

diat illustration of the point under consideration, further than, as the numerous instances in which they have been continued by tunnels through high ridges, where water could be had to supply the summit level, shews, that it has been universally, and every where found necessary to continue the canal line of transportation unbroken and without the least interval, where it was at all practicable to do so, even at the greatest expense.

The great object of *The Chesapeake and Ohio Canal* is to facilitate the transportation of the productions of the interior of our country to the 'tide-water of the river Potomac in the District of Columbia;' and, consequently, those canals only, of other countries, and places, which have a similar object in descending from the interior 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 the 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 Irwill navigation,