

Regarding Mr. Gregory's reply to the 5th question the Secretary has been favored with the following opinion:—"Navigation below Quebec is always possible after the beginning of February, and quite safe. Petitions have, at different times, been presented to Government, praying for subsidies to help to demonstrate the practicability of winter navigation on the lower St. Lawrence. Whilst no decided attempt has yet been made to prove the theory, there can be little doubt that, if once made it would be successful, and might have the effect of inducing shipowners to dispatch their vessels to the St. Lawrence some weeks earlier than they do at present. No step, however, is likely to be taken in the face of a statutory enactment which makes it a crime punishable by fine and imprisonment at hard labor, to break up the ice obstruction opposite Quebec."

With respect to the answer to the 6th question it may be mentioned here that Lieut.-Col. Cotton, of the Citadel at Quebec, has made some experiments in blasting the ice at Cap Rouge, and in reply to an inquiry he has kindly sent a note as follows:—

THE CITADEL QUEBEC,

9th June, 1884.

WM. J. PATTERSON, Esq.,

*Secretary Board of Trade,*

Montreal.

DEAR SIR,

You ask as to whether, in my opinion, keeping the River opposite Quebec open would have any effect in lessening or preventing the formation of the barrier at Cap Rouge.

Although the employment of powerful steam Ferries between Quebec and Levis would, no doubt, to a very great extent, prevent the ice barrier, still, in my opinion, it would not insure it. In the Winter of 1882-83, the barrier was formed at Cap Rouge for some days before the Ferries ceased running opposite Quebec; while in 1883-84 the contrary was the case.