

Two pilots have died during the year : the first, Laurent Godbout, had attained his 72nd year and the other, Pierre Roy, his 73d year. They had both been in the active service for the space of forty-seven years.

#### *Directors of the Corporation of Pilots*

At their annual meeting, held the 10th December, the Pilots elected the following Directors to their Corporation for the ensuing year : Messrs Joseph Fortier, Adjutor Baillargeon, Laurent Godbout, Auguste Després, Jos. Phil. Couillard and Jean Baptiste Talbot, and, at a meeting of the newly elected Directors held on the following date, Mr Joseph Fortier was re-elected President.

The present report covers various statements, not therein alluded to, which contain all the information yearly conveyed to your Department by the Commissioners in their capacity of Pilotage Authority.

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

*Secretary Treas.*

---

**COMPLAINT AGAINST THE PILOTAGE SERVICE***Re S. S. "Katie."***MONTREAL BOARD OF TRADE**

MONTREAL, January 4th, 1888.

A. H. VERRET, Esq.,  
Sec.-Tres. Harbour Commissioners,  
Quebec.

Sir,

Referring to mine of the 3rd December regarding the delay to which the S.S. "Katie" was subjected in procuring a Pilot at Father Point, and to yours of 10th ultimo, in reply thereto, requesting to be furnished with the statement of the Captain of the S. S. "Katie" giving details of his complaint, I have procured and enclose herewith documents as follows:—

(A) Copy of letter from J. McWilliams, Pilot Agent at Father Point, to Captain of S.S. "Katie."

(B) Copy of letter from Capt. M. P. Lund of S.S. "Katie" to Mr Anderson of Anderson, McKenzie & Co, the ship's Agents.

(C) Copy of written statement by Captain Lund of the S. S. "Katie" regarding the delay he experienced in obtaining a Pilot at Father Point giving full particulars.

The Consignees of the cargo represent that such unnecessary delay will most certainly tend to the increase of marine insurance rates on vessels arriving towards the close of navigation, and that, in the Council's opinion, would be most unfortunate not so much because of the extra expense involved to importers as on account of the unfavorable manner in which such increase would affect the reputation of the St. Lawrence route.

I am, Sir,

Your obedient servant,

GEO. HADRILL,

Secretary



## HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 9th February, 1888.

GEO. HADRILL, Esquire,  
Secretary,  
Board of Trade, Montreal.

Sir,

I beg to acknowledge the receipt of your letter of the 4th ultimo, transmitting, in conformity with request, the documents asked for in relation to the complaint conveyed in your letter of the 3rd December last, *in re* delay to which the S.S. "Katie" was subjected to in procuring a Pilot at Father Point, and to inform you, in reply, that the explanations given on the subject by the Directors of the Corporation of Pilots have satisfied the Commissioners that the Pilot Schooner No 4, according to the entries made in her log book, was on the Station at the time and that her Captain sailed towards the Steamer for the purpose of boarding her, but could not succeed in doing so.

The Captain of the "Katie," in his letter to Messrs Anderson, McKenzie & Co, admits, when distant about five miles from Father Point, having seen a Schooner, but could not tell whether it was a Coaster or Pilot Schooner. Why did he not, at a period so advanced of the season, take the trouble of ascertaining whether the sail in question was a Pilot Schooner? Had he done so he would have found what he was looking for.

The Pilot Board admits that no charge should have been made for landing the Pilot and, in consequence, the sum of seven dollars (\$7) is at the disposal of Messrs Anderson, McKenzie & Co, and will be paid to their order.

I remain,

Sir,

Your most obedient servant,

A. H. VERRET,

Sec.-Treas.

## MONTREAL BOARD OF TRADE

MONTREAL, February 15th, 1888.

A. H. VERRÉT, Esq.,  
 Secretary Treasurer,  
 Quebec Harbour Commissioners.

Sir,

Your letter of 9th inst was communicated to Messrs Anderson, McKenzie & Co and, together with their reply, submitted at yesterday's meeting of the Council of the Board.

The Council ordered that Messrs Anderson, McKenzie & Co's letter be forwarded for consideration of your Board, and that I inform you that, in its opinion, the complaint of that firm deserves your serious consideration and that the explanation of the Pilotage Board of Directors is not sufficient.

I am, Sir,

Yours obediently,

GEO. HADRILL,

Secretary.

## HARBOUR COMMISSIONERS' OFFICE

QUEBEC, 29th March, 1888

GEO. HADRILL, Esquire  
 Secretary,  
 Board of Trade,

Montreal.

Sir,

I have the honor to acknowledge the receipt of your letter of the 15th ultimo, *re* detention in Pilotage ground of S. S. "Katie," stating that your Board was not satisfied with Pilot Board's explanation.

Unavoidable circumstances have caused delay in replying but I will now give the reasons why the Commissioners are of opinion the Pilot service is not to blame in the matter of the

delay complained of by Captain of the "Katie" and Messrs Anderson, McKenzie & Co, Agents of the vessel.

What are the circumstances? The "Katie" entered Pilot ground from sea at almost an unprecedentedly late date; the chief danger signals had been removed for the season; the Captain, in apparent ignorance of the situation, runs past Bic, the usual Pilot Schooner Station, during the night, returns in the morning; the Pilot Schooner No 4, with her signal flying, is just off Bic, weather clear but not enough wind to do much; the Captain of the Pilot Schooner saw the "Katie" and expected her to approach near enough to send her a Pilot; instead of which the Captain of the "Katie" proceeds to Father Point and bargains for a Pilot with result already known to you. The Pilot Board, had they been applied to would have been glad to furnish a Pilot to the Agents of the "Katie" and they could have had him waiting at Father Point for that Steamer's arrival, instead of which the Board had no chance of doing anything special in the matter. Their Schooner with Pilots was on the Station, and, although in good day light, her number painted in large figures on her hull, her signal flying, yet the Captain of the "Katie" steams past her at a distance of about three miles, in ignorance of her character.

The Agents of all the regular Atlantic Lines of Steamers have Pilots waiting at Father Point from the opening to the close of each season. The conditions of the navigation make such practice advisable. The Pilot Schooner service, however perfect for sailing vessels, cannot suit steamship wants, apparently Messrs Anderson, McKenzie & Co have yet to acquire this knowledge

The reason why the Pilot Board refunded the seven dollars for landing Pilot at Father Point was that their Schooner had been sent to winter quarters, but they could not, under the circumstances, have been compelled to do so, as it was the duty of the Steamer to land her Pilot.

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Treas.

Sir,

of the  
vessel  
Pilot  
Pilot  
I have  
regard  
of the

A. H.

To the

Sir,

Pilot  
at 7

---



---

COMPLAINT AGAINST THE PILOTAGE SERVICE

*Re Ship "Bernadotte"*

MARINE DEPARTMENT.

OTTAWA, 23th July, 1888.

Sir,

I enclose herewith copy of a letter received from the Master of the Norwegian Ship "Bernadotte" complaining that his vessel had been in great danger owing to not having secured a Pilot, and that the Corporation of Pilots had insisted that full Pilotage should be paid when no service had been rendered, and I have to request that you will be good enough to report in regard to this complaint as soon as possible for the information of the Minister.

I am, Sir,

Your most obedient servant,

A. H. VERRET, Esq.,

WM. SMITH,

Secretary

*Deputy Minister of Marine.*

Harbour Commissioners,

Quebec.

---

QUEBEC, 21st July, 1888

To the Honorable  
The Minister of Marine,  
Ottawa.

Sir,

May I take the liberty of addressing you on the subject of Pilotage, in the River St. Lawrence. On the 12th July instant, at 7 o'clock A. M. hove ship back to leeward off Bic Island, for to

receive Pilot on board, then saw a Cutter under sail, but when he saw my vessel coming up under him he lowered his sail and went to anchor.

We were then about  $\frac{1}{2}$  of a mile from each other, after having laid back about  $\frac{1}{4}$  of an hour, and pilots making no sign of boarding my ship.

We then bore off for the next Pilot Station, wind was then fresh from the East North East, carried whole topsails, weather being rainy and land quite visible. On sailing up the river, the wind increased to a gale with fog and rain. Ship being then in great danger, having no pilot on board, and being a stranger, we came up to Green Island Reef, close up. Then clearing up a little. The Lighthouse Keeper, seeing ship, fired off signal guns for danger, kept Union Jack on foretop flying all the time, time then 11 o'clock A. M. same morning, then wind fell off to a dead calm, with a heavy cross sea in the tide way. Ship drove along the shore, close by Apple and Basque Islands, especially as to the latter, and owing to the currents and swell, vessel came near going ashore, and in our opinion, anchors and chains would be useless, under the circumstances, in case of anchoring as a last resort. Fortunately the weather cleared up and seeing a Tug Boat coming up, made signals for same and agreed to take ship in tow to Quebec and out of danger, and arrived here in Quebec without any Pilot whatever.

Will you now kindly reply if my vessel is bound to pay the full pilotage, which the Corporation of Pilots insist that I shall do. Thankful for your immediate reply and valuable decision on this very important point, for the shipping in general in the River St Lawrence.

I am, etc,

S. FORTENSEN,

Master Norwegian Ship "Bernadotte"

## HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 9th August, 1888.

WM SMITH, Esquire  
Deputy Minister of Marine  
etc., etc., etc.  
Ottawa.

Sir,

I beg to acknowledge the receipt of your letter of the 28th ultimo, transmitting copy of a letter, addressed to the Honorable the Minister of your Department, from the Master of the Norwegian Ship "Bernadotte," complaining that his vessel had been in great danger owing to not having secured a Pilot, and that the Corporation of Pilots had insisted that full Pilotage should be paid when no service had been rendered, and to inform you that the Commissioners are investigating the matter of the complaint in question and will communicate to you their report in regard to same as soon as they will have gathered all the information they require.

I am,

Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Treas.

---



---

HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 28th August, 1888.

WM SMITH, Esquire  
Deputy Minister of Marine  
etc., etc., etc.  
Ottawa.

Sir.

I beg to inform you that, agreeably with the request of the Honorable the Minister of your Department, conveyed in your letter of the 28th July last, the receipt of which has already been acknowledged, a special committee, composed of five members of the Board, have been appointed to investigate the subject of the complaint against the Pilotage service addressed to your Department by the Master of the Norwegian Ship "Bernadotte."

The Committee have spared neither pains or time to secure the necessary information and I am directed to report as follows as the result of its proceedings :

Four witnesses, the Plaintiff and the Pilots Régis Ménard, Jean Gobeil and Jean Baptiste Talbot, have been examined in order to establish the state of the weather on the morning of the 12th July, at 7 o'clock, at which hour the Master of the "Bernadotte" reports that he "hove his ship back to leeward off Bic Island to receive a Pilot on board" etc., etc.

The evidence of the Captain has not been corroborated by the three other witnesses. On the contrary it has been proved that, on that date, at that hour, a gale was prevailing and that it would have been impossible for the boat of the Pilot Schooner, then at the Bic Station, to board the "Bernadotte."

This evidence has been strengthened by the following documents laid before the Committee :

1. The Log Book of the Pilot Schooner No 5,
2. A written statement made by Captain Miller of S. S. "Wyllo",
3. A written statement made by Captain Barber, of S. S. "Topic," and
4. A deposition by the Pilot Joseph Plante.

2

---

The proof of the severity of the weather having been abundantly established the Committee were unanimous in coming to the conclusion that the Master of the "Bernadotte" was not justified in making his complaint.

As regards the payment of the full pilotage exacted, although the vessel came up without a Pilot, it is not within the province of the Commissioners to interfere in this matter. The Pilotage being compulsory under 36 Victoria, Chapter 54, Sec. 57, it was the duty of the Master to wait and make signals for a Pilot as soon as the weather would permit him to do so.

I am,

Sir,

Your most obedient servant,

A. H. VERRÉT,

Sec Treas.

---

88.

t of the  
in your  
already  
e mem-  
subject  
to your  
dotte."  
secure  
follows

énard,  
ned in  
of the  
Berna-  
off Bic

ted by  
proved  
d that  
ooner,  
owing

F S. S.

F S. S.



## COMPLAINT AGAINST THE PILOTAGE SERVICE

Re S. S. "Boston City"

MONTREAL BOARD OF TRADE.

MONTREAL, October 25th, 1888.

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

Sir,

By direction of the Council of this Board I forward, for consideration of the Quebec Harbour Commissioners, copy of a letter received from Messrs. Anderson, McKenzie & Co, of this Port, complaining of defective pilotage service below Quebec.

I am, Sir,

Yours obediently,

GEO. HADRILL,

Secretary.

MESSRS ANDERSON, MCKENZIE & CO.

AGENT FURNESS LINE OF STEAMERS.

MONTREAL, October 22nd, 1888.

GEO. HADRILL, Esq.,  
Sect'y Board of Trade,  
Montreal.

Dear Sir,

If you will recollect the case of the S. S. "Katie", last fall, coming up to Quebec without a sea Pilot, the circumstances of which were fully gone into by the Council.

We have to report that the S. S. "Boston City," on her voyage to Montreal this month, was subjected to the same inconvenience, having had to come up to Quebec without a sea

pilot, and, notwithstanding this annoyance, delay and inconvenience, according to the present pilotage laws, pilotage is compulsory, and we are compelled to pay for a service that was never performed. We may also add that there has been several instances, this season, of a similar character with both sailing vessels and steamers and it is quite evident that the Government should make important changes in our pilotage system.

Yours truly,

ANDERSON, MCKENZIE & Co

---

HARBOUR COMMISSIONERS' OFFICE

QUEBEC, 29th Oct. 1888.

GEO. HADRILL, Esquire  
Secretary Board of Trade  
Montreal

Sir,

I am instructed to acknowledge the receipt of your favor of the 25th instant, inclosing letter of Messrs Anderson, McKenzie & Co complaining that no pilot was available for the S. S. "Boston City" on her last voyage to St Lawrence, also stating that "there has been several instances, this season, of a similar character with both sailing vessels and steamers."

I am requested to inform you that the Harbour Commissioners are now investigating the charge made by the Captain of the "Boston City" and, when the case is closed, I will inform you of the result. In the meantime I beg you will at once communicate with Messrs Anderson, McKenzie & Co and request they will furnish you with the particulars of the general charge they make, as the Commissioners are very anxious to do all in their power towards assisting in maintaining the utmost efficiency of the Pilot service for and below the Harbour of Quebec.

I am, Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Treas.

## HARBOUR COMMISSIONERS' OFFICE

QUEBEC, 15th Nov. 1888.

GEO. HADRILL, Esquire  
Secretary Board of Trade  
Montreal

Sir,

On the 29th ultimo I wrote you stating that the Harbour Commissioners were then investigating the complaint of Captain Smith S. S. "Boston City" that he could not get a Pilot on the Station and requesting that Messrs Anderson, McKenzie & Co would immediately forward particulars of their general charge that "there had been several instances, this season, of a similar character with both sailing vessels and steamers." As a fortnight has since elapsed, and I have no response, I will dismiss that portion of Messrs Anderson, McKenzie & Co's complaint and proceed to inform you of the result of investigation into case of S. S. "Boston City."

Captain Smith of the "Boston City" states that he arrived off Bic 3.39 A. M. 11th ultimo, showed blue light, waited and proceeded, 4.30, hoping to get a Pilot off Green Island, his only excuse for so doing was his statement that he was "an entire stranger to the river."

The Pilot Board have been able to prove that, at the hour named by Captain Smith, 3.30 A. M. and hours before and after that time, two of their Schooners were on their Station off Bic, showing flash light every five or six minutes; the schooners saw the light of the "Boston City," and her signals, but were unable to reach her before Captain Smith started off for Green Island, as already named.

The Pilot of the S. S. "Lake Winnipeg," M. A. Larochelle, outward bound, reports that, when abreast of Bicquette Light, distant about two and one half miles, he saw the two Pilot Schooners, one to the W. N. W., distant about five miles, the other to the north, within about two miles, both showing flash light at intervals; at same time he saw a Steamer to the southward, two points on his starboard bow, burning blue light, which proved to be the "Boston City." The officer on the bridge with Pilot remarked to him "there is a steamer showing

a private signal." "No," replied he, "that is a steamer signaling for a Pilot." "In that case," said the officer, "he has not far to go as there are the Pilot Schooners." Under such circumstances it is difficult to understand *why* the "Boston City" did not see the Schooners and obtain a Pilot when *they saw her* and an outward bound vessel, as already described, saw the two Schooners and the "Boston City;" weather was fine and clear, wind was light from north, but under no force of wind can a Schooner overtake a steamer. It was the duty of Captain Smith to have waited off Bic for his Pilot,—as his agents had not arranged to have Pilot at Father Point for him,—his ignorance of the custom is his excuse, but the fault of not being served with a Pilot was certainly his—no one else is to blame.

Curiously enough, when off Green Island Captain Smith met one of his Company's ships, viz: the "Ripon City" outward bound. It was 10 A. M., weather fine. Her Pilot services were no longer required for that vessel. Why did not Captain Smith repair his blunder of passing the Pilot Station by asking his brother Captain to give him his Pilot?

The regular lines of steamers to the St Lawrence, with experienced Captains in command, consider it advisable to provide Pilots for their service at Father Point. How much more necessary is it, in the case of such a Steamer as the "Boston City," is proved by the foregoing facts.

Up to date, this season, the Pilot Schooners have served 156 steamships and 287 sailing vessels. Only complaints so far received are three.

The Commissioners have investigated same and, as in the case of the "Boston City," found that all had been done that could be done by the Schooners on the Station.

I may add that so far, this season, 222 Pilots have embarked on Steamers at Father Point.

I remain, Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Treas.

---



---

 HARBOUR COMMISSIONERS' OFFICE

QUEBEC, 23rd Nov. 1888.

 Captain EDWARD SMITH,  
 Master S. S. "Boston City,"  
 Quebec.

Sir,

I have the honor to acknowledge the receipt of your letter of the 12th October last, conveying a complaint against the pilotage service, and to inform you, in reply, that a similar complaint having been made by the Agents of your Company, Messrs. Anderson, McKenzie & Co., through the Council of the Montreal Board of Trade, the Commissioners have directed me to address to their Secretary their report on the result of the investigation they have held in the matter.

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Treas.

 Mess  
 T  
 Dear  
 E  
 which  
 I  
 was d  
 A  
 with

Wm. M

Dear S

 A  
 Point-  
 of the  
 from a  
 W  
 a signa  
 us S. V  
 stoppin  
 I saw

---



---

COMPLAINT AGAINST THE PILOTAGE SERVICE

Re S. S. "Dominion."

QUEBEC, Nov. 15th. 1883.

Messrs.

The Harbour Commissioners,  
Quebec.

Dear Sirs,

Enclosed I beg to hand you copy of letter from Capt. Cross which reflects very seriously on the Pilot Service.

In consequence of the action complained of the "Dominion" was detained ten hours waiting on Pilot.

After investigation will you be good enough to favor me with your reply to the complaint and oblige.

Yours truly,

WM. M. MACPHERSON.

---

ON BOARD THE S. S. "DOMINION"

AT QUEBEC, 13th Nov. 1883.

WM. M. MACPHERSON, Esquire  
Quebec.

Dear Sir,

After a stormy passage (via Cape Race) we arrived at Father Point—8.27 last night; but as our pilot could not get off on account of the rough weather I went on to Bic intending to get a pilot from a pilot boat.

When Bic bore S. W. by W. dist. about 5 miles, I exhibited a signal for a pilot which was answered by a boat bearing from us S. W. by S. so I steered for her (Boat No. 1) but instead of stopping for us she was run away and anchored inside of Bic— I saw her masthead light hauled down and an ordinary riding

light exhibited. I followed her in and, as we were rounding the Island, I burnt another blue light before she was anchored, and this was answered by another boat (No. 4 I think) which was anchored close to the south shore of the Is. When we were moderately close to No. 1, she being ahead of us, the other boat was nearly on our starboard beam, I burnt another blue light as I was in doubt as to which boat would send me a pilot; but no notice was taken of this signal by either of the boats; so I waited on the spot for half an hour, less than a quarter of a mile from No. 1; then seeing that no attempt was made by either boat to send me a pilot, and, as my signal was not answered, I turned the ship round and went back to Father Point, where I waited till I got my Pilot, at 6.35 A. M.

I should like to know why No. 1 boat was not stopped after showing the signal to the Eastward of Bic (she was in smooth water at the time) and why a Pilot was not sent before she was anchored or afterwards.

I am, dear Sir,

Your obedient servant,

G. J. CROSS

HARBOUR COMMISSIONERS' OFFICE

QUEBEC, 5th Dec. 1884.

W. M. MACPHERSON, Esquire  
Agent Dominion Line of Steamers  
Quebec.

Sir,

I beg to acknowledge the receipt of your letter of the 15th ultimo, covering a complaint against the pilotage service addressed to you by the Master S. S. "Dominion" and submitted by you to the Commissioners with a request to forward, after investigation, the reply to same.

The investigation asked for has been held, during which the following named documents were laid before the Commissioners, viz:

1. A Report on the complaint in question from the Directors Corporation of Pilots;

2. A declaration by the Pilot Joseph Lachance, Master Pilot Schooner No 1 ;

3. A copy of the entries made in the log book of same Schooner, the 12th and 13th November last, covering the time the S. S. " Dominion " reached Father Point, went to Bic and returned to the former place ; and

4. A copy of the entries made in the log book of Pilot Schooner No 4 during the day of 12th same month.

The investigation has established to the satisfaction of the Commissioners that the Pilot Schooner No 1 saw the " Dominion " showing her blue lights and that she answered the Steamer, although, at the time, she was going inside Bic for shelter, as she could not stop any longer outside on account of the existing gale, the heavy seas, ice forming all over her deck and rigging and the loss of her boat although firmly lashed to davits, and that, had she stopped longer outside, she would have been further disabled. She therefore ran into shelter, anchored in 10 fathom water and endeavored to signal her helpless condition to the complaining Steamer.

It has been also established that the Master of Schooner was desirous of going to the Steamer, but was unable to do so owing to her disabled condition. Had the Steamer however ran alongside or near enough the Schooner to hail her she could have learnt that the Schooner had lost her boat and Captain Cross could then have lowered his own boat and secured a Pilot or could have gone to No 4 Schooner and obtained one, as the latter schooner was not then aware of the disabled condition of No 1 Schooner, but Captain Cross left the Station without going near enough to communicate.

The Commissioners have therefore come to the conclusion that no blame, in this case, could be thrown on the pilotage service.

I am, Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Treas



---



---

**COMPLAINT AGAINST THE PILOTAGE SERVICE**

*Re Barque "Lyna".*

QUEBEC, 4th October, 1888.

Sir,

I beg to draw your attention to the following circumstances :

I was with my vessel the barque "Lyna" in tow of the steamer "Dauntless" and passed Bic at one o'clock in the afternoon of the second instant and saw no pilot schooners anywhere around there. The day was beautiful, clear and hardly any wind. Another barque towed with us and neither of us got a pilot although we looked everywhere for them. Being in tow we could not lay to and wait, but kept the flag at the foretop during the whole of that day and also the following, and only succeeded in securing a pilot last night, at St. Lawrence Point, after the steamer having gone at half speed and blown the whistle for a long while. I beg that you will examine into these circumstances as it may be dangerous coming up this long river without a pilot when the weather is bad, and I also claim that my owners shall be free from any charge for pilotage, except a moorage, in consequence of not attending better to vessels requiring pilot.

I remain, Sir,

Your obd't servant,

JOHAN WAHL,

Master Barque "Lyna".

F. GOURDEAU, Esquire,  
Harbour Master, Quebec.

---

## HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 2nd November, 1888.

Captain JOHAN WAHL

Master Barque "Lyna"  
Care of Messrs HANSEN & SCHWARTZ,  
Ship Brokers, Quebec.

Sir,

I have the honor to acknowledge the receipt of your letter of the 4th ultimo, complaining that no Pilot Schooner was in sight at entrance to Pilot ground and that, in consequence thereof, you were unable to obtain a Pilot.

The Commissioners have held exhaustive inquiry on the subject of your complaint and have satisfied themselves of the fact of Schooner No 4 being on Station and the endeavour of her Captain to give you a Pilot, but the apparent intention of your Tug to avoid any delay made it impossible to board you; their signals do not appear to have been seen by you, but they were nevertheless made.

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

Sec.-Treas.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1888, before the Quebec Harbour Commissioners under the Authority of the "Pilotage Act," 36 Victoria, Chapter 54.

Names of Pilots tried.	Nature of Complaints.	Date of Trials	Result.
Théophile Corriveau.....	For having, on the 16th June, grounded the S. S. "Caban" on the west end of Green Island sec. (Trid under 45 Victoria, Chapter 34, Section 4).	13th July, 14th and 20th September	Acquitted.
Elzéar Normand.....	For having, on the 30th September, run ashore in the Traverse, the Bark "Prince Patrick."	5th October	Case dismissed for the reason that the witnesses who had been summoned to prove the charge, including the Master of the Bark, had failed to appear.

Certified,

HARBOUR COMMISSIONERS' OFFICE }  
Quebec, 7th January, 1889.

A. H. VERRET,  
Sec.-Treas.

LIST

Number.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

OFFICE

**QUEBEC HARBOUR COMMISSION.**

**LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December 1888.**

Number.	Names.	When indentured,		Remarks.
1	George Dugal.....	11th April,	1871	Absent since the fall of 1877. Absent since the fall of 1878. It is stipulated in the indentures of those apprentices that they will not be admitted to pass their examination before the number of Pilots is reduced to 125 as provided for by the Act 45 Vic., Cap. 32.
2	Ernest Nolet.....	19th March,	1874	
3	Adélaré Vézina.....	23d May,	1883	
4	Jean-Baptiste Pouliot.....	23d do	do	
5	Joseph Thivierge.....	23d do	do	
6	Léonidas Lachance.....	23d do	do	
7	Eudore Langlois.....	23d do	do	
8	Herméngilde Pâquet.....	23d do	do	
9	Frs-Xav. Eustache alias Wm. Doiron.	12th July.	do	

Certified,

A. H. VERRET,

Sec.-Treas.

OFFICE OF THE HARBOUR COMMISSION,  
Quebec, 7th January, 1889.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December 1888, the number who retired, struck off the active list or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of the Government Steamers, etc., etc.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Thomas Simard.....	74	Quebec.....	1	1	2	Superannuated the 17th December.
2	George Santerre.....	77	St Michel, Bellechasse.....	4	0	4	Superannuated the 17th December.
3	Régis Ménard.....	73	St. Valer.....	4	0	4	
4	Jean Pouliot.....	74	St. John, Orleans.....	4	3	3	Superannuated the 4th November.
5	Jean-Bte. Bernik.....	73	L'Islet.....	4	3	3	Superannuated the 3d December.
6	Joseph Pouliot.....	73	St. John, Orleans.....	2	1	2	Sick part of the season.
7	Jean Dugas.....	73	Quebec.....	4	4	3	
8	Cyprien Raymond.....	70	Quebec.....	1	0	1	Sick almost all the season.
9	Edouard Genest.....	70	St. Pétronille, Orleans.....	4	4	4	
10	Pierre Lapiere.....	71	Noire-Dame, Levis.....	4	3	4	
11	Magaire Deslisle.....	72	Trois-Pisoles.....	4	4	4	
12	Joseph Albot.....	71	Berthier.....	4	2	3	
13	Joseph Dick.....	69	St. John, Orleans.....	3	2	3	
14	George Audet dit Lapointe.....	68	Garthby, Wolf.....	4	2	4	Superannuated the 17th September.
15	Gabriel Lachance.....	69	St. John, Orleans.....	2	1	2	Master, part of the season, of Pilot. Schooner No 4.
16	François Dallaire.....	71	St. Laurent, Orleans.....	5	3	4	
17	Pierre Roy.....	73	St. Roch, Quebec.....	5	4	3	
18	David Bouffard.....	69	St. Laurent, Orleans.....	4	2	1	Died the 2d August.



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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movings.	
48	Joseph S. Brown.....	54	Montreal.....	10	13	2	Employed, all the season, by the Dominion Line of Steamers.
49	Hubert Raymond.....	49	Quebec.....	4	10	8	
50	Achille Damour.....	49	St. Yalfer.....	8	9	3	
51	Cyrille Lapointe.....	45	St. Laurent, Orleans.....	4	3	3	
52	Joseph Pouliot.....	45	St. John, Orleans.....	8	8	3	
53	Edmond Iarochele.....	45	St. Michel, Bellechasse.....	0	0	0	
54	Ant. Thomas Chouinard.....	54	Pointe au Pere.....	14	11	3	Master Government Steamer "Napoleon III".
55	Laurent Godbout.....	45	St. Laurent, Orleans.....	0	0	0	Employed, all the season, by a Collier. One of the Directors of the Corporation of Pilots. Re-elected at last election.
56	Adelme Pouliot.....	49	do do.....	12	11	2	Employed, all the season, by the Dominion Line of Steamers.
57	Bart. Pepin dit Lachance.....	43	St. John, Orleans.....	1	0	0	Master, all the season, less 20 days, of the Pilot Schooner No. 5.
58	Frs. Xav. Desile.....	43	St. Romuald.....	4	4	3	
59	Jos. Pepin dit Lachance.....	45	Quebec.....	4	4	3	
60	Damien Eugene Boulanger.....	45	Tadoussac.....	0	0	0	
61	Cyprien Langlois.....	44	St. John, Orleans.....	4	4	2	Employed, all the season, on the Saguenay Station.
62	Idesle.....	43	do do.....	9	9	3	
63	Nazaire Parrodeau.....	41	Quebec.....	0	7	3	Master S. S. "Greenlands".
64	Charles Normand.....	42	do do.....	12	13	2	Employed, all the season, by a Collier.

65 Napoleon Rioux..... 43 Ste. Pétronille, Orleans..... 5 3 4  
 66 Jean-Bte Tremblay..... 45 Quebec..... 7 12 3  
 Employed, all the season, by the Black

64	Charles Normand.....	41	Quebec.....	9	6	12	13	2	Employed, all the season, by a Collier.
65	Napoléon Rioux.....	43	St. Jérôme, Orléans.....	5	7	3	3	4	Employed, all the season, by the Black Diamond Line of Steamers.
66	Jean-Bte Tremblay.....	45	Quebec.....	9	9	9	3	3	Employed, all the season, by the Beaver Line of Steamers.
67	Ray. Basset dit Lamontagne.....	42	St. Mich 1, Bellechasse.....	10	5	2	2	2	Employed, all the season, by the Donaldson and Ross Line of Steamers.
68	Frs. Nav. Lamare.....	42	St. Valer.....	9	11	3	3	3	Employed, all the season, by the Allan Line of Steamers.
69	Moïse Pouliot.....	40	St. John, Orléans.....	4	4	4	4	2	Employed, all the season, by the Allan Line of Steamers.
70	Paul Gohel.....	42	do do.....	5	4	4	4	2	Employed, all the season, by the Allan Line of Steamers.
71	Chas. Alarie Raymond.....	40	Quebec.....	10	9	0	0	0	Employed, all the season, by the Allan Line of Steamers.
72	Victor Vézina.....	43	do do.....	10	9	2	2	2	Employed, all the season, by the Allan Line of Steamers.
73	Louis Honorius Lachance.....	50	St. Michel, Bellechasse.....	0	0	0	0	0	Employed, all the season, by the Allan Line of Steamers.
74	L. B. O. Goutron dit Larochelle.....	42	do do.....	10	9	2	2	2	Employed, all the season, by the Allan Line of Steamers.
75	Chas. Hermie alias A. Bernier.....	43	do do.....	0	0	0	0	0	Employed, all the season, by the Allan Line of Steamers.
76	Louis Robert Demers.....	42	Quebec.....	9	0	4	4	4	Employed, all the season, by the Allan Line of Steamers.
77	Vital Ephrem Chamberland.....	48	Troy, United States.....	4	4	4	4	4	Employed, all the season, by the Allan Line of Steamers.
78	Jos. G. Dupil.....	41	Quebec.....	7	6	3	3	3	Employed, all the season, by the Allan Line of Steamers.
79	Jean-Bte Talbot.....	43	Berthier.....	6	7	5	5	5	Elected, at last election, one of the Directors of the Corporation of Pilots.
80	Joseph Fortier.....	44	St. John, Orleans.....	0	0	0	0	0	One of the Directors of the Corporation of Pilots. Re-elected at last election.
81	Nestor Lachance.....	43	do do.....	9	9	3	3	3	Master S. S. "Polino".
82	Cyrille Audet dit Lapointe.....	43	St. Michel, Bellechasse.....	4	4	4	4	4	Employed, all the season, by the Beaver Line of Steamers.
83	Joseph Lapointe.....	45	St. Laurent, Orléans.....	4	3	4	4	4	Employed, all the season, by the Beaver Line of Steamers.
84	Pierre Pepin dit Lachance.....	39	Montreal.....	7	7	4	4	4	Employed, all the season, by the Beaver Line of Steamers.
85	Théophile Gourdeau.....	44	Laurzon, Levis.....	4	4	4	4	4	Employed, all the season, by the Beaver Line of Steamers.
86	Isidore Noël.....	38	St. John, Orléans.....	4	4	4	4	4	Employed, all the season, by the Beaver Line of Steamers.
87	Jean Evariste Adam.....	44	Trois-Saumons.....	4	3	4	4	4	Employed, all the season, by the Beaver Line of Steamers.
88	Alfred Larochelle.....	38	Notre-Dame, Levis.....	10	9	2	2	2	Employed, all the season, by the Beaver Line of Steamers.
89	Théophile Corriveau.....	41	St. Sauveur, Quebec.....	4	3	3	3	3	Tried the 13th July and 14th and 20th September. Acquitted.
90	Elzéar Coutbout.....	40	do do.....	4	5	4	4	4	Employed, all the season, by the Beaver Line of Steamers.



STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &amp;c.—Continued.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
91	George Couillard Després.....		Bienville, Levis.....				
92	Pierre Gobeil.....	40	St. John, Orleans.....	4	3	3	
93	Théophile Pepin dit Lachance.....	40	Montreal.....	4	4	4	
94	Auguste Fréte Simard.....	37	St. Joseph, Levis.....	4	4	4	
95	Jean-Bte. Patoiné.....	37	Bienville, Levis.....	4	4	4	
96	Narcisse Lavoie.....	39	Ste Luce, Rimouski.....	10	11	3	Employed, all the season, by the Black Diamond Line of Steamers.
97	Joseph Emilio Couillard.....	37	Quebec.....	4	4	4	
98	Louis Albert Royer.....	43	St. John, Orleans.....	8	12	2	Employed, all the season, by the Hansa Line of Steamers.
99	Adélaïde Sansterre.....	38	St. Michel, Bellechasse.....	4	4	4	
100	Onésime Noël.....	36	St. John, Orleans.....	11	10	3	Employed, all the season, by the Allan Line of Steamers.
101	Napoléon Baillargeon.....	38	St. Pétronille, Orleans.....	0	0	0	One of the Directors of the Corporation of Pilots. Not re-elected at last election.
102	David F. Pelletier.....	36	Larson, Levis.....	4	4	3	
103	Jos. Frs. Xav. Bernier.....	36	Quebec.....	2	4	4	
104	Frs. X. Demeule.....	36	St. John, Orleans.....	8	11	2	Employed, all the season, by the Donaldson and Ross Line of Steamers.
105	Louis Honoré Lapierre.....	38	Notre-Dame, Levis.....	4	3	3	
106	Joseph Eugène Lachance.....	34	St. John, Orleans.....	4	3	3	
107	David Arthur Bonnard.....	34	St. Laurent, Orleans.....	3	2	2	

108 Jean Théophile St. Laurent.....

37

Quebec.....

10

9

2

Employed, all the season, by the Allan Line of Steamers.

109 Jacques Georges Dugas.....

36

Ste. Anne Lapocatière.....

4

3

4

108	Jean Théophile St. Laurent.....	37	Quebec .....	10	9	2	Employed, all the season, by the Allan Line of Steamers.
109	Jacques Georges Dugas.....	36	Ste. Anne Lapocautière.....	4	3	3	
110	Joseph Victor Gourdeau.....	41	Ste. Féronille, Orleans.....	4	4	4	
111	Louis alias Tréfilé Delisle.....	34	Trois-Pistoles.....	0	0	0	Master Red Island Light Ship.
112	Jean-Bte. Couillard.....	37	Cap St. Ignace.....	4	5	4	
113	Chs. Pelletier.....	38	Quebec.....	4	3	2	
114	Jos. alias Philéas Langlois.....	42	St. John, Orleans.....	3	4	3	
115	Nazaire Delisle.....	39	do	4	4	3	
116	J. E. Bonaventure Lavoie.....	36	Ste. Luce, Rimouski.....	4	4	3	
117	Adjutor Baillargeon.....	34	Ste. Petronille, Orliens.....	0	0	0	One of the Directors of the Corporation of Pilots. Relected at last election.
118	Samuel Rioux.....	35	Quebec.....	6	5	20	
119	Chs. Oel-Clavet.....	34	Ste Michel, Bellechasse.....	4	3	3	
120	Joseph Dion.....	32	Notre-Dame, Levis.....	4	4	3	
121	Fauzadance.....	32	Quebec.....	10	9	3	Employed, all the season, by a Collier.
122	Armand Jovin.....	30	Ste. Luce, Rimouski.....	4	4	4	
123	Paul Labrecque.....	38	St. Laurent, Orleans.....	4	3	4	
124	Paul L.....	15	St. John, do	14	14	4	Employed, all the season, by a Collier.
125	Joseph Proulx.....	32	do	4	4	3	
126	Joseph Larochelle.....	31	St. Michel, Bellechasse.....	5	4	2	Employed all the season, by the Beaver Line of Steamers.
127	Adjutor Lachance.....	30	do	9	10	2	
128	Frs. Gaudreau.....	37	Rimouski.....	4	3	3	
129	Arthur Koenig.....	37	L'Islet.....	4	3	3	
130	Eugène Anctil.....	30	Quebec.....	2	2	1	Master, part of the season, of the Pilot Schooner No. 4.
131	David Dumas.....	35	Notre-Dame, Levis.....	4	4	3	Master, all the season, of the Pilot Schooner No. 1.
132	Jos. Lachance.....	34	St. Laurent, Orleans.....	0	0	0	
133	Paul Paquet.....	39	St. John, Orleans.....	4	4	4	Brought before the Pilotage Authority the 5th October. Case dismissed.
134	Alphonse Pouliot.....	36	do	5	5	3	Employed, all the season, by the Donaldson and Ross Line of Steamers.
135	Elzéar Normand.....	29	L'Islet.....	5	3	3	
136	Jean Bernier.....	29	do	11	7	2	
137	Joseph Paquet.....	27	St. John, Orleans.....	4	4	3	
138	Jean A. Lachance.....	26	Quebec.....	4	3	2	

X

STATEMENT showing the number of Pilots for and below the Harbour of Quebec. &c. — *Continued.*

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
139	Arthur Baillargeon.....	31	Ste. Pétronille, Orleans.....	9	12	2	Employed all the season, by the Dominion Line of Steamers.
140	Joseph Vézin.....	27	St. Laurent, Orleans.....	5	4	4	
141	Herménégide Guénard.....	30	Quebec.....	4	4	4	
142	Elzéar Desjardins.....	35	do.....	4	4	4	
143	John J. A. Irvine.....	32	Green Island.....	4	4	5	
144	Fred. Bouffard.....	31	St. Laurent, Orleans.....	4	4	5	
145	Jules Asselin.....	27	St. Michel, Bellechasse.....	5	5	4	
146	Prudent Marmen.....	29	Quebec.....	4	3	3	
147	Lacten Lachance.....	27	St. John, Orleans.....	3	3	3	
148	Alfred Dion.....	30	Green Island.....	10	9	2	
149	Amélie Bernier.....	30	St. Michel, Bellechasse.....	6	6	3	
150	Moïse Blouin.....	37	St. John, Orleans.....	4	4	3	
151	Moïse Lachance.....	28	St. Sauveur, Quebec.....	7	4	4	
152	Alfred Godbout.....	35	Cap St. Ignace.....	5	4	3	
153	Alfred Godreau.....	35	Kamouraska.....	4	5	4	
154	Philips Lachance.....	27	St. John, Orleans.....	4	4	4	
155	Joseph H. Talbot.....	30	Berthier.....	4	4	4	
156	Moïse Arthur Lachance.....	26	St. John, Orleans.....	5	2	3	
157	Louis Frs. Thivierge.....	25	St. John, Orleans.....	4	5	3	
158	Laurent Larochelle.....	28	St. Michel, Bellechasse.....	4	4	3	

159 François alias Joseph N. Dallaire..... 27 St. Laurent, Orleans..... 5 3 4 Licensed the 7th May.

160 Joseph Emilien alias Emile Lachance..... 22 St. John, Orleans..... 4 4 2 Licensed the 24th May.

158 Laurent Larochelle..... 28  
 22 St. John, Orleans..... 3  
 3 Licensed the 7th May.  
 4  
 4  
 3 Licensed the 18th February.  
 3  
 3 Licensed the 7th May.

159	François alias Joseph N. Dallaire	27	St. Laurent, Orleans.....	5	4	Licensed the 7th May.
160	Joseph Emilien alias Emile La chance .....	22	St. John, Orleans.....	4	2	Licensed the 7th May.
161	Alphonse Asselin.....	23	St. Michel, Bellechasse .....	4	3	Licensed the 7th May.
162	Edmond Laroche Fe.....	22	do do .....	4	3	Licensed the 18th June.
163	Joseph Plante .....	22	St. Paul's Bay.....	3	1	Licensed the 18th June.
164	Narcisse Després.....	24	St. Joseph, Levis.....	3	1	Licensed the 24th July.
165	Alphonse Paquet.....	22	St. John, Orleans.....	2	1	Licensed the 24th July.
166	Paul alias Napoléon Poulhot .....	29	St. John, Orleans.....	2	1	Licensed the 24th July.
167	Arthur Doiron.....	32	St. Joseph, Levis.....	2	1	Licensed the 24th July.
168	Atéard Bernier.....	27	St. Michel, Bellechasse .....	2	1	Licensed the 17th September.

Certified,

A. H. VERRET,  
 Sec.-Treas.

HARBOUR COMMISSIONERS' OFFICE,  
 Quebec, 7th January, 1889.

## QUEBEC HARBOUR COMMISSION.

MEMORANDUM regarding the opening and closing of navigation and the formation of the ice in the Harbour of Quebec for the year 1888.

- A Bateau, from St. Paul's Bay, arrived in Port the 8th April, at 4 P. M.
- The first Schooner of the season, " Marie Arthémise ", arrived in Port the 11th April, at 6.30 P. M.
- The Mail Steamer " Vancouver," arrived at St. Patricks' Hole the 29th April, at 7 A. M., remained there part of the day and reached Indian Cove, at 1.30 P. M., after having come up as far as opposite the Custom House. Remained at Indian Cove till the 2d May, on account of the ice, and reached Quebec the same day, at 1. P. M.
- The Steamboat " Montreal," of the Richelieu and Ontario Company, arrived in Port, the 4th May, at 10.15 A. M.
- The first sailing vessel, Barque " Helga," arrived in Port between 6 and 7. A. M., the 8th May.
- The Tidal Basin was free of ice the 19th April and the Wet Dock the 25th same month.
- The navigation in the River St. Charles was opened the 4th May.
- The last sailing vessel, Barque " Yuba " left the Port the 14th November.
- The last vessel of the Richelieu and Ontario Company, " Montreal," left Port the 20th November.
- The first floating ice on the river was seen on the morning of the 22nd November.

The Allan S. S. "Pomeranian," arrived from Montreal on the morning of the 27th November and left for Sea the 30th same month.

The S. S. "Polino," arrived from Sydney, on the 28th Nov.

The Steam Schooner "Lady Belleau" left, for the gulf, the 6th December, at noon.

The ice formed, the 23rd November, in the River St. Charles and in the Tidal and Wet Docks, subsequently broke and finally formed the 7th December.

The ice bridge between the Island of Orleans and the north shore formed the 21st December.

A. H. VERRET,

Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,  
Quebec, 7th January, 1889.

-----

QUEBEC HARBOUR COMMISSION

STATE of the Tides and Wind in the Harbour of Quebec during year 1888.

(According to the record kept by Mr J. E. Bernier, Dock Master, Graving Dock.)

-----

January, 27th	Highest Tide:	25 feet 6 inches on guage.
" 3d	Lowest " "	6 " 6 " on sill.
" "	Wind:	West during 26 days.
" "	" "	East " 7 "
" "	" "	North " 2 "
" "	" "	Calm " 0 "
February, 13th	Highest Tide:	26 feet on guage.
" 29th	Lowest " "	5 " on sill

<i>February, Wind</i> : West during 19 days.	
"	East " 9 "
"	North " 0 "
"	Calm " 0 "
<i>March, 13th</i>	Highest Tide : 30 feet 5 inches on guage.
" 30th	Lowest " 4 " on sill
" <i>Wind</i> :	West during 18 days.
"	East " 12 "
"	North " 0 "
"	Calm " 1 "
<i>April, 11th</i>	Highest Tide : 26 feet on guage.
" 4th	Lowest " 6 " 3 on sill.
" <i>Wind</i> :	West during 17 days.
"	East " 12 "
"	North " 1 "
"	Calm " 0 "
<i>May, 26th</i>	Highest Tide : 28 feet 5 inches on guage.
" 15th	Lowest " 9 " on sill
" <i>Wind</i> :	West during 14 days.
"	East " 17 "
"	North " 0 "
"	Calm " 0 "
<i>June, 26th</i>	Highest Tide : 27 feet on guage.
" 12th	Lowest " 9 " 8 inches on sill.
" <i>Wind</i> :	West during 17 days.
"	East " 11 "
"	North " 1 "
"	Calm " 1 "
<i>July, 24th</i>	Highest Tide : 27 feet on guage.
" 19th	Lowest " 9 " on sill.
" <i>Wind</i> :	West during 20 days.
"	East " 8 "
"	North " 2 "
"	Calm " 1 "
<i>August, 8th</i>	Highest Tide : 26 feet on guage.
" 15th	Lowest " 9 " on sill
" <i>Wind</i> :	West during 19 days.
"	East " 11 "
"	North " 1 "
"	Calm " 0 "

<i>September</i> , 7th	Highest Tide :	25 feet 6 inches on guage.
" 8th	Lowest " "	8 " 10 " on sill.
" <i>Wind</i> :	West during	18 days.
" "	East " "	9 "
" "	North " "	0 "
" "	Calm " "	3 "
<i>October</i> , 8th	Highest Tide :	27 feet 4 inches on guage.
" 9th	Lowest " "	8 " 8 " on sill.
" <i>Wind</i> :	West during	16 days.
" "	East " "	14 "
" "	North " "	0 "
" "	Calm " "	1 "
<i>November</i> , 6th	Highest Tide :	27 feet 2 inches on guage.
" 1st	Lowest " "	8 " on sill.
" <i>Wind</i> :	West during	18 days.
" "	East " "	11 "
" "	North " "	0 "
" "	Calm " "	1 "
<i>December</i> , 5th	Highest Tide :	28 feet 6 inches on guage.
" 13th	Lowest " "	7 " 6 " on sill.
" <i>Wind</i> :	West during	25 days.
" "	East " "	5 "
" "	North " "	0 "
" "	Calm " "	1 "

HARBOUR COMMISSIONERS' OFFICE,  
Quebec, 7th January, 1889.







## 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 1888.—(Suite.)

14 Veuves à \$62.		16 Veuves à \$58.	
Veuve C. J. Adam.....	\$ 62 00	Veuve Edouard Chevalier...	\$ 58 00
" Michel Fournier.....	62 00	" Thomas Dick.....	58 00
" Paschal Dick.....	62 00	" Dennis Glynn.....	58 00
" Pierre Gourdeau (A. F.).....	62 00	" Wm. Irvine.....	58 00
" Bénonic Normand.....	62 00	" Fabien Langelier.....	58 00
" Damase Babin.....	62 00	" Julien Langlois.....	58 00
" J. M. Plante, décédée le 23 nov. 1888.....	65 97	" J. Bte. Larocbe.....	58 00
" Amable Genest, arrérages.....	15 50	" A. (L. M.) Lavoie.....	58 00
" Amable Genest, année.....	62 00	" Henri Lavoie.....	58 00
" Frs. Rioux.....	62 00	" Firmin Lévesque, arrérages.....	14 50
" Nicolas Fortin.....	62 00	" " " acc.....	43 50
" Marcel Côté.....	62 00	" Henri Noël.....	58 00
" Gabriel Plante.....	62 00	" Fred. Simpson.....	58 00
" J. E. Adam.....	62 00	" Joseph Simpson.....	58 00
" Edouard Demers, à sa pension du 14 mars 1888.....	38 92	" Pierre Ross.....	58 00
	\$ 864 39	" J. Bte. Caron.....	58 00
		" Amable Fournier, arrérages.....	43 50
		" " " année.....	58 00
			\$ 971 50
16 Veuves à \$60.		16 Veuves à \$56.	
Veuve Félix Caron.....	\$ 60 00	Veuve L. (M. L.) Asselin...	\$ 56 00
" David St-Mars.....	60 00	" Grégoire Bernier.....	56 00
" Jean Giroux.....	60 00	" Germain Caron.....	56 00
" Pierre Gourdeau (A. N.).....	60 00	" Jean Dion.....	56 00
" Joseph Dupil.....	60 00	" Jean Pelletier.....	56 00
" Jean Marcoux.....	60 00	" C. F. Koenig.....	56 00
" Thos. Connell.....	60 00	" Ovide Lachance.....	56 00
" J.-Bte. Patoine, décédée le 11 oct 1888.....	56 83	" L. Langlois (E. D.)... rages.....	56 00
" Pierre Curodeau.....	60 00	" Antoine Michaud, arrérages.....	28 00
" J.-Bte. Tremblay.....	60 00	" " " année.....	56 00
" Magloire Mercier.....	60 00	" Pierre Normand.....	56 00
" Louis Crépault.....	60 00	" David Pettigrew.....	56 00
" Frs. Nadeau.....	60 00	" Benj. Pineau.....	56 00
" Antoine Boucher.....	60 00	" John Simpson.....	56 00
" Ed. Vaillancourt, décédée le 2 mars 1888.....	20 16	" Joseph Levesque, arrérages.....	70 00
" Vital Charest, arrérages.....	15 00	" Joseph Levesque, acc.....	28 00
" " " année.....	60 00	" Frs. Côté, à sa pension du 22 mars 1888.....	34 06
	\$ 931 99	" Pierre S. Laprise.....	56 00
			\$ 944 06



## CORPORATION DES PILOTES.

F.-X. DION en compte courant avec la Corporation des Pilotes de Québec au 31 décembre 1888.

ACTIF.		Par gages des cuisiniers .....	
A balance de 1887.....	\$ 444 33		\$ 493 05
A fonds de réserve de 1887...	500 00	Par indemnité aux directeurs.....	600 00
A goëlette No. 3 de 1887.....	850 00	Par indemnité aux capitaines.....	233 00
A douane de Montréal.....	42456 52	Par indemnité pour la station du Saguenay.....	225 00
" des Trois-Rivières..	1488 55	Par interdiction....	419 91
" de Chicoutimi.....	847 07	Par balance du vieil emprunt.....	1500 00
" des Escoumains, de 1887.....	55 01	Par parts de goëlettes.....	1200 00
" de Tadoussac.....	351 94	Par pilotage : remise sur tirant d'eau...	19 45
" de la Rivière Ouelle.	194 77	Par salaire des employés.....	1550 00
" de Sorel.....	2101 47	Par acompte sur goëlette en construction.....	2000 00
A intérêts, Banque Nationale.....	135 73	Par fonds des pilotes invalides.....	7364 66
A intérêts, payé sur emprunt.....	55 00	Par dividendes.....	88299 50
	80 73	Par fonds de réserve.	500 00
A amendes.....	40 00	A balance.....	61 84
A temps perdu.....	2161 00		
A emprunt pour goëlette neuve.....	1500 00		
A pilotage : perçu à Québec,	58295 99		
	\$111367 38		
PASSIF.		N. B. A l'assemblée Générale Annuelle, des Pilotes, tenue le 10 courant, il a été unanimement résolu de ne pas auditer les livres et les comptes pour l'année expirant le 31 décembre 1888. Je remercie de nouveau bien cordialement les membres de la Corporation des Pilotes pour cette nouvelle marque de confiance en acceptant encore cette année les comptes non-audités. Inutile de dire que je serai prêt, comme toujours, à donner à qui de droit, toutes les explications et tous les renseignements demandés.	
Par dépenses des goëlettes.....	\$ 1685 15	F. X DION, Sec.-Trésorier. Québec, le 31 décembre, 1888.	
Moins vente de vieilles voiles....	93 00		
	\$ 1592 15		
Par dépenses des pilotes.....	528 26		
Par dépenses générales.....	\$ 1708 22		
Moins vendu pour amarres.....	5 05		
	1703 17		
Par provisions.....	\$ 1780 48		
Moins vendu à divers pilotes.....	68 03		
	1712 45		
Par loyer.....	363 75		
Par gages des apprentis.....	1001 19		