

all of them, which have been, in any manner, intended to contribute to the marine commerce of the nation, have not 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 conducting canals of this description into the very port itself, has, in Great Britain, been practically demonstrated in the most satisfactory and conclusive manner; and become established as the settled common law of canalling.

But it may be said, that although, in Great Britain, it may be considered by all as essentially necessary, that the canal and marine navigation should be conjoined in the port itself; yet unless it shall appear, that such has been also considered in this country, as the principle upon which such a canal should be terminated, there can be no presumption, that the legislators who passed this act of incorporation so understood the matter; or spoke of a canal the termination of which must be in a port. To shew what was the universal understanding in this country, in relation to this matter, a few instances will be sufficient.

The great Erie canal of New York, in descending easterly, after receiving the Champlain canal, passes close along side of the tide of the North river, in which there is good sloop navigation, for a distance of seven miles, to Albany, where it terminates in a basin,