

I have lately enquired more carefully into the subject, and have called to my aid experienced navigators, and the weather records of our Department; add to these the excellent explanations made by Mr. Sewell, backed by others, I have considerably changed my mind, and have joined the rank and file of the advocates of winter navigation as far up as Quebec.

I find that the first safe winter harbour after leaving Bic would be Tadousac, about forty miles up. The next would be Murray Bay, about forty miles further up. Both places have proved safe on more than one occasion all the winter through. There is a ship, the "Mangerton," now at Murray Bay, and two of our light ships snug and safe at Les Eboulements, since winter set in.

As soon as inward bound vessels would reach Murray Bay, 80 miles up from Bic, (and I believe this perfectly practicable at all seasons), they would then have the choice of two channels to come up the last 70 miles to reach Quebec. By the system of telegraphic communication on the south and north shores, assisted by the code of signals, the vessel will learn which channel is the clearer of ice—and take the more advantageous. Should they decide upon the south channel, a long pier or block in the Traverse with range lights which serve as Beacons by day, would afford a guide to get through the most difficult part of the river. Should they continue up the north channel the traverse at the foot of the Island of Orleans is already provided with necessary range lights and beacons. It must be remembered that when one channel is full of ice, which is generally caused by the action of the wind blowing it in that direction, the other is almost free of it. From Murray Bay to Quebec is about 70 miles, and a good steamer should run up in a few hours; but if this stretch is considered too long without a harbour of refuge, would not an Ice-breaker about midway overcome this difficulty, should any really exist. There is little danger from