

year 1842, \$12,800; that is to say, for the year terminating on the 31st day of May, 1841, they amounted to \$46,000, and on the 31st day of May, 1842, to the sum of \$58,800. The appearance of the growing crops warrant the belief that in 1843, we shall find a greater augmentation, and that they will not fall far short of \$80,000. This proof of the increasing trade is highly gratifying, nor is that of the durability of the canal structure less so, inasmuch as it brings with it also additional evidence of the fidelity of the engineers, the watchfulness of the superintendents and integrity of the contractors.

For the want of other means of meeting the current expenses of the company, repairing breaches, and occasionally affording some little relief to those of our creditors, whose wants are the most pressing, the board, on the 14th of April last, passed an order, directing the collectors to receive in payment for rent and tolls one-third in the scrip of the company, and the remaining two-thirds in current funds. The beneficial effect of this order, against which there is no complaint, has already been sensibly realized.

All experience has proved that the revenues of a canal do not depend so much upon a high rate of tolls as upon the quantities which, by a judicious regulation thereof, may be invited to it. The board of directors, with a view to promote the general interests of trade, and of so regulating the charges as to reduce the price, and thereby increase the consumption, passed an order, on the same day, lowering the rate of tolls upon plaster from two cents per ton per mile, to which it had been raised by an order of the 15th March, 1841, to one and a half cent per ton per mile for the first twenty miles, and at the rate of one cent for any additional distance. There is already reason for believing that benefits will accrue from this reduction. With the same view, and to enable the coal region of Maryland, upon which the canal so much depends, to compete with other coal regions, a similar order was at the same time adopted in relation to mineral coal. On the 15th March, 1841, the toll on that article was increased from a half cent to one cent per ton per mile; by that of the 14th April last, it is reduced to two-thirds of a cent. The still lower rate of tolls upon mineral coal on the Pennsylvania canals, and the cheapness of the Richmond coal in the markets of the District, rendered this reduction absolutely necessary. Let it be recollected, too, that, in all the calculations which have been hitherto made as to the probable revenue of the canal, coal has been set down at a half cent per ton per mile. Upon this branch of the report, we take leave further to remark that, under existing circumstances, it is not possible to fix permanently the rates of tolls.

Upon the application of Captain William Easby, an ingenious and enterprising citizen of Washington, permission has been granted him to run on the canal a newly invented steam passenger boat, of his own construction, free from toll until the 1st day