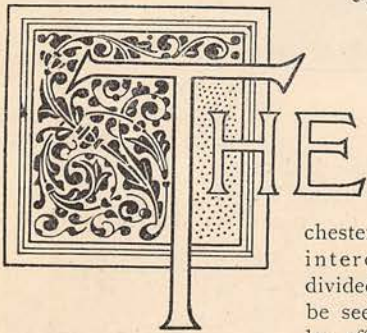


## MODERN MANCHESTER.



THE NEW MANCHESTER DOCKS, POMONA.



THE TWO great north-western cities of Liverpool and Manchester have been long interdependent, yet divided; it remains to be seen how they will be affected by the re-

sults of the opening of the great works now completing, that must shape in degree the destiny of Lancashire.

One bond of union has long been in the fact that Liverpool was the port of discharge for the cotton on which Manchester fortunes have been built up; but the Ship Canal enfranchises Manchester, and the bringing into use of its ports, locks, and docks must affect the future of both cities. Manchester, the modern, as distinct from the active, inventing, manufacturing town of 80,000 people, at the beginning of this century—Manchester the modern might have been fittingly described as a city of palatial warehouses and stately buildings; but now it will be distinguished even more by the great works its municipality has devised, aided, and fostered.

It is not alone in the city that the magnificent erections of Waterhouse and others rise to tell of the public spirit of the citizens; but the bringing of water a hundred miles from its Cumbrian lake, and the devotion of the funds of the city to the completion of the Ship Canal set the seal on a story of corporate enterprise that has scarcely a rival.

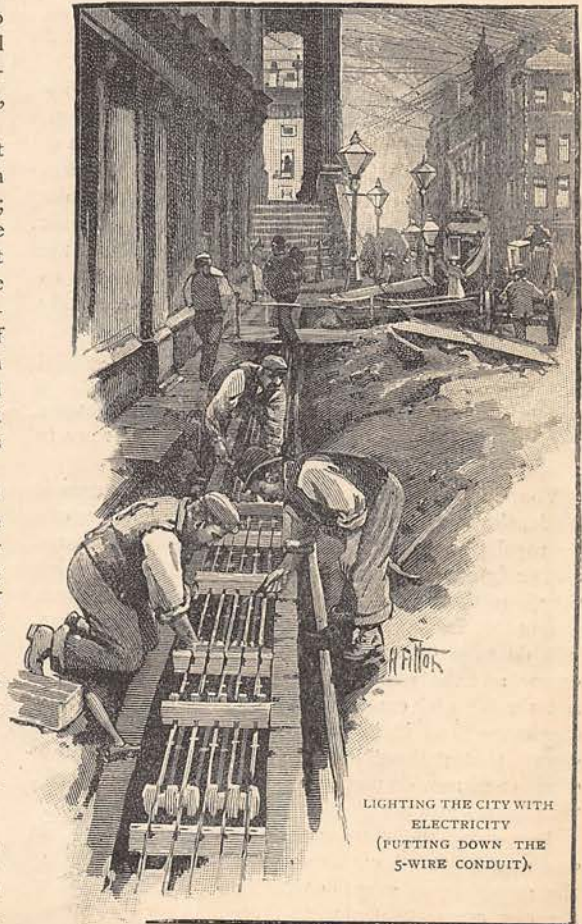
There is a sentence in one of the essays of Frederic Harrison which well might be applied to Manchester.

“As I walk about the streets of this most mighty, most wonderful, most unwieldy, and yet most memorable city, what emotions and thoughts arise.”

But it is *not* of the power and life in Roman days, of the buildings and scenes identified with poetry and literature, but it is with commercial life, with trade development, and with the association of men for

purposes of local government, of social, religious and political life that the thoughts are strongest in the mind of the visitor.

Sixty years ago, when Manchester acquired the



LIGHTING THE CITY WITH  
ELECTRICITY  
(PUTTING DOWN THE  
5-WIRE CONDUIT).



THIRLMERE.

right to send representatives to Parliament, it was governed by a borough reeve and officers elected at the Court Leet of the Lord of the Manor. From thence in rapid succession we may date the growth of the public life of the city, of its commerce, and of the munificence of its inhabitants personally and collectively.

The town fought for and obtained a charter of incorporation; it began the Anti-Corn Law Association, and flushed with its success it threw the full force of its energy into its own commerce, its own government, and into the work of the creation of objects to make life pleasanter and happier for the citizen. A walk through the streets such as Harrison speaks of has the reminder of buildings such as the vast Gothic Town Hall, on which a million sterling was spent—a stately and ornate building that finds no superior in England; a Free Trade Hall, that tells of the economic struggle and victory of Bright, Cobden, and their allies; a Public Library, large and imposing, and suggesting the compliment that Cottonopolis was the first town to adopt Ewart's Public Library Act.

The Corporation Art Gallery, and the treasures it holds, shows that the money made in Manchester can be royally spent; and the passer-by sees in statue and sculpture, and in the ornate Assize Courts, varying proofs of the public taste of the citizens. A glance, too, at the Exchange on the days of the cotton market, will do something to enlighten the visitor as to the extent and the nature of the business done. It has not the life and exuberant noise of the London Stock Exchange, but it is an active, keen, and bustling crowd that gathers in the pillared hall, and that shapes and moulds much of the textile world—its mills, warehouses and means of transit.

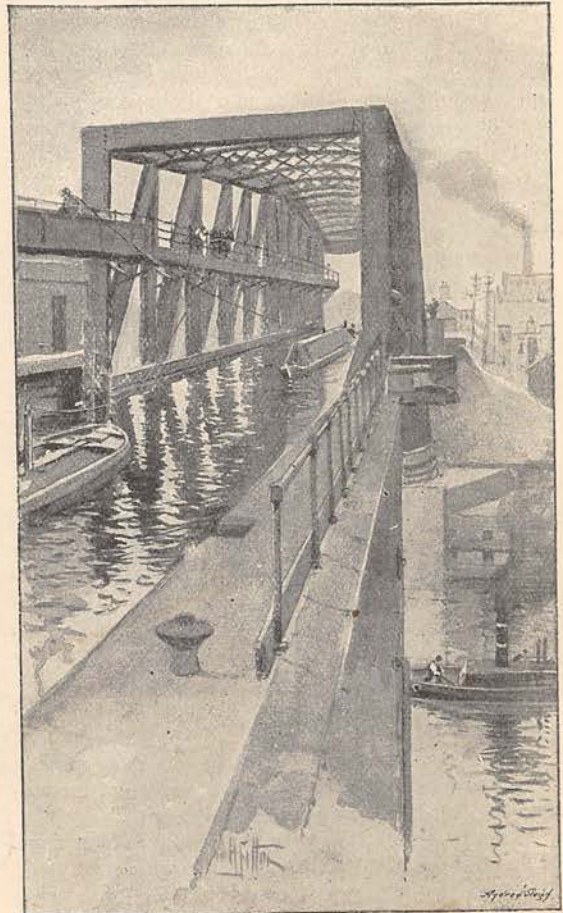
In passing, the stately piles of warehouses form, in and near Portland, one of the distinctive "sights" of the great cotton storehouse. There the busy life of the city seems to centre, to these and such as these; it flows in the morning, and ebbs away in the after-

noon to the suburban homes — well-placed, well-kept, cosy and hospitable, where the "Manchester men" dwell.

The railway stations of the city, night and morn, are miniatures of the still greater systems that converge at Euston, St. Pancras, and Victoria; but the crowds of season-ticket holders are of a rosier, bulkier type than some of the pallid passengers in the metropolis.

It is, however, the corporate enterprise of Manchester that is most in evidence now.

The people there have had much to do to mould the old town to modern lines. They had parks to provide, refusing some of the conditions that would have



THE GREAT SWING AQUEDUCT AT BARTON.

accompanied a Government grant; and the picturesque-ness of one or two of these lungs of the city compensates for the cost.

They had masses of olden dwellings to buy up and raze; they had to provide for the sanitary needs of the people. Early in its history the Corporation acquired the right to supply gas to the city; and later it has also obtained the privilege of supplying electricity municipally.

It bought from the previous-owning company the waterworks, it added additional storage reservoirs, until its watershed was so drawn on that it resolved ultimately to go to lakeland and there create for itself a supply that is believed to be adequate to all the needs of the people for years to come. It is fourteen years since Manchester acquired parliamentary power to buy Thirlmere, from whose southern end "gloomy Helvellyn" rises.

There the great dam has been made at the northern end of the lake, to enlarge its area and increase its storage capacity. Thence new roads have had to be constructed, and old ones diverted or tunnelled under. Vast aqueducts have been made, which cross small streams by inverted syphons, whilst pipe-bridges cross one or two rivers in the courses. So with scores of miles of tunnels, with bridges, and with underlying miles of pipes, they brought the good water from Thirlmere to the storage reservoirs at Prestwich, near Manchester, at an estimated cost of £2,500,000.

A greater scheme, and one yet more costly to Manchester Corporation, has claimed its aid. In June, 1882, the late Mr. Daniel Adamson held a meeting at his house at Didsbury, near Manchester, at which the mayors of eleven of the municipalities attended, and from which the Ship Canal practically dates. The plans were adopted in September of that year—those of Mr. E. Leader Williams, C.E., being approved. A costly parliament contest, during which the Ship Canal Company spent £150,000 in obtaining the Act was ultimately successful. The needful land was bought, at a cost of over £1,100,000, and a series of works carried out that is, perhaps, unparalleled in the history of water engineering.

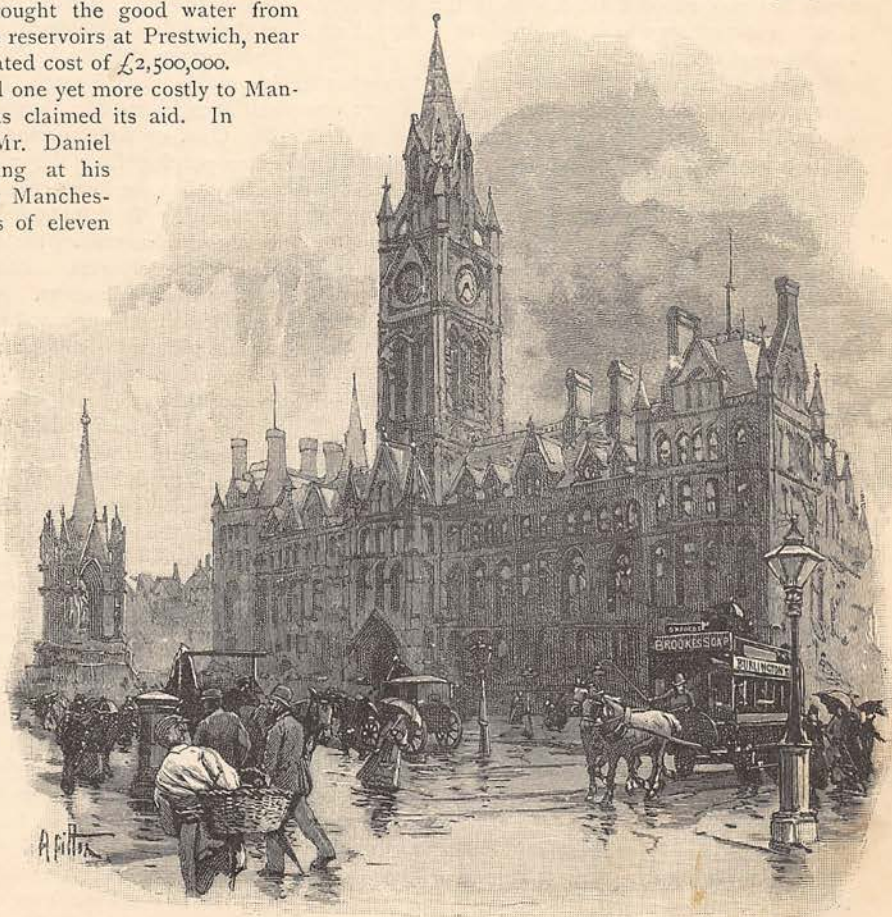
In all about £14,000,000 represent the cost of the canal

and its allied works—an amount represented by the canal, by docks, coal basins, locks and sluices, huge embankments, wharves, culverts, diversions of railways, bridging of roads, construction of viaducts. The engineering skill that has been displayed in crossing the course of streams, in passing railways and roads, in meeting all the needs of a great canal cut for thirty-five miles through an industrial land, has been beyond all praise.

These are, with the costly sewage scheme, the municipal hydraulic-power works and the works for the supply of electricity, the great undertakings of which Manchester is soon to celebrate the inauguration. They represent a municipal expenditure that has no British parallel: but they do more—they show a public spirit that aims at building up the facilities for an enlarging commerce; that looks to the provision of an adequate supply of pure water, and that sees the need for giving power and artificial light to those who wish to buy them.

The works form a monument to the public spirit of the great centre of the cotton trade that will endure when statues have crumbled. Their creation has had its attendant difficulties that have brought out the municipal determination, and that have proved that Manchester men have courage, endurance, and pluck.

J. W. S.



THE TOWN HALL, MANCHESTER.