and it will strike every one at first that it cannot be much dearer than by canal, or so large a proportion of the tonnage would never be carried on the rail. In England millions of tons of coal, iron, minerals, manure, &c. &c., are carried at $\frac{1}{2}d$. per ton per mile. In France, all the great lines of railway transport plaster, stones, wood, grain, coal, &c., and all heavy articles of small comparative value at 3 and 3¹/₂ centimes, ($\frac{2}{3}$ to $\frac{3}{4}$ of a Canadian cent), per ton per kilometre—a rate equal, if not inferior to water conveyance.

We will now come nearer home and examine the cost of transport per rail and water in the States. In the annual Report of the Engineers of the State of New York on the State Canals, I find the cost of transport on the Erie Enlargement and the New York and Erie Railway, side by side, the result being *1.08 cent

"From Paris to Strasbourg the transport is effected by the Marne and Rhine canals, the cost of the whole amount of tonnage conveyed from the 10th March, 1855, to 10th March, 1856, averaged 3.60 centimes per ton per kilometre and is divided as follows :

OENTIMES.

Cost of haulage	2.36
Transhipment at Cumièrs and Mary	20
Cordage, oil and small expenses	. 20
Assurance	19
Trade charges of all sorts	51
Interest on capital and sinking fund	07
	3.60

In this calculation a fair allowance has been made for empties.

In general, the cost on canals of large section and few locks, admitting of boats carrying from 180 to 200 tons, and allowing for empties, is from 1 centime and a $\frac{1}{2}$, to 2 centimes, according to the proportion of empties; on canals of small section with frequent locks, and admitting boats of a tonnage not exceeding 60 to 100 tons, it will reach 3 or 4 centimes. On a railway with average grades, and full loads, as is the case with coal, the cost of traction alone is very trifing, not exceed .0037 centimes, or about 4-10th of a centime per ton per kilometre, but if the trains have not full loads, which is generally the case, the expense for empties will considerably increase the cost; thus taking the total traffic on the Strasbourg line for the year 1859, it amounted to .0037 centimes, or

[•] This amount corresponds so nearly with the cost per canal between Paris and Strasbourg but differs so materially in regard to that per rail, that I think the following extract translated from the French report will be found interesting:—