

a brief notice, the tonnage conveyed on all the Rail Roads in the same district,—and every Canal there of any importance now has a Rail Road along side of it—but I hazard nothing when I say that their aggregate tonnage in articles of every description does not amount to one million of tons.

In regard to the competition now carried on between the Taff Vale Railway and the Glamorganshire Canal, both leading from the docks at Cardiff to Merthyr Tydvill, to which your inquiries point, the following are the essential facts.

These works are competitors for the coal and iron trade of South Wales, or at least for a very important portion of it. Both lines are about $25\frac{1}{2}$ miles long. The elevation overcome by the Railway is 543 feet, and that is also the lockage of the Canal. In one mile there are sixteen locks on the Canal. The same fall is accomplished on the Railway by an inclined plane.

The following are the rates of toll by Canal:

Iron, per ton per mile, - - - - -	$\frac{3}{4}$ d.
Coal, stone, slates, ore, &c., do. - - - - -	$\frac{1}{2}$ d.

Under the operation of these rates, the Canal has always paid eight per cent. per annum dividends, to which the company are restricted by act of Parliament.

The boating is done by private individuals.

The rates on the Rail Road, *for use of road*, are:

Iron, per ton per mile, - - - - -	1 d.
Coal, " " " " - - - - -	$\frac{1}{2}$ d.

For locomotive power there is an additional charge of $\frac{1}{2}$ d. per ton per mile. The freighters of iron and coal find their own wagons, which charge is there estimated at $\frac{1}{4}$ d. per ton per mile.

The stockholders of the Railway get no dividend, though the company meet the interest on their loans.

In 1843 the tonnage of the Canal was,

Iron, - - - - -	104,138 tons.
Coal, - - - - -	206,359 "

The amount carried on the Rail Road the same year was,

Iron, - - - - -	44,843 tons.
Coal, - - - - -	152,100 "

The charges both on the Canals and Rail Roads of England, measured on our scale, are generally high. The works, though extravagantly built, appear to be economically managed; but still they adhere with tenacity to a system of liberal charges. I would say, the average rates for the conveyance of goods on Rail Roads is about six cents per ton per mile; and the average on Canals, including every thing, about three cents. There are, indeed, some few roads where the trade is great and the competition active, that have attempted a much lower scale, and of these the Stockton and Darlington is the most conspicuous. But in comparing this road with those of the United States we must not overlook some peculiarities which belong to it, which greatly increase its ability to transport freight at minimum charges.

Its grades are exceedingly good, the maximum being 51 feet per