

dually increased till 1840, when they amounted to near \$1,776,000; and from sources entitled to credit, we are informed that, in 1841, they fell but little short of, if they did not exceed, \$2,000,000.

The maximum capacity of the Erie canal, as originally constructed, with single locks, is 742,500 tons. The average weight of the descending cargoes about 45 tons. The dimensions of the Chesapeake and Ohio Canal are much greater than those of the Erie Canal, and will carry boats averaging 80 tons burden, with the same or greater facility than that canal carries its 45 ton boats. The above 742,500 tons, therefore, should be increased in the ratio of 45 to 80, to arrive at the capacity of the Chesapeake and Ohio Canal as compared with that of the Erie Canal. Again: the year of navigation in New York averages not more than 235 days, whereas in Maryland it is fully one-fifth longer. Add the one-fifth, or 47 days, and it makes the year of navigation on the Chesapeake and Ohio Canal 282 days.

The result, then, is as follows, viz:

Capacities of the present Erie Canal for a year of 235 days, with boats of 45 tons, - - - - -	Tons. 742,500
Add for the larger boat of the Chesapeake and Ohio Canal, - - - - -	577,500
Add, also, one-fifth for the year of navigation, as explained above, - - - - -	264,000

And taking for guide the experience of the New York

Canal, we have - - - - - 1,584,000 tons as the maximum capacity of the Chesapeake and Ohio Canal, as regards tonnage alone in one direction only, and with single locks. So great have been the benefits derived from this canal to the great State of New York, that it is now being enlarged to a width of seventy feet, and a depth of seven feet, and at an additional cost of about thirty millions of dollars. This single fact speaks volumes. It is worthy of remark, too, that the whole amount of the coal trade on this canal has not exceeded ten or fifteen thousand tons.

The Ohio Canal, in the State of Ohio, also presents encouraging results. In 1840, the tolls on that canal amounted to \$452,122, which is over "seven per cent. on the cost of the canal, after deducting every expense for superintendence and repairs," and this, too, without the advantage of any coal trade.

When these facts are taken into consideration, and the additional conceded fact, that, *ceteris paribus*, a canal penetrating a coal region is much more productive than one depending mainly upon agricultural products for support, the superior advantages of the Chesapeake and Ohio Canal are manifest and unquestionable. That, when completed, this great work will realize all the most sanguine anticipations of its most ardent supporters, there can be but little doubt. Nothing is wanting but the action of the Legislature of Maryland, to which alone the company look for