

in this—to fasten a rope to it, of sufficient length with a buoy (a.) at the end of it for the facility of taking it up to reach down to opposite BEAUNET'S POINT—and in which direction the main stream of the river will carry it—so that boats in ascending may, on quitting their oars or setting poles—take up the Buoy (a.) and by overhauling the rope, be warped up to the rock (A.) without difficulty by means of the boat's crew and without any other aid—and there take up the warp (A. B.) fastened to a fixture in the small Island (B.)—overhaul it, or a sufficient quantity of it to bring her into still water opposite those Islands—where there is no difficulty in getting into the locks which lead through the fortification at this place.

At MR. EVATT'S POINT up to which from the military locks there is no obstruction, and boats drawing 30 inches water may and do navigate—there is 30 yards of very swift current at the rate of 6 miles an hour, it runs in 2 feet water through a sluice which has been excavated in the beach and in the water. This would only require straightening, widening and deepening, to make it conformable to what has been projected farther down, and prove a sufficient improvement except a tow-path at this place.

From EVATT'S POINT to the RIGOLET about 100 yards, there is not much current, and nothing to prevent boats from performing this distance by the common means—but at the RIGOLET there is only 2 feet deep of water and the current runs at 6 miles per hour in a distance of about 100 yards. The loose stone have been removed in the RIGOLET, and for a considerable distance above the small Island seen on the plan, near the shore—which together with the proceeds of excavation, throw it into the shape of a sluice—and from which it receives its name of RIGOLET. It answers the purposes of navigation well enough in the spring when the water is high—but as soon as the water gets low the boats are obliged to go outside of the larger of these two Islands—and ascend by means of their setting poles until they approach the shore again a little above the RIGOLET. Some improvement therefore is necessary at this place—and to effect which it will be proper to excavate 1 foot deep by 18 feet wide along the whole of the 100 yards—throwing the proceeds of the excavation to the outer side, and to carry on a kind of embankment, obliquing outwards, considerably above the required depth of water, and in the manner indicated by the red line on the plan, to throw into the sluice a greater quantity of water than could be procured by its being left to flow in of its own accord without the help of such embankment or jettée.

From this place to FRENCH'S RUN the current is not very strong in any part of the distance, nor does any thing occur to obstruct the navigation or prevent boats from performing it with the ordinary means—in a depth of water quite sufficient at a moderate distance from the shore. Except recommending a tow-path, therefore, we propose no amelioration in this space.

At FRENCH'S RUN by removing the loose blocks of stone at the bottom, there has been a sluice opened with 2 feet water, but it is too narrow and crooked for the general purposes of Navigation, when the water is low in summer and autumn—the current here has a velocity of from 6 to 10 miles per hour in a distance of about 100 yards and forms a considerable obstruction to the Navigation; in so much that most of the boats in the latter part of summer prefer crossing over to French's Island, where Batteaux find deeper water in which to work up with their setting Poles—and Durham boats can be drawn up by means of horses which are ferried over in a Scow for that purpose—from the head of this Island they row or set the boats across again to near station 108, on the main shore, and thence they all ascend past a long marsh to near McDonald's Point by the ordinary means of Oars or setting Poles, or both.