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this circumstance and the rapidity of the current, considerable obstruction to the navigation presents itself, opposite station 23, in 3 feet water the current runs at 10 miles an hour, and farther up, opposite a small Island, 8 miles, in 3 feet water, thence towards the TANNERY in the Bay below the POINTE-AUX-CEDRES, it decreases in velocity until we come to still water, at the lower extremity of the cut proposed through that Point. To improve the Navigation along these 800 yards, two methods suggest themselves—one of which, and that to which the most confidence seems to attach itself is, to excavate in the beach, which is very stony however, for the required breadth of 18 feet, to about 2 feet deep, the whole way, then by means of a weir to be constructed of loose stone in the way that Eel weirs are made (and which materials may be found on the bottom) all along from the small Island opposite the Tannery, nearing the shore in descending to station 23, and throwing into the sluice any quantity of water which might be found necessary for the purpose, to construct a tow-path along the side of the bank which does not in any part of this distance rise very abruptly from the water edge, is very straight, and composed of a stony Gravel, interspersed with large pieces of grit stone offering a favourable foundation for the construction of a good and permanent work.

The other method is a very simple one, and were it not that it would increase considerably the velocity of the current in the narrower part at the lower end of the sluice, it would be preferable on account of its cheapness. The same kind of weir might be erected as in the other case and of the same extent, only higher in order to raise the water high enough without any excavation, other than clearing away the loose blocks of stone which are to be found strewed along the bottom near the beach.

In putting in practice either of these last mentioned improvements, however, it would be necessary to provide for the removal of another obstruction, viz: a Carding Machine which is here built upon the beach, and partly over the water, projecting its works out considerably into the Rapids, and forming a considerable impediment to the Navigation of this part in any kind of Boat, and water brought down by the means above proposed, would in either case drown the water wheel of this Machine and render it perfectly useless, but as such improvement is absolutely necessary to be made, in the Navigation at this place and as this Mill is an obstruction to it and an encroachment upon the rights of the public in this case, it may be a question how far any expense will necessarily be incurred to afford indemnification to the proprietor who has thus encroached.

POINTE AUX CEDRES.—At the head of the Commissariat Wharf, where the current is not very strong, and where all the Boats stop to re-load, that portion (4-5) of their cargo which may have been carted over land, from the Cascades, there is 6 feet water, and so there is in proceeding downwards to opposite the lower end of the Village; but it there commences to shallow, and becomes more and more so in descending all round the Point, until in sounding through the narrow passage between a small Islet, near the shore and through which Boats generally pass up, we find but two feet water, a very solid rocky bottom, a Current or Rapid running at the rate of from 5 to 12 miles per hour, in a situation too much exposed to the common destruction from ice in the Spring, when the water is high, to justify the disbursement of any considerable sum for the erection of a tow-path, or for excavation along the beach, both of which would require to be done in case of making the improvement externally.

The difference of level from the Commissariat Wharf at the Village to the little Cove at the Tannery, below this Point, is 12 18-100 feet, and the distance on the route indicated by the red line on the Plan is 40 33-100 Chains, which will give a velocity to the current on an inclined plane extending from one extreme to the other of this distance, of 8½ miles per hour, instead of full 12, which the lower part of this Rapid now runs at.