

through part of the said tract of Land, which was then allowed by the said proprietors thereof ; and the said Bridge having afterwards fallen, by decay of the materials, the said road and approaches thereto were left vacant until the said Suspension Bridge was erected and completed in the fall of the year 1844.

That certain improvements for the better management of the water privileges at the said Falls, contemplated by Your Memorialists and their fathers, were, in fact, partly made at a great expense, during the fall of this year, and are now nearly completed, which improvements were pointed out to the said Engineer of the Board of Works, (Samuel Keefer, Esq.) in the fall of the year 1843, by Ruggles Wright, one of Your Memorialists, who more particularly indicated unto him a certain Canal and Bywash to be left open (as it had been long before that time), 30 feet wide along the east side of the said Road, leading to the Union Bridge; and that, in consequence, the said side of the Road should be a cemented wall, in order to prevent the said Road being overflowed by the natural level of the waters of the said Canal.

That the said Road, without any permission from Your Memorialists, afterwards, to wit; during the summer last past, 1844, was made of the same width of the Bridge, with wooden rails on both sides, by means whereof Your Memorialists are deprived of their right of communicating with their respective properties on either side of the said Road, or any observance made to the streets of the villages intersecting the said Road, there being a Grist Mill, Carpenter's Shop, Blacksmith's Shop, Trip-hammer, Foundry, &c., much frequented by the public.

That, moreover, a strip of land of ten feet wide, forming a part of said Canal and Bywash, along the east side of the Road, was measured on the 19th November last,