

country, due to railways; so that canals were now actually profiting by that which in the first instance threatened to annihilate them. The traffic on the River Lee Navigation, which had to compete with the Eastern Counties Railway for its whole length, had steadily increased during the years 1851-6, 25 per cent. in tonnage, and about 50 per cent. in receipts, notwithstanding that the tolls had been considerably raised.

As an example of a different class, namely, of a canal working in conjunction with a railway, the Trent and Mersey system worked by the North Staffordshire Railway Company was cited; and it was stated that, during the ten years from 1846 to 1856, the tonnage must have increased 40 per cent. Under this head, the enormous amount of coal distributed by the Regent's Canal, from the Great Northern Railway, was also quoted. It appeared, that in 1857, the quantity of coal passing upward from the River Thames and Great Northern Railway was 554,788 tons, whilst that passing downwards from the Grand Junction was only 4,997 tons. The former amount included 156,927 tons from the Great Northern Railway. Thus were combined the rapidity of transit of the railway, and the facility of distribution by water communication, by means of the Canal and the Thames.

As to the system of management on canals, it was suggested, that interchange of traffic should be encouraged, by the adoption of a uniform system of tonnage rates per mile; that there should be unanimity of purpose and cordiality of feeling; that the idea of competition between canals and railways should be abandoned, and that they should mutually assist and be auxiliary to each other, rather than antagonistic, as had too frequently been the case. The extensive establishments at Bull's bridge on the Grand Junction Canal, for the Great Western Railway, and at Maiden-lane on the Regent's Canal, for the Great Northern Railway, and the arrangements of the South Yorkshire Railway and River Dun Company, were quoted. It was also suggested, that it might be of advantage to the companies to encourage the establishment of manufactories on the canal banks.

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