

ANNUAL TIMBER CIRCULAR OF J. BELL FORSYTH & Co.

“The number of sailing vessels cleared for sea (lumber laden) at the port of Quebec, including the Saguenay and Lower St. Lawrence, from 1885 to 1900, was as follows :—

Vessels.		Vessels.	
1885.....	369	1893.....	177
1886.....	325	1894.....	136
1887.....	271	1895.....	86
1888.....	227	1896.....	103
1889.....	275	1897.....	99
1890.....	250	1898.....	88
1891.....	205	1899.....	74
1892.....	244	1900.....	28

During season of 1900, 241 steamers arrived in port for entire cargoes.

The number of cars of deals, timber, pulp, &c., carried by the Q. & L. St. John Railway for the year ending 1st November, 1900, was :—

Cars.		Cars.	
Deals and lumber.....	5,414	Ties.....	555
Cordwood.....	1,420	Square timber.....	585
Pulp.....	2,282	Pulpwood.....	708

NEEDS OF QUEBEC HARBOUR.

“Beauport.—A gas buoy is wanted at the shoal.

“Quebec Harbour.—Of all the suggested improvements, up the river, the most important seems to be here. What is wanted is a good leading light, for going in and out of the harbour. At present there are two red range lights at the Quebec wharf, but those are strongly condemned by everybody. They are quite insufficient in power, and are not distinguishable, surrounded as they are by numerous electric lights. To remedy this state of affairs, powerful range lights should be placed on the western end of Orleans Island. Of the thirty odd witnesses whose evidence was heard, there were but three who did not want any improvement here. The majority was emphatic. One or two of them suggested an alternative position for these leading lights, such as some high part of Quebec itself, but they all agreed that no place could be better than the western end of the Isle of Orleans.

“Sweeping the river in the spring-time would be an advantage. The lights from Father Point up are generally good, except the Cape Salmon. The charts are good except from Bellechasse to Crane Island. Gas buoys should be oftener changed.”—(From Montreal Report of Navigation.)