

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.