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[for it is not rough] and the particular curve of the shore; and in order that the horses may draw as much as possible in the same direction the boat is moving, a little boy generally mounts one of them, and at the risk of being dragged with the animals (of which they employ from 4 to 6 to each boat) down the current. He leads or guides them into the stream to some yards from the shore, and continues in that direction to take up the boat. Both above and below the point the water is deep close in, but in going round it the water is very shallow near the shore; and although an excavation might be easily effected in the beach and partly in the current to facilitate the Navigation, yet as the point is so much exposed to the ice from above, and the shore so very crooked, it has been thought most proper to construct our improvement inland.

To improve the Navigation at this place in such a way as to be at once convenient, durable, permanent, cheap and expeditious, therefore, it is proposed to cut a sluice through this point from the still deep water above where it is a clay bottom, to the still and deep water below, where the bottom is stony, in the direction and position indicated by the red line on the Plan, and of the dimensions marked in the Profile and transversal Section No. 3, with a tow-path if necessary upon the land side of 8 feet wide, as projected for the cuts represented in Sections 1 and 2, for Pointe du Moulin and Pointe aux Cèdres,—but in making this proposal it also occurs that a still farther and more useful improvement may be made here by suppressing the towing path entirely; and as the line of the shore a little above the point corresponds with the direction of the proposed cut through it, to place a capstan as a fixture in the bank at a convenient distance above the upper extremity of it so as to be on a line with the sluice, at the lower extremity of which should be a snatch block to receive the bight of a hawser, the two ends of which being spliced together so that it might continually revolve, and long enough that the other bight might reach to the capstan and make one turn round it, that boats ascending might immediately on their arrival make fast to one of the parts of the revolving hawser, and send two, three, or four men forward to the capstan, who would warp her up in less time, in greater safety, and certainly at a cheaper rate than the same could be done by employing horses. Boats often lose much time in waiting for horses at this point, but by the above method not a minute need be lost.

From **POINTE AU DIABLE** to **MR. BEAUDET'S POINT**, at station 101, there is hardly any current. In some parts eddy however, and a counter-current is observable, deep water close in shore, and boats never employ any horses or other foreign power to enable them to perform this distance. A tow-path would be extremely difficult of construction in great part of the coast, and if constructed would be found useless. We therefore do not propose any amelioration in the Navigation under this head.

From **MR. BEAUDET'S POINT** to the **Military Locks** at the **COTEAU**, some difficulty presents itself—the current rushing out of **RIVER A DELISLE** is considerable proportion to the whole—turns close round the point into a deep bay, known to the batteaux men by the name of **FRA A CHEVAL**, from which it rushes out with considerable force over a bed of lime stone which here obtains—and in a direction perpendicular to the axis of the main River. On its arrival at the line of direction between the two points, it falls over the edge of the bed of lime stone (which seems here to terminate abruptly in water of from 1½ to 2 fathoms (9 to 12 feet) deep—and this being too great a depth for using the setting poles with advantage and too strong a current in the main stream for oars—the batteaux when the water is high, are obliged of necessity to go into this **FRA A CHEVAL** against a very rapid current in shallow water—and get out of it at the upper side by working against impediments there again of the same description.

Now to obviate the difficulty existing at this place and one too which the boat-men all stand in dread of—the following plan is proposed. There is on the line from **BEAUDET'S POINT** to the point below **RIVER A DELISLE**, at more than half way across, a large Rock, quite up to the side of which there is 9 feet water; and it is proposed to fix an iron stanchion