

near Lancaster. The Edinburg and Glasgow Canal passes entirely across Scotland. This canal begins at Leith in the port of Edinburg and ends in the tide-way of the Clyde in the town of Glasgow. It is also connected, by means of the Markland Canal, with the Forth and Clyde Canal, which has a convenient port at each of its terminations; and it is besides connected with the Saltcoats Canal which terminates on the sea-coast to the south of the Clyde, where a secure basin has been constructed for the reception of ships and canal boats. At the port of Ardyn, on the tide of the River Ouse, a branch of the Humber, the Ayre and Calder navigation terminates; where the canal boats from Liverpool, or the interior meet sea vessels of one hundred and fifty tons burthen. The tide flows in the River Thames to Richmond, a distance of sixteen miles above London, and affords perfectly safe navigation for small vessels; yet the Grand Junction Canal, which is connected with the principal canals of the interior, passes down near this tide navigation, and terminates at Paddington, immediately contiguous to London, where, for its connexion with the river it pays an annual tribute to the city. Had it been practicable to obtain, by any reasonable means, an adequate supply of water, this Grand Junction Canal would have been extended through the city itself into London docks at Wapping. *Rees' Cyclo. Art. Canal.*

From this review of the canals of Great Britain it appears, that * all of them, which have been, in any manner, intended to contribute to the marine commerce of the nation, have not **162** merely been carried to and immediately connected with the very first safe tide navigation to be found; but have been conducted down into the very ports themselves. The ports of a nation are its great gates; and therefore all canals have gone there to meet, assist in, or contribute to the commerce of the country. And in order, that this may be effected to the greatest advantage to all, it is essentially necessary, whatever may be the cost, as well, that the sea vessel should be enabled to have access to and make a port at the city or great commercial depot itself; without any break in the continuity of her voyage, as that the canal vessel should also be enabled, without any interruption in her course to meet the sea vessel in the same port or pool, and interchange cargoes with her.

The propriety of extending a canal along parallel with, and near to tide-water navigation has often been a matter of doubt, and, in some instances, it has been made a subject of ridicule. The Southampton and Salisbury Canal of England, passes for some miles along the bold deep tide of the Southampton water, into the very port of Southampton itself. From its skirting along close to the shore of that river it was, that that facetious satirist Peter Pindar took occasion to burlesque "Southampton's wise sons." But notwithstanding doubt and ridicule, the propriety and necessity of