

er portion of the road is now supplied with the "double parallel" pattern weighing seventy-three pounds per yard.

The destruction of rails since the first opening of the road I could not ascertain with satisfactory precision ; but I think it is equal, on the main stem, to eight or nine entire tracks.

The road was opened in September, 1825 ; in the year 1829 the trade had amounted to about 80,000 tons per annum, and it is now about 800,000 tons.

A brisk competition is kept up between various Canals and Rail Roads for the conveyance of passengers. On the old Birmingham Canal, a channel literally thronged with boats loaded with coal and iron, and the various products of the manufacturing establishments of Staffordshire, and of which the original shares of £140 are now worth £2,770, a competition is steadily maintained between the packet boats and one of the finest Rail Roads in the world, for the conveyance of passengers between Birmingham and Wolverhampton. On this Canal there are four daily packets each way, which are well supplied with passengers.

Six daily packets, with frequent extras, pass in each direction between Edinboro and Glasgow, along the Forth and Clyde canal in Scotland. The Edinburg and Glasgow railway with which the competition is maintained, is wanting in no element of an excellent and admirable rail road. It was established at a cost of \$175,000 per mile ; and every precaution which art could supply was taken to render it efficient and convenient. For the purpose of breaking down the canal, the prices of freight are put exceedingly low, and trains are sent through with four different classes of passengers, with fares corresponding with the comforts allowed them. But still the canal fares are lower than their lowest rates, and the packets are consequently crowded. There were more than one hundred persons in the boat in which I travelled, and the number left on the landing was sufficient to justify the company in sending them on by an extra.

The competition which formerly had place on a little canal connecting the towns of Paisley and Glasgow, and the Glasgow, Paisley and Greenock railway, has ceased by compromise. The canal company no longer carry passengers, and the railway has also ceased to carry freight, excepting only packages of one hundred pounds, or less, weight.

In addition to this the rail road company pays the canal company a consideration, equivalent to about \$1,000 per mile per annum, for withdrawing its passenger boats. The canal carries heavy freight without molestation, and the rail road enjoys the monopoly of the passengers.

This is the most sensible arrangement that I have yet heard of in similar cases. It confines each work to its appropriate business ; and the railway being the interloper, and attempting to monopolise the whole trade, ought in justice to pay something for the privilege of continuing its legitimate traffic without interference.

On the route from Lancaster to Preston, the competition for both