

3. Which means of crossing the River St. Lawrence at Quebec in Winter is the safer and cheaper (on the whole,)—the Steam Ferry or the horse sleigh?

*Ans.* The Steam Ferry is cheaper, and on the whole safer.

4. If some extraordinary circumstance (such as a heavy storm, or oppressive cold) should occur to make it impossible to prevent the formation of an ice-bridge,—when such influence has ceased, would it be possible and advisable to at once break up the bridge and restore navigation?

*Ans.* Yes, decidedly,—as the wharves cannot be used; and it is quite possible to break up ice just formed by the present Ferry-boats.

5. Does the existence of an ice-bridge at Quebec retard the opening of navigation?—if so, about how many days?

*Ans.* I believe that it retards navigation. As to number of days, that can only be estimated according to the date of sailing for this Port,—which, I believe feasible very much earlier than at present,—say March.

6. Suppose the ice to have formed at Cap Rouge—can it be broken up by blasting? If so, at what period after its formation should blasting be resorted to? and would it be an expensive operation?

*Ans.* Early in March, when no bridge opposite Quebec, as ice does not form much after that. Cannot estimate expense; but probably from \$1,000 to \$2,000 should be sufficient to make a fair trial.

7. Have ice-bridges at Quebec, in the past, caused any loss of life or of property?

*Ans.* Yes,—very serious loss of property, especially in 1874, when the Government steamer "Napoleon III." and several other vessels were wrecked by the ice-bridge giving way. Many persons have lost their lives by venturing to cross the bridge late in Spring. This season, goods for the Lower Ports were sent *via* Montreal, on account of the dangerous crossing, for several days.