

traffic. The difficulty had, hitherto, been to use vessels of sufficient power, without injuring the banks. This had, to a certain extent, been overcome on the Regent's Canal, where the tug, constructed by Mr. Inshaw, of Birmingham, had a screw on each side, the one being right, the other left handed, so that the wash from the one tended to neutralize that from the other. On the Aire and Calder navigation four steam towing barges were employed for the goods traffic, and a different class of towing barge for minerals. Tugs might be employed advantageously on long levels, say of over two miles in length, but where the traffic was large they should not be allowed to pass through the locks, and on shorter lengths horses should continue to be used. Time bills should be adopted, so that steam might be continuously employed. The speed should not exceed from 4 to 5 miles per hour, as at higher rates, the resistance of the water would be so great, as to require an unnecessarily large expenditure of power, and the wave created would tend to destroy the banks.

It was specially resolved, that in order to insure a fuller attendance of Members than could be obtained on Easter Tuesday, the meeting should be adjourned until Tuesday evening, April 13th, when it was announced the Monthly Ballot for Members would take place, and the following Paper would be read: "Investigation into the Theory and Practice of Hydraulic Mortar," by Mr. G. Robertson, Assoc. Inst. C. E.

INSTITUTION OF CIVIL ENGINEERS.—Tuesday, April 13th, at 8 p.m.
 "Theory and Practice of Hydraulic Mortar," by Mr. G. Robertson,
 Assoc. Inst. C. E.