

48.67 tons register; Columbian, 455.15 tons register; Canadian, 455.15 tons register; Victorian, 455.15 tons register; Gleaner, 149.05 tons register; Scotia, 124.87 tons register; Barley, 132.08 tons register; Zealandian, 141.18 tons register. Total, 10 steamers, 3,533.61 tons register.

RICHELIEU AND ONTARIO NAVIGATION Co.—Algerian, 575 tons; Beaupre, 1,070 tons; Bohemian, 647 tons; Boucheville, 256 tons; Berthier, 439 tons; Columbian, 596 tons; Cultivator, 228 tons; Chambly, 247 tons; Corsican, 501 tons; Carolina, 610 tons; Canada, 961 tons; Fire Fly, 120 tons; Hamilton, 476 tons; Hosanna, 59 tons; Kingston, 1,908 tons; Laprairie, 372 tons; Longueuil, 331 tons; Quebec, 1,272 tons; Saguenay, 592 tons; Spartan, 543 tons; Toronto, 1,651 tons; Three Rivers, 793 tons; Terrebonne, 319 tons. Total, 23 steamers, 14,475 tons register.

St. Lawrence Route Improvements.

In Oct., 1902, we published a statement of the work in progress on the St. Lawrence in the way of deepening the channel between Quebec and Montreal, and of the additional aids to navigation which the Department of Marine was preparing to place in position at different points in the river and gulf, with a view of rendering the route more accessible and safe than formerly. The work as outlined in that article has been carried out and further works are proposed to be done by the present Minister of Marine, Hon. R. Prefontaine, out of a vote of \$512,000 passed at the recent session of Parliament. The work already completed on the St. Lawrence route in improving aids to navigations since the opening of the season of 1902 are as follows:

Cape Rosier.—The fog whistle has been strengthened and the light made occulting and greatly increased in brilliancy.

Fame Point.—A siren on the Hamilton-Foster principle has been established and the lighthouse has, at the request of the Messrs. Allan, been painted a bright red as an experiment, to ascertain if that color will be more conspicuous as a land mark than the white and black previously used.

Manicouagan shoal.—A whistling buoy was established on the south extremity in 1902.

Matane.—A bell buoy was established in 1902, on the extremity of the shoal.

Father Point.—A first-class siren has been put in operation and the light has been made a very strong acetylene light.

Rimouski.—A gas buoy was established in June, 1903, to mark the point where mail steamers should meet the steam tender in receiving and delivering mails.

Prince shoal.—This danger at the mouth of the Saguenay has been marked by a combined gas and bell buoy.

Lower Traverse.—A lighthouse pier was successfully sunk in 1902, and it is hoped that the pier will be completed and a permanent lighthouse and siren erected on it this year. Temporary lights are already maintained at this important point. A gas buoy was also established in 1903 on the north side of the channel, opposite this pier.

St. Jean Port Joli.—A gas buoy was anchored off this point in 1902.

Bellechasse.—The light has been changed from fixed to occulting and greatly increased in strength.

Baumont shoal.—A gas buoy was established on the north edge of this shoal in 1902.

St. Nicholas.—The semaphore, previously maintained at Cap Santé, was moved to this point in 1902, to indicate the depth over St. Augustin bar, now the shoalest point in the ship channel.

St. Antoine.—The lights at this point were re-arranged in 1902, one old light being discontinued and three new range lights being established.

Point Platon.—A gas buoy was established here in 1902.

Barre à Boulard.—The system of lights leading through this cut was re-arranged on July 1, 1903, two new lights being changed in color and strengthened, and three old lights being abandoned.

Batture Simon.—A gas buoy was anchored on this shoal in June, 1903.

Batiscan.—The arc of visibility of the front light was enlarged in 1902.

Yamachiche.—A gas buoy was placed on a bend in the channel opposite this point in June, 1903.

Contrecoeur to Varennes.—In this stretch of the channel six new range lights were established in 1902, and two additional range lights in June, 1903. A pair of day beacons on concrete piers has also been erected and one gas buoy established at Varennes curve.

Ile à l'Aigle.—Two range lights were established here in 1902.

Pointe aux Trembles.—The range lights heretofore maintained at Pointe aux Trembles were discontinued on the opening of navigation in 1903 and a new tower established at Varennes, which, ranging with one of the Ile à l'Aigle lighthouses, marks more correctly the channel heretofore marked by the Pointe aux Trembles range lights.

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