

ceed 22 feet in width—a width not sufficient for the passing of deeply loaded boats—or for the passing of boats lightly loaded; the locks being 15 feet wide, the boats are of course about 14½ feet wide.

We will give the views of the New York Canal Board on the subject of narrow canals, as expressed, when they had under consideration the enlargement of the Erie Canal.

“The enlargement of the canal is intimately and necessarily connected with the utility of a double set of lift locks, &c. &c.”

“It should however be borne in mind, that on a canal as large as the one proposed, where the business is such as to require the frequent meeting and passing of boats and sometimes three abreast, there is a much greater necessity of restricting the width of boats to proper limits than now exists on the canal. *It is quite apparent that the boats are now too wide for the present canal.* Boats are constantly coming in contact with each other or are driven against the towing path by the passing boat. Much injury to boats, and some interruptions to the navigation are occasioned by this circumstance. This difficulty should be obviated on the enlarged canal as the injury would be more extensive by reason of the greater magnitude and weight of the boats.”

These remarks, added to our own experience and observation, satisfy us that 60 feet is the minimum width suitable for locks of the breadth of those on the Chesapeake and Ohio Canal.

26th Interrogatory—Do you believe a forty foot canal would divert the trade from the Chesapeake and Ohio Canal, supposing the point of connection to be at the mouth of Seneca?

Answer—Entertaining the views expressed in our 24th and 25th answers, we of course answer this interrogatory in the negative.

Having closed our answers we beg leave to remark, that we have by no means, in our answers, examined the subject under consideration in all its bearings. There are some points of difference between Mr. Trimble and ourselves that we have not touched upon; others again, that are but slightly adverted to. We are ready to take them up at any moment.

We will close by a quotation of, and reference to a remark made by Mr. Trimble when announcing the practicability of the Seneca route—he says:—“From the foregoing facts and deduction we are forced to the conclusion, that a canal by this route (the Seneca) with due supply of water, for an active trade is practicable, and however much we may regret a variation of opinion with predecessors, whose character entitles them to confidence, but who have not of course reasoned from the same data as ourselves, else would they have come to the same conclusions, we are compelled to announce the practicability of a canal by Seneca.”

True, Mr. Trimble and ourselves have not reasoned from the same *data*, but we have shewn that our coming to directly opposite conclusions has been caused not by a difference in the *data* by which our respective examinations of the Seneca route were made. The