commencement of spring and autumn, the busiest seasons of the year.

The Delaware division commences at Bristol, eighteen miles above Philadelphia, and passes thence in a direct line to Morrisville, opposite Trenton, a distance of fifty-nine miles. This is the channel by which the coal-trade of the Lehigh reaches Philadelphia. The Schuylkill Canal ex­tends from Philadelphia to Reading, and thence to Mount Carbon, a distance of 108 miles. The Union Canal con­nects the borders of the Susquehaηηah with those of the Schuylkill, and is in length eighty-two miles. The Lacka- waxen Canal commences at the termination of the Dela­ware and Hudson, and unites with a railroad at Honesdale, a distance of forty-nine miles. The Lehigh Canal extends from Easton, on Delaware river, to Mauch Chunk ; its length being 46¾ miles. There are several other smaller canals, chiefly for improving the navigation of the Susquehannah river.

*Delaware.*—The Chesapeake and Delaware Canal con­nects Delaware river with Chesapeake Bay. It is four­teen miles in length, and was constructed at the immense expense of 2,200,000 dollars, owing to its size, being sixty- six feet broad at the surface, and eight feet deep, and to the depth of its excavations and the extent of its embankments.

*Maryland.—*The Chesapeake and Ohio Canal, com­menced in 1828, is a great undertaking, which, extend­ing from the tide-water of the Potomac river, above Georgetown, in the district of Columbia, and terminating at Pittsburg in Pennsylvania, a distance of 341¼ miles, would connect the Atlantic with the Ohio and the Mis­sissippi, terminating in the Gulf of Mexico. The breadth of this canal, which would be a splendid improvement, is from sixty to eighty feet at the surface, and fifty at the bottom. In the year 1835 it was only completed to the distance of 100 miles. The undertaking languished for want of funds. The estimated expense is 3,650,000 dol­lars. The district of Columbia has two branches connected with the above canal.

The Dismal Swamp Canal, in Virginia, connects Chesa­peake Bay with Albemarle Sound ; and various other small canals have been constructed for improving the navigation of James River, by avoiding the falls which interrupt the navigation. They may be considered as the commence­ment of a series of improvements, by which the waters of James river may be connected with the Great Kanawha, one of the head streams of the Ohio, and a short and direct communication thus opened from the Atlantic, into which the James river falls, to the Mississippi and the Gulf of Mexico. Companies have also been formed to improve the channels of the Roanoke and its confluents in both Virginia and North Carolina. The canals in South Carolina are small, and chiefly have in view to improve the navigation of the different streams which water this state, namely, the Catawba, the Saluda, the Wateree, and others. In North Carolina there is a canal which connects North-West River with the Dismal Swamp Canal, and others for improving the navigation of the Roanoke and other streams. In Georgia there is only one canal which unites the waters of the Ogeechee with those of the Savannah. In the state of Kentucky there is a small canal for avoiding a fall on the Ohio ; and in Tennessee similar improvements are projected for improving the river of that name.

*Ohio.—*The canal navigation of this state is of great magni­tude and importance, and further improvements are in pro­gress. The Ohio and Erie Canal, completed in 1832, com­mences at Cleveland, at the mouth of the Cuyahoga, and, passing through a number of towns in its route, joins the Ohio river at Portsmouth, connecting it with Lake Eric. The main trunk is 310 miles in length, and, including its branches, the total length is 334 miles. This canal has been a most suc­cessful undertaking, and has in many places through which it has passed quadrupled the value of private property. The Miami Canal commences at Cincinnati and terminates at Dayton. An extension of this work is in progress, by which it will be connected with the Wabash and Erie Canal at Defiance. The expense of these two canals has been 5,500,500 dollars. The total length of canals in Ohio is 409 miles. The net revenue on these two canals was, for the year 1834, ending in October 31, 191,444 dollars. Other plans are in contemplation for extending brandies from this canal in different directions. It is proposed, by the Mahoning and Beaver Canal, to connect it by a canal eighty-five miles in length with the Beaver division of the Pennsylvania Canal, by which a communication would be secured to the western states with the Atlantic section of the Union, and a choice would thus be afforded them of two, and eventually, when the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal are completed, of three great outlets for their produce.

*Indiana.—*The Wabash and Erie Canal, in this state, ex­tends from near Lafayette, on the Wabash river, up the valley of that stream, across to the Maumee at Wayne, 105 miles. This work is to be carried from Wayne to the east boundary of the state, where, uniting with that part of it authorized by the state of Ohio, the whole distance will be 187 miles. Other canals are proposed in this state, some as branches from the main trunk of other canals already made, and others new.

In the western states, Alabama. Mississippi, and Louisi­ana, there is no extent of canal navigation, and those which are projected are chiefly for improving the navigation of the streams tl>at abound in the country.

A canal across the peninsula of Florida has for some years been considered an object of national importance, and would greatly facilitate the transmission of the produce and mer­chandise constantly passing and repassing to an immense amount between the seaports on the Gulf of Mexico and the Atlantic region of the United States, and at present carried by a dangerous navigation among the Bahama Islands and around the southern point of Florida, where the loss of shipping has been so great that it is estimated to have been nearly equal to the expense of the proposed canal.

The railroad is a still more striking and splendid im­provement than the canal, and affords even greater facilities to internal intercourse. This great improvement is mar­vellously aided by the power of steam, by which the speed may be indefinitely increased ; so that the time spent in tra­velling hundreds of miles is no longer counted, as formerly, by weeks, or even days, but by hours, and the remote ex­tremities of a kingdom appear to be brought nearer than were formerly those of the same county. The enterprising spirit of the Americans has eagerly laid hold of this singular improvement, which they are rapidly extending in all direc­tions. We shall endeavour to give a short notice of such as are connected with the great communications of the country, omitting those which, being more local, are of less importance.

*Massachusetts.—*In this state, Boston is the centre from which the railroads diverge in different directions. 1. The Boston and Worcester Railroad, which extends south­west to Worcester, 43¼ miles, at an expense of 900,000 dol­lars, and which it is proposed to carry into the state of New York, and to connect with the New York and Albany Railroad at Greenbush, opposite to Albany, the whole distance being about 200 miles. 2. The Boston and Providence Railroad, which extends in a straight line south from Boston to Provi­dence, Rhode Island, 42 miles, and which will connect with the Stonington and Providence Railroad, making the distance to Stonington 90½ miles. 3. The railroad from Boston westward to Lowell, 25 miles, which is considered the com­mencement of a series of railroads, still westward, through the states of New Hampshire and Vermont, to a point in Lake Champlain, opposite Plattsburg, and thence across