ing above high water (the *tide* running in here) would be required at say, each 300 or 400 feet of this distance as support to the booms. I noticed that the current flows naturally right into the rigolette, so there would be the least possible strain and pressure on the boom when the logs were coming down, no matter how large a number. A second or retaining boom across the lower end of the rigolette and near and above the *east* span of the Highway Bridge, would hold the logs in this basin or pond, whence they could be sent at each *Tide*, in pocket booms, down to the Mill ponds.

Secondly : By booming *above* this rigolette or channel, as I have described, and placing *no* lower retaining boom, in this way run the logs direct into a large pond formed by damming *across* the East Barachois from the lower end of a bank or ledge, (extending out from the lover islands) to a point selected on the spit or neck of gravel separating the waters of the Baie des Chaleurs from those of the Barachois, this Dam would make an angle (obtuse) at the lowest end of the bank, the portion built on or along this bank would be a foot or two less high, thus a sufficient depth of water (say 3 or 4 feet) would always be had inside to float the timber logs, &c., a good boom being attached all along the top of the Dams so that when the water rose to run over the Dams the booms would float and prevent anything going over. The upper end of both boom and dams would be secured at the lower end of the rigolette. The total length of these dams and booms (each) will be approximately 1600 to 1800 feet. All the timber for the construction of these Piers, Dams, Booms, &c., can be had from the lands lying above on the River *close* to the banks, and but a *few miles* from the works, and can be brought by water direct to the ground.