

exhibitions. If it is the theory of the law that a public execution is necessary to enforce the example which stern justice exhibits for the terror of evil-doers, then indeed the experience of the past has abundantly shewn that the very opposite effect is produced. In my judgment, it would be better to abolish capital punishment altogether than to continue the present abominable system. Executions should be private; but, at the same time, provision should be made to secure the attendance of a sufficiently large number of citizens of respectable character and matured age, as witnesses to the proper fulfilment of the sentence of the law. That should be expressly regulated by statute, although the management of the details may be entrusted to the discretion of the Court, or its proper officers.

In reply to a communication addressed by me to the President of the Chesapeake and Ohio Canal Company I am informed that the Canal has been in good navigable condition during the past year, with the exception of occasional interruptions, in the busiest season, caused by low water in the river, and by defects in dams N^{os} 4 and 5, which accordingly require considerable repairs, and for which measures are now in progress. The President expresses the opinion that, but for the accidents to those dams (which, it seems, were originally defective, and had been already injured by successive floods) and the prevalence of the Cholera at Cumberland and along the line of the Canal, the revenue for the last year would have largely exceeded \$200,000; and would probably have reached \$400,000, if it had not been affected by the accidents of 1852. I am gratified to learn that those parts of the works which were so extensively damaged by the extraordinary freshets of that year have been repaired and improved in such a manner as to secure them, as far as practicable, from similar disasters hereafter. It is estimated that it will now require an expenditure of forty or fifty thousand dollars to put dams N^{os} 4 and 5 in complete order; which will make the Canal navigable even in dry seasons, until the additional waste of water, occasioned by an augmented trade, shall render it necessary to provide feeders for the levels near Cumberland. The President anticipates that that requirement can then be readily met out of increasing revenues.

The tolls collected from the first of January to the 31st of December, 1852, amounted to \$92,248.90; and in 1853, to \$145,000 allowing \$12,665.83 as the estimate for December last; which shows an increase for the year just closed of \$52,751.10. The entire revenue of the year, adding \$5,000 for rents is estimated