

from which the canal boat may hand over her cargo immediately into a sea-vessel. In extending over to the west, it passes through a large artificial harbour, constructed at Black Rock, into which the canal boats, and the lake vessels may both enter and interchange cargoes, and then terminates at the port of Buffalo on lake Erie. The Massachusetts canal, instead of stopping at the head of tide, where the navigation is good, is carried close alongside of it, four miles further, into the harbour of Boston. The boats navigating the river Santee could only reach their great market, by passing out of it, and some distance along the sea coast. To save them from this exposure and risk, a canal was constructed from the Santee into Cooper river, so as to bring them directly into the harbour of Charleston. And speaking of the river navigation of the upper Potomac, of which the lower piece of canal constitutes a part, and was only intended to enable boats to surmount the first impassable falls, it has been said, 'that the legislative impartiality, which has required the canal to enter the river, at the very head of tide, in order that Virginia may have an equal chance of becoming the depot of its commerce with Maryland, has very much injured its utility to the country at large.' (a) From these examples it satisfactorily appears, that here, as in Great Britain, it has been universally understood, that canals, intended to co-operate with marine navigation, must be terminated in the very port itself, where the marine navigation, in like manner ends.

The specified and known objects of a canal give to it that which may be called its peculiar character, and shew to what class it belongs. All canals of that class which are intended to facilitate the transportation of the productions of the interior to tide for exportation; and of the importation of foreign commodities by the same route, must terminate at the port or point where alone the two forms of transportation can conveniently meet. *The Chesapeake and Ohio Canal* is intended to be one of this character; and therefore, it must have such a termination, unless it be otherwise expressly provided by law.

This canal is described in the preamble of the act of incorporation, and in its twentieth section, which recognizes and affirms that given in the preamble. In these provisions we have the objects of the great work distinctly specified. They were to establish a

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(a) Per Latrobe, Report of A. Gallatin, Secretary of the Treasury on Roads and Canals, 1808, page 87.