

passes through Manchester, and of which the Liverpool and Manchester road forms a part.

On the North side of this line is the Leeds and Liverpool canal, with a branch belonging to another party, running to Manchester.

This Leeds and Liverpool canal is mainly supported by its coal trade, which it obtains from the mines in the neighborhood of Wigan. When the Liverpool and Manchester rail road, and the North Union road, which may be regarded as one of its arms, were opened, these roads offered a shorter route from this coal field to Liverpool, than the old route by the canal, and the confidence of the canal proprietors was somewhat shaken in their ability to retain the trade.

Twelve years experience has settled that question, which was a very important one in its day.

The Liverpool and Manchester road now has an annual trade of about 180,000 tons.

The trade of the Leeds and Liverpool canal in 1832, just after the opening of the railway was as follows:

Coal tonnage,	330,000 tons.
Merchandize, &c.,	142,000 "

Aggregate trade in 1832, 472,000 tons.

The trade in 1843, was,

Coal tonnage,	600,000 tons.
Merchandize,	156,000 "
Flags, &c.,	45,000 "

Aggregate tonnage in 1843, 801,000 tons.

The increase of trade on the canal, computed from the time when the rail road had been two years in operation, is nearly equal to twice the aggregate trade on the rail road. The canal shares of £100 now stand at £650.

The canal here alluded to is on the North side of the railway. On the South side there are *two* water lines connecting Liverpool and Manchester, which run many miles very close to the rail road, and I believe in no place are more than six miles distant from it.

The length of the rail road is 31 miles.

The distance by the Mersey and Irwell navigation (a lock and dam improvement) from Liverpool to Manchester, is about fifty miles.

I am unable to state the number of tons which passes along this navigation, though I am confident it is two or three times as great as the tonnage of the rail road. The improvement is now the property of Lord Francis Egerton, who purchased it about two years ago, for the purpose of controlling the tolls.

Some idea of the value of the work may be formed from the market price of the shares, which at the time of the sale were quoted at £360 for £100 paid.

Within bow-shot of the Mersey and Irwell, and connecting the