

but a resort to the process of condemnation, provided by the charter.

The result of the proceedings of the various juries, yet awaits the confirmation of the courts to which their inquiries are returnable; but, so far, as it has gone, will be found in the appendix. It being the disposition of the President and Directors to abide by the verdicts of the juries in all the enumerated cases; in some, the amounts awarded for damages have been already paid, where the reputed proprietors had a title, and were willing to receive them. In others, the proprietors perseveringly insist upon higher damages. In two cases, and two only, the attempts of the contractors to proceed under their respective contracts, to the execution of their work, has been perseveringly resisted; and, in one, that resistance has been countenanced by an injunction from a court of law.

In the estimate already referred to, of Messrs. Geddes & Roberts, there is an allowance, as well for bridges, as fencing, though none for the condemnation of land and materials; and some of their aqueducts were designed to have wooden trunks. In the estimate here submitted of the probable cost of the more enlarged canal, founded on the best authority within reach of the Board, and, in part, at least, on its actual construction, there is no allowance for bridges or fencing, but there is an allowance of \$1000 per mile, for the first 46 miles, for land rights and the fences of the proprietors, and no wood or other perishable material, the use of which can be avoided, is allowed to enter into the structure of the deeper canal.

An analysis of the elements of the cost of any canal, and an examination of the principles which should regulate its location, when a choice of ground is open, would fortify the conclusions of recent experience, that the difference of the cost of two canals, conducted over the same ground, bears no direct proportion to the difference of their respective volumes or prisms of water; and this is true, though not always to the same extent, not only of their relative cost of excavation, embankment, and walling, but of their culverts, aqueducts, locks, dams, waste weirs, and other masonry.

The cost of the culverts will be nearly in the direct proportion to their length, which will be determined by the breadth of the canal, and not by the contents of its prism of water.