

veyance between the two rapidly increasing towns ; an examination was made of a neighbouring Railway, a favourable report delivered, an Engineer appointed for their contemplated work, and a subscription list opened and filled.

Early in 1825 application was made to Parliament, for a Bill to empower the Company to proceed with the purchase of land; and the formation of a Rail-way. From the River Mersey, above Liverpool, to Manchester, there were water conveyances by means of the Duke of Bridgewater's, and the Mersey and Irwell Canal—and in another direction from Liverpool, the Leeds and Liverpool Canal after a very circuitous route, also communicated with Manchester. The proprietors of these Canals made strenuous opposition to the parliamentary application of the Rail-road projectors ; the project they knew aimed at the existence of their emoluments, and it may be supposed that their pecuniary interests, involved to a great extent, would not make a slight resistance to the new fangled innovation, however splendid its promises. The Earls of Derby and Seston, also, joined the opposition, considering that the privacy of their domains would be invaded by the proposed line passing through them. The bill was warmly discussed, in Committee, during thirty seven days ; every clause of it was opposed ; the first clauses were negatived by a large majority, and the supporters of the bill prudently preferring retreat to worse chances, withdrew the bill. This was but a breaking of the moral ground, not more was expected ; public interest was excited, examination followed, the general sentiment appeared in favour of Science, and further efforts were resolved on. In the interim, several members of Parliament were invited to meet a deputation of the Rail-road Directors to discuss its merits ; the invitation was accepted, and the meeting took place in London, Mr Huskisson being one of the attending Members of Parliament. The result of the meeting was, a resolution to renew the application to Parliament ; and persons interested in the Canals were invited to become Rail-road proprietors. This was not only carrying the war into the enemy's camp, but an endeavour to strengthen the ranks of the attacking party by desertion from the enemy. It was successful in one instance, the Marquis of Stafford, who was interested in the Bridgewater Canal, became a proprietor of the new project, to the extent of 1000 shares at £100 each. A Committee of the Company next issued a Prospectus, detailing the advantages of the Rail-road ; and meeting former objections, not by strengthened opposition, but by giving ground in minor points, and conciliating where they could. It was objected that their line would interrupt the business of the streets of Liverpool—and to avoid doing so, they proposed carrying the line *under the town* by means of a tunnel ; Lord Seston complained of the injury which the line would occasion his estate—and they declared their purpose of avoiding his grounds altogether ; only a few fields belonging to Lord Derby were to be encroached on ; full value was