

CANALS SEEK IMPROVED PERFORMANCE IN THE FACE OF COMPETITION FROM  
RAILWAYS

*New Boat for Canals:* - On Saturday a trial was made upon the Paddington Canal of the new canal boat the object of which was to show that a boat built in a different form and constructed of other materials than those of the ordinary canal boat, might, by using superior horses, be drawn along the water at the rate of ten miles or more in an hour, instead of at two, the pace of the boats now in use. The day was remarkably fine, the portion of the canal more particularly appropriated to the experiment was the third to the seventh mile from Paddington. The boat was constructed of sheet iron, riveted hot. It was seventy feet long by five and a half wide, painted green and white, and provided with an awning of white twilled cotton cloth, rendered semi-transparent with oil the rudder is a single sheet of iron about a yard long, and moved by a tiller made by about two yards of stout rod iron. Two steady hunting horses, each mounted by a lad, and the two harnessed to a towing rope, of about 150 feet in length constituted the moving power. The number of persons on board the boat was forty-eight, including the crew, the gentlemen making the experiment some of the principal members of the Grand Junction Company, and the visitors, amongst whom were Mr. Telfords, Mr. Babbage, and Captain Basil Hall. Certain distances were measure on the canal bank and marks set up at the end of them. At each of these places also, a man was stationed with a ganged rod in his hand which as the boat passed, he might mark the height of the wave caused by the disturbance of the water. The speed from one station to another taken by seconds watches, showed for some time a progress at the rate of 13 miles per hour. The horses however began to tire, and the speed fell to eleven and ultimately in returning for the third time, to ten and a quarter. The motion is the easiest imaginable. The boat glided along the water so smoothly and noiselessly that its progress is all but imperceptible to those on board whose attention is not directed to external objects. The banks of the canal will have to be edged for nine or ten inches above the ordinary level of the water with hard materials, and the towing path to be slightly sloped outwards.