

can, when required, be emptied into the canal, in aid of the usual supply, and of the surplus water of that level, which has been raised from eight feet, (the depth originally contemplated,) to ten feet, thus affording two feet excess of water over the whole extent of that level; embracing a surface of probably above 600 acres, which is replenished by St. George's creek, by rains, and by innumerable springs that flowed into it as the excavation of the canal reached their level,—which, although they caused much difficulty and expense in the execution of the work, will contribute hereafter greatly to its advantage. From these different sources, the Board confidently believe an ample supply of water is secured; but should these, from the great increase of trade, be found insufficient, the difficulty may be always easily obviated by raising water from the lower level, (which is supplied by the tide,) to the upper one; the distance between the two being so small, that any quantity which might be wanted, could be raised by tide or other power, at a cost so trifling, as to bear no relation to the increased revenue of the work.— Measures have been taken, by sowing different species of grass, and other seeds, and the application of several kinds of manures, to have the sides of the canal covered with vegetation as soon as possible; and their appearance gives evidence that the effort will succeed, and prevent any washing which might take place during heavy rains, where the soil is loose or sandy,—in some of which places it has been found advisable to thatch them with coarse hay. This plan has answered the purpose intended, and will probably afford a good protection until the banks are covered with grass, when it will be no longer requisite.

Although the means that have been adopted to give permanency and security to the work have added considerably to its cost, there is good reason to believe that it will be less liable to obstructions, and supported at a smaller expense, than almost any other canal with the same amount of capital.

The canal, which had been commenced on the 15th of April, 1824, was so far completed as to enable the Board to open it for navigation on the 17th of October, 1829; from which time until the 29th of January, 1830, (when the navigation of the river Delaware was obstructed by ice, and the canal consequently closed,) there had passed through it, 798 vessels and boats, and tolls been paid amounting to 8,552 dollars and 59 cents. The Delaware became navigable on the