

the following figures, from the report of M. Minard, "Inspecteur Général des Ponts et Chaussées," in railway superiority.

In 1850, the total tonnage carried the whole distance between Paris and the Belgian frontier by railway was.....	240,000 tons.
by water	956,000 "
In 1855.....by railway	850,000 "
by water	1,124,000 "
In 1858.....by railway.....	1,350,000 "
by water.....	1,500,000 "

Shewing an increase of tonnage by canal in 8 years of about 60 per cent., and by railway of nearly 600 per cent.

In 1858, the transport by water fell 20 per cent., that by railway remained stationary, and the last ten years has rendered the difference still greater, and this, where coal and iron constitute the large proportion of the merchandise.

The Paris and Strasbourg has to contend with a water communication by the Marne and the Rhine, and their canals; and here, in eight years, the railway had increased their receipts for merchandise four millions of francs per annum, and this, notwithstanding an opposition line from Mulhouse to Paris almost parallel with it. The Strasbourg and Mulhouse line has to contend with the navigation of the Rhone and the Rhine, and their connecting canal, and here the canal company have lowered their tariff so as hardly to pay the expense of repairs and administration, the railway, having absorbed two-thirds of all the merchandise transported by canal.

The Paris and Lyons line has to contend with the navigation of the Seine and the Yonne and the Bourgoyne Canal, and the Government Statistics shew the following results: A part of this line was delivered to circulation in 1848. In 1847 the tonnage by canal was 202,688 tons—in 1850 this fell to 179,152 tons.—Later when new sections of the railway were opened the diminution continued—in 1852 it was reduced to 125,838 and in 1853 to 80,000 tons.—In 1854 a consi-