

TABLE.—Continued.

Data of column 9. from Col. Abert.

	<i>Cub. ft. per diem.</i>
The trade is estimated at 80 boats each way—160 boats both ways: two locks full are allowed to each boat, therefore we have 320 locks of water—each lock 100 x 5 x 15=7500 cub feet.—The whole,	2,400,000.
Leakage of locks-gates—24 locks full,	180,000.
Waste on 16 856 miles of Canal at 67.47 cub. feet, (exclusive of prison entered at commencement) per mile per minute—per day per mile 97.152. cub. feet—for 16 856 miles,	1,637,594.112
Waste on 15.513 miles of Feeder at 45.86 cub. feet per mile per minute—66,000 cub. feet per mile per day—for 15.513 miles,	1,023,858.

per day, 5,241,452.112

N. B.—The winter with reference to the Canal is supposed to commence Dec. 15, and terminates Feb. 15. The Canal being thus closed 2 months and open 10 months.

ENLARGEMENT OF RESERVOIRS.

It has been said that the contents, and therefore the extents, of the different reservoirs are predicated on the supposition that the supplies shall be drawn from all the different reservoirs daily in portions having relation to their respective extent of drainage. This was necessary to arrive at definite and appreciable results. It is not probable however that in practice the water would be drawn off in this manner, but rather that some one or two reservoirs should supply while the others were closed, and these again, alternating. Should the supply for the summer months be drawn from the nearest reservoirs and therefore by the shortest feeders the loss assumed would be reduced. On the contrary, if from the most distant it would be increased: but it is reasonable to suppose that any arrangement of this kind would have economy of water in view. We allude to this for the purpose merely of observing that all the reservoirs are capable of being increased to at least double the capacities given: to capacities indeed which would admit always of their retaining the surplus of years exceeding in their falls of rain the one assumed, and applying that surplus to years of minimum fall, and therefore which would admit of the repair of any one reservoir occasionally without damage to the canal or the trade.

SUMMARY OF FACTS.

The following table exhibits as a summary the facts scattered over this description; as well as the extents of surface of the reservoirs, their respective capacities, their respective losses and all the information desired by you to appreciate the merits of the route in respect to due supply of water. (See the accompanying Table.)