

## REPORT AND EVIDENCE ON THE CHANNELS OF THE ST. LAWRENCE, &amp;c.

were detained in the Ice between *Quebec* and the Traverse last Autumn, would in all probability have safely got to sea, had they sailed from *Ile aux Coudres*.

Q. If the Harbour of *Ile aux Coudres*, were better known, would it not be the anchoring place best sheltered (Roadstead) from the most violent and dangerous winds to which vessels are exposed, to be found between *Quebec* and *Hare Island*?

A. *Laprairie Bay*, on the North side of *Coudres*, is the best sheltered of any Roadstead between *Quebec* and *Hare Island*, but the space in which large vessels can anchor is small—I think that not more than ten large vessels could ride at anchor there at the same time, but until our Charts are constructed I cannot speak positively as to the exact number.

Q. Do you think that vessels might sail with safety later in the season by taking the North Channel than by the South, and will you favor the Committee with the reasons on which your opinion is founded?

A. I am of opinion that vessels might in general sail later in this season by taking the North Channel instead of the South, because the testimony of many of the Inhabitants whom I have questioned, went to assure me that the North Channel remains for weeks in the Autumn clear of Ice after the South Channel has been completely filled by it; That this report of the Inhabitants is correct, I have no doubt, as the Shoals on which Ice is first formed are less extensive in the North than in the South Channel, and at the season of Ice Northerly winds prevail much more than those from the opposite direction so that the Ice is driven to the Southward.

Q. By what means do you think that Pilots might become acquainted with these several new Channels in the shortest time, and what time would it take them to become so acquainted? Do you know any thing else which may tend to throw light on this important subject, and could you not in a very short time prepare a Chart of this part of the River for the instruction of navigators and Pilots? What might be the probable cost of such a Chart? Do you think Captain *Lambly's* Chart correct? Do you know whether the North Channel has ever been used and when? Do you know for what reason it has been abandoned?

A. I think the best means to render the Pilots acquainted with the North and middle Channels, would be, to cause a certain number of them at a time, to sound completely the Channels in question in a small schooner and select the necessary leading marks &c.; as soon as this certain number have become completely acquainted they should be succeeded by others until the whole shall have become sufficiently qualified—Something of this sort is done on the coast of *England*, where the Pilots are from time to time obliged to sound, but how this matter is regulated I am not acquainted—I think two months well employed and in the finest season of the year, would answer for each party of Pilots so employed, but the River will never be safely navigated until accurate Charts are made of it. To ensure that the future Pilots should be duly qualified, I think that no Prentice Pilot should obtain a Branch who upon examination shall not be found qualified to take a ship through every practicable Channel in the River—It would take a whole summer's labour for three proper qualified persons to survey and sound the River from *Quebec* to the East end of the *Ile aux Coudres*, on the one side, and the Traverse inclusive on the other, and it would require the whole following winter to construct the necessary Charts of it when done, that is supposing it to be done accurately, completely and on a sufficiently large scale—My Chart of the whole of the Channels in the part mentioned will not be completed before next summer; as they become finished they will be transmitted to the Admiralty, where they will be engraved, and in all probability published—I have no doubt that a representation from this Country, stating how much these Charts are wanted would hasten their publication, and render them in consequence available for general use at an earlier period than otherwise—I do not know what would be the cost of such a Chart when published, but it cannot be great—I have nothing to do with the publication or sale of the Charts which I construct—As an officer employed in a peculiar and scientific branch of my profession, I have no other interest in the result, excepting that which may arise from the faithful discharge of my duty, in a manner which may be deemed creditable to the service to which I belong, and useful to the public—It is with the view of materially benefiting the commerce of *Great Britain* and the *Canadas*, by the improvement of the navigation of the *St. Lawrence*, that the expence of these surveys has been incurred by the Admiralty—Mr. *Lambly's* Charts are incorrect in every respect, excepting the soundings of the South Channel and leading marks to avoid the dangers therein—His directions are good as far as they go, and I am, of opinion that he deserves great credit for having done so much as he has, when I consider that he has never possessed the necessary Instruments—The North Channel was always used by the French, and Admiral *Saunders' Fleet* in which were line of Battle Ships passed up by the North Channel, and through the old Traverse at the foot of the *Island of Orleans*,—I do not know for what reason this Channel has been abandoned—I have not yet examined the River below the *Isle aux Coudres*.