

In order to provide therefore for the more easy, safe and expeditious transit of Boats in their ascent past this point, it is proposed to cut a Sluice through it from the Commissariat Wharf, at the Village to the little Cove at the Tannery, following the route indicated by the red line touching these two extremes on the Plan—and to introduce into it the quantity of water in depth and breadth, as shewn in the transversal Section No. 1, and longitudinal Profiles No. 1 and 2, to slope the banks and construct a tow-path upon the same side and of the same breadth as proposed for the **POINTE DU MOULIN**, as mentioned in that Section; the tow-path in this case would form a continuation of that from Station 23 to the Tannery, and greatly facilitate the ascending of Boats to this place—and whereas there is now much danger attending their ascent, by their swinging off, breaking their tow-lines, and sometimes dragging the Horses and Drivers with them down the Rapids—this improvement will provide for a perfectly safe Navigation, with a current not more than two-thirds as strong as that which now opposes their ascent, as well as for the most advantageous direction of applying the power which it may be found necessary at any time to employ in towing up any description of Boats.—See Section & Profile No. 2.

The above, and a trifling improvement, by removing some stones and 10 or 12 yards of excavation by 3 yards wide and 2 feet average depth, at a small projection on the Beach opposite the Church at the Village would complete the necessary improvement in the Navigation from the **CASCADES** to this place inclusively, for boats of as great burthen and drawing as much water as is to be found in the locks either above or below this place. But notwithstanding Boats with their lading above mentioned do navigate the whole distance between this place and the **LAKE ST. FRANCIS**—yet it is a very intricate Navigation, difficult, and in several parts dangerous, and susceptible of being much facilitated and rendered much more safe by the application of the same description of improvement at the different points throughout the distance where impediments exist or obstructions occur, as we have proposed for the amelioration of that between the **LAKE ST. LOUIS** and this place.

From the **VILLAGE** of the **CEDARS** exclusively to **POINTE A-MARCOUX**, a distance of 65 chains, there is little or no current—a smooth clay bottom, and water enough near the shore—but the bank being almost perpendicular, subject to slide off frequently, and for the most part carrying the public road close to the edge of it—a tow-path cannot be constructed along it of any durability without either incurring its liability to be frequently embarrassed with the sliding down of the bank, or the destruction of the public road, consequently involving the ruin of some of the buildings erected along one side or the other of it. But a tow-path is not necessary here, for there is hardly any perceptible current downwards in any part of the distance—in some parts it is eddy and countercurrent to the middle stream, and the least exertion of the crew of any boat will take her along the whole of this route in perfect safety.

POINTE A MARCOUX.—At this point, at 30 feet from shore in one fathom (6) water the velocity of the current is 6 miles per hour; the bottom near the beach is full of manageable blocks of stone, and which, if they were cleared out and an excavation made in the beach of 80 yards long, 3 yards wide, and 1 yard average deep, would afford a much easier passage for the ascent of Boats than it does at present—Horses are used to tow up boats here 2 to 4 for each boat; but if this improvement were made, a much less power would prove sufficient, for then, instead of the power being applied in the oblique direction it now is, and by which means a great deal of it is lost, it would be almost in a line of the shore, and by the means of a short tow-path the horses could exert their strength to much greater advantage.

From **POINTE A MARCOUX** to **POINTE A BIRON** there is an eddy, a deep bay and shallow far in, and boats do not follow the shore in it but are set along in the offing with their setting poles or by means of oars. A tow-path from one of these points to the other, therefore, would be perfectly useless.