

SCIENTIFIC AMERICAN

(Entered at the Post Office of New York, N. Y., as Second Class Matter. Copyright, 1904, by Munn & Co.)

Vol. XCI.—No. 10.
ESTABLISHED 1845.

NEW YORK, SEPTEMBER 3, 1904.

8 CENTS A COPY
\$3.00 A YEAR.

A NOVEL CANAL LIFT AT FOXTON.

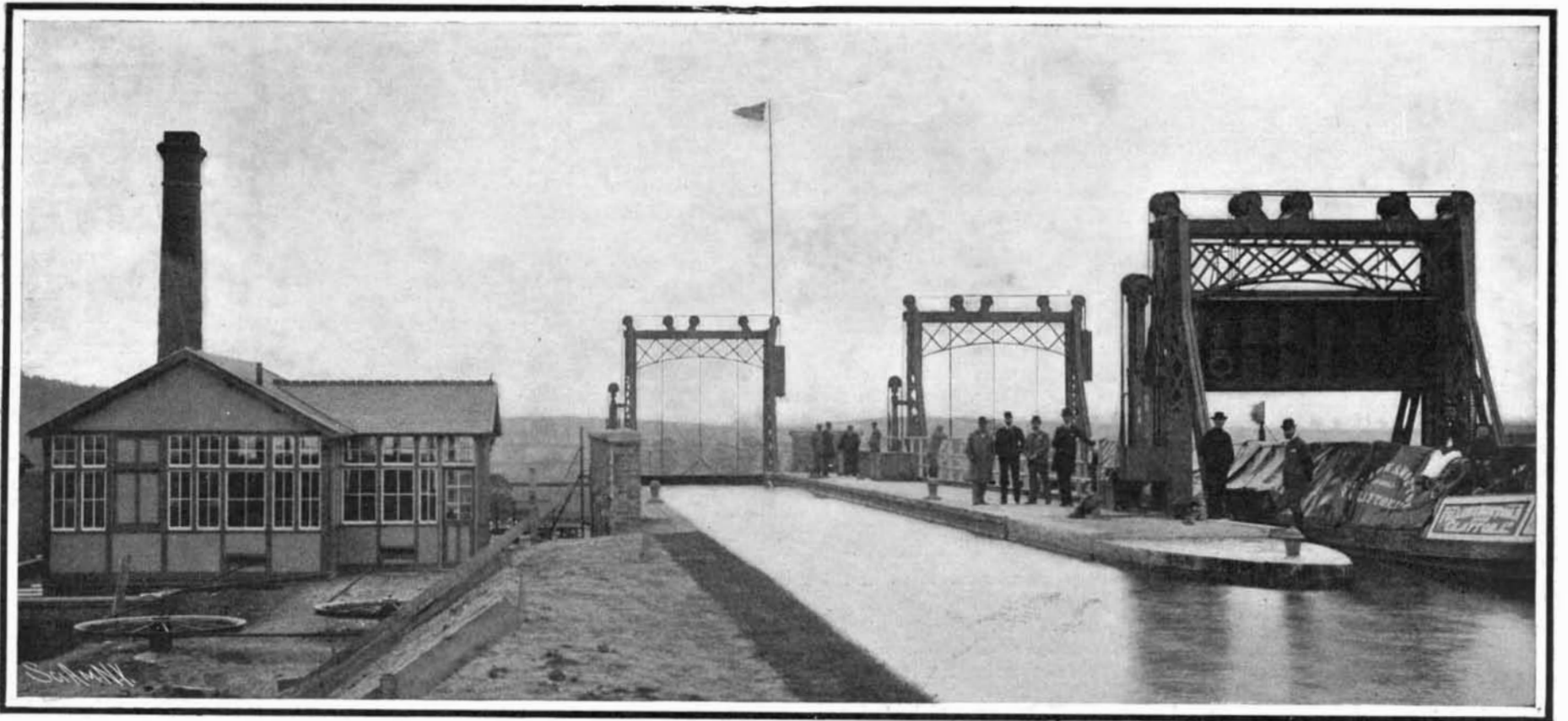
BY THE ENGLISH CORRESPONDENT OF THE SCIENTIFIC AMERICAN.

Although the transit of freight in bulk by canal is conceded to be the cheapest process of conveyance from one point to another, yet it has one great drawback. This salient disadvantage is the amount of time occupied in the completion of the journey. Quick dispatch

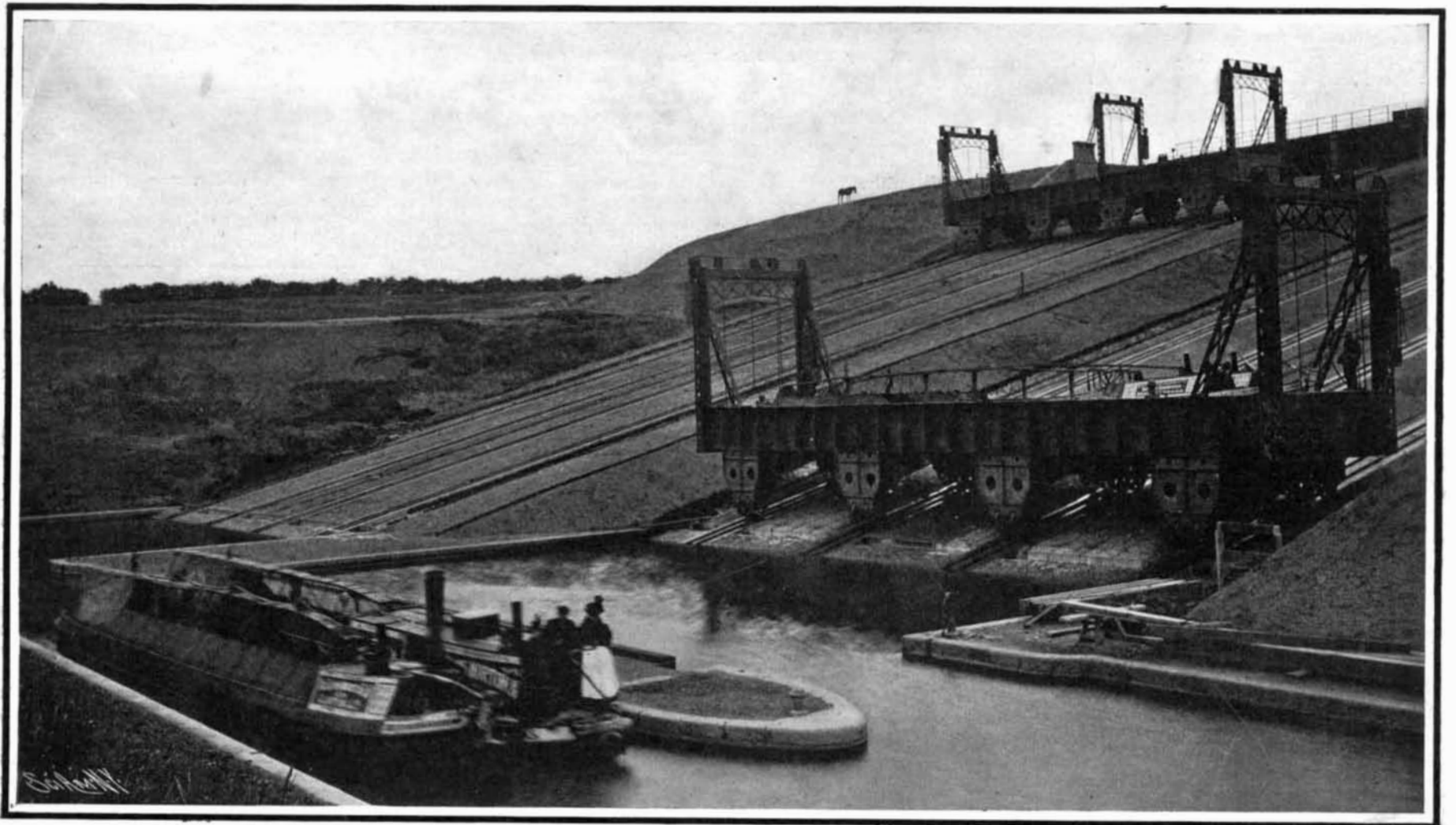
is imperative in these commercial days of high pressure, and it is owing to the slowness of this system of transit, in comparison with railroad celerity, even in connection with freight trains, that the utilization of the waterway has fallen into such desuetude. The consequence is that the canals are only used in those instances where the peculiar nature of the goods, or

no necessity for quick transit, renders it available. Attempts to accelerate canal conveyance and to render it sufficiently rapid to compete with freight trains are being made by the employment of electric traction in lieu of horse towing, although these efforts are to a certain extent handicapped by the

(Continued on page 159.)



Top of the Lift, Showing Raised Barge Passing from Tank into Upper Reach of Canal. Power House and Guide Pulley on the Left.



The Barge Lift in Operation. Descending Tank Loaded. Height of Lift, 75 feet; Grade, 1 in 4.

A NOVEL CANAL LIFT AT FOXTON, ENGLAND.