

derable reduction of the canal tariff took place, and raised the tonnage in that year to 153,000.—In 1858, however, it had again fallen to 88,000—since which time the improvements in the economy of railway transport has more than kept pace with those in water navigation.

The Paris and Orleans Railway has the navigation by the Seine and the Loing and Orleans canal to contend with—but forced a reduction of 40 per 100 from the tariff, notwithstanding which the railway almost monopolizes the trade, the tonnage in 1853 by rail being 934,000, by water 50,000 tons.

From canals we will pass to navigable rivers without locks, transhipment, breaking bulk, or other impediments. First, of the Seine, from Paris to Rouen and Havre, the government reporter says—“ Even here, the tonnage for railway during the last few years has increased more rapidly than that by the river.”

“ From Orleans to Tours the tonnage per rail is 518,000—against 123,000 per water. From Tours to Nantes the quantity is about the same per rail and water.”

From Rive-de-Gier à Givors, where also a canal and railway are almost side by side; the Directors of the former after many years hard struggle finishing by declaring their inability to compete with the railway, and many of the Directors being the same on both boards, some compromise was effected.

I conclude therefore from the foregoing that those persons who maintain “ that railways will in a great measure supersede canals ” are right, and that they are especially applicable to channels of great trade, for even the trade of the greatest lines in France is very far from representing the traffic on the North Western, Great Western, and many other lines in England compared per mile or per kilometre. And it must be borne in mind that all this immense increase of internal commerce in all the nations of Europe varying from 3 to 20 fold is altogether due to the development of the resources and industries of the countries by means of railways.

I will now consider the question of the cost of transport per rail ;