

JOHN BERNIER, Pilot on the Lower St. Lawrence between Quebec and Father Point for nineteen years (page 237).

Another pier should be placed in the traverse to replace the light-ship, should be good occulting gas-buoy on the patch South East of Pillars and with some dredging in Crane Island Channel. Channel should be dredged to thirty feet in depth and to 1000 or 1200 feet in breadth. There should be a small pier built on Crane Island where the red can-buoy is, and there should be a light on it for the night time and for early in the Spring and late in the season. The channel should be dredged above Crane Island abreast of Margaret Island, where there are shoals right in the middle of the channel—should be dredged to a depth of thirty feet. Bellechasse light should be occulting instead of fixed. There should be a range light on the South-West end of Orleans Island and a gas-buoy at Point Levis, and also a gas-buoy at the entrance of the traverse for steamers outward bound. Is of opinion that Cape Salmon fog signal is not satisfactory, and that government does not keep pilots fully posted. Considers the channel between Crane Island and the traverse should be swept every year. Believes that to help ships to Quebec, gas-boys should be placed at Point Levis in five fathoms of water and a range light should be placed on the West end of Orleans Island to help ships going out of Quebec.

END OF ABRIDGEMENT.