

23d of February, when the canal was again opened, and has been since uninterrupted. From that period to the 1st of June, an interval of little more than three months, 1634 vessels and boats passed, the tolls on which amounted to 18,613 dollars and 20 cents. From these data it appears that the tolls, even during the first year, will probably amount to \$60,000. This is believed to be as flattering a beginning as that of any other canal in this country, and furnishes evidence of what may be expected, when those who are yet strangers to this new channel, shall avail themselves of its advantages which are yet but partially known, but are becoming daily better developed. And it is a well established fact, that in every new communication of this kind that is opened, time is required to alter the usual course of trade, and that mercantile habits and connexions are changed with reluctance, while they yet invariably yield to the powerful inducements of interest. Already has a portion of the Susquehanna trade, and that of the Chesapeake bay, and its tributary streams, which was hitherto centered in Baltimore, found its way through this new avenue, to her sister city, Philadelphia; and preparations are making, in different places, by the construction of vessels of a larger than ordinary class, and better suited to canal navigation, for a still more extensive trade. The increasing intercourse between the bays may be inferred from the fact, that between Baltimore and Philadelphia, in the months of March, April, and May, of this year, there were made upwards of 300 passages through the canal, principally by regular packets.

These circumstances give fair promise that this work in a short time will not only amply remunerate those who have promoted it with their funds, but greatly add to the trade and prosperity of our city, which already, and almost at the very opening of the canal, and before its effects have had time to develop themselves, has felt, and the public appreciated the benefits resulting even from its first fruits.

Some idea may be formed of the probable increase of the revenue of this canal, by reference to that of the Dismal Swamp canal, a work similar in its character, and embracing the same kind of trade that passes on the Chesapeake and Delaware canal. During the months of March and April, of 1829, about 900 dollars were received in tolls on the Dismal Swamp canal, and in the corresponding period of 1830, upward of 2300 dollars were received, showing an increase of