

terior to the tide, can afford any correct illustration as to the point of termination, on tide, which should be given to this canal. In selecting instances, for this purpose, I shall confine myself to those of Great Britain, and of this country, as being best known, and amply sufficient for all the purposes to which I deem it proper to pray in aid such examples.

The object of the Aberdeen Canal, which is nineteen miles in length, was the exportation of granite stone, from the famous quarries on the banks of the River Don; and for that purpose the canal has been made to terminate in the port of Aberdeen. The Glenkin Canal was intended to facilitate the exportation of coal, lime, iron ore and other minerals; and it terminates in the tide-way of the port of Kirkcudbright. The Glamorganshire Canal is twenty-five miles long; and its objects are the exportation of the produce of the immense iron, coal and lime works in the interior. It terminates in the River Severn near Cardiff, where there is a floating dock sixteen feet deep, in which a great number of ships of three hundred tons burthen can be constantly afloat, and load or unload, either at the spacious warehouses on its banks, or from or to the boats belonging to the canal. The Swansea Canal, having a similar object, has a similarly advantageous termination and meeting with the marine navigation.

The Stroudwater Canal, and the Thames and Severn Canals leading through various others over the interior and across England, are connected with the ship canal leading into the port of Gloucester. The Kennet and Avon Canal, which is stretched across England to London, terminates in the great ship basin at Bristol. The Chester Canal proceeds from the very port to form connexions with the canals of the interior. The Mercy and Irwell navigation, \* as it is called, has for its appendage the famous Wet Docks of Liverpool. This navigation is formed by inclosing and straightening a portion of the river itself for a considerable distance above Liverpool, like a proper canal, and is a still water navigation. The Bridgewater and several other of the principal canals, from the interior, are connected with this canal. The Leeds and Liverpool Canal passes several of the principal manufacturing towns, and with others crosses England entirely in several directions. This canal terminates at Liverpool, and the canal boats deliver their cargoes of coal there, on a steep hill-side, so that it slides down into a yard on the the water side of the harbor. *Rees' Cyclo. Art. Canal.*

The Lancaster Canal is seventy-five miles in length, and the greater portion of its northern part skirts along near the sea-coast. Its objects are the interchange of the lime-stone of the northern parts for the coal of the southern, the supply of Lancaster, Preston, &c.; and yet those ports are accessible from the sea. This canal has an opening to the sea by a short cut