

to 77 per cent, per annum, (in reference to 6 per interest on the original investment,) as appears by the following statement, prepared in October 1833.

	Share.	Selling price.	Dividend.
Coventry Canal,	£100	600	86
Forth and Clyde,	400	545	8
Loughborough,	143	1820	76
Neath,	108	290	16
Oxford	100	595	36
Stratford and Worcester,	140	610	26
Stroudwater,	150	500	20
Trent and Mersey	50	640	77
Grand Junction,	225	245	7
Leeds and Liverpool,	100	470	28

besides the Erewash canal, and many others, mostly employed in the transportation of coal, some of them 130 miles long, and having one third more lockage than occurs in the Chesapeake and Ohio canal, from tide water to Cumberland. And if we direct our attention to the coal canals in this country, we shall find them also, yielding large dividends."

The Lehigh and Schuylkill, like the Chesapeake and Ohio, are coal canals, not running immediately to the mines, but connected with them by eight or ten Rail Roads, constructed by the proprietors, averaging from eight to ten miles in length, which is, as we have already seen, the length of the Rail Roads required from our canal when completed, to the Cumberland and Frostburg deposits. The Rail Roads connected with the Schuylkill canal, transported as follows, in 1837

Mount Carbon	Rail Road,	Tons	126,046
Schuylkill Valley	" "		68,875
Mill Creek	" "		70,000
West Branch	" "		183,250
Little Schuylkill	" " and by other means		93,015

Total tons, 541,186

Upon the Schuylkill Canal, in 1825, when it reached the coal regions, after encountering the greatest difficulties and discouragement, its tonnage amounted to only 6,500 tons;—yet, after the mines were operated, and rail roads constructed to transport the coal to the canal, the tonnage increased in a few years to 726,730 tons, and the tolls to \$604,189 57—and the stock rose from the lowest depression to 160 per cent. above par. And these enormous receipts are the proceeds of toll upon a