with coal. The shares were originally £100 and now sell for 545—annual dividend on each share, 25.

The Oxford Canal exteuds from near Coventry, in the Birmingham coal field, to Oxford, where it connects with the Thames about 50 miles north-west of London. The shares cost £100 and now sell for 595—annual dividend per share, 32.

The Stafford and Worcester Canal runs through the coal region and near the great manufacturing town of Wolverhampton. The shares cost £140 and now sell for 610—annual dividend per share, 34.

The Trent and Mersey Canal runs through the coal region. It is covered with boats loaded with coal and iron, running between Birmingham and Liverpool. The shares cost £50 and now sell for £640—annual dividends per share 37½.

The celebrated Duke of Bridgewater opened a communication by a canal, (known by his name) from his extensive coal mines to the city of Manchester. Its length is about 50 miles, and constructed on a level, avoiding thereby the use of locks. The excavations at a number of places on the route, were deep and expensive. The whole of his immense fortune was consumed in its construction—costing $1,560,000. The canal (immediately after its being opened) reduced the price of coal in Manchester to one-half, and yielded 20 per cent. on the outlay. The annual increase is now equal to the entire cost of the canal.

[D]

Result of Experiment with Liverpool and Cumberland Coals, on board of the U. S. Steamer Fulton, at sea, 22d October, 1839.

The experiment was undertaken with 18 measures, weighing 978 lbs., of each kind of coal.

The coals were thrown into separate furnaces, subject to the same draught, at the same moment. Every ten minutes the furnace doors were thrown open for examination. The coals were simultaneously stirred and replenished with their own cinders, and every precaution was taken to secure a correct result.

The Liverpool coal used in this experiment was of a dull black color, relieved by minute bright specks. Its strata were horizontal, thicker but quite as regular as slate.

The Cumberland coal was of a brilliant jet black, sometimes iridescent, and though partaking of the slaty structure of bituminous coals, was intersected by various irregular strata, which rendered it easily separable into cubes and prisms.

On the first ignition of the coals, though both burnt with great intensity and expanded to several times their bulk, it became apparent that the Liverpool made the most blaze, and that the Cumberland threw out the whitest and most intense heat; the ash pit of the latter reflecting by far the most light.