

From all this it may be clearly seen, that by carrying this Canal on in the proper and originally intended line, instead of the deviation now petitioned for, or any other route, a decided saving of 225,396*l.* could be made to the public. And in the above statement only the difference of expence between the routes and a few, very few of the advantages attendant on its extension to the Cross have been taken into account—were they all added, perhaps it is not exaggerating to say, the saving and advantages would be more than treble this amount. But taking the above sum as it now stands, there would be an annual saving of 74,000*l.*; equal to 14 per cent. on the whole capital required to complete this Canal in the manner most conducive to the public advantage.

ALTHOUGH in the foregoing calculations nothing has been said respecting the superior revenue which could be drawn from the Canal by continuing it to the Cross, one part is so obvious as to merit some attention. By following this line a supply of water could be obtained from it to drive every description of hydraulic machinery; and when it is considered that these could be constructed as not to be liable to be stopped by the frost at any season of the year, from this combined with the advantages of their situation they would be eagerly sought after. It is perhaps not too much to say that the profits from this alone would pay the interest of the sum required to extend the Canal through the town.

In all the foregoing calculations only the difference between the present state of Affairs when there is no Canal, and what would be the case if extended only to the Port or foot of the Current have been taken into consideration; should it join the river above the Port or at any point higher than the foot of the Current, these savings and advantages would not only be proportionably