

ENGINEERS REPORT [G.]

ANNAPOLIS, 19th February, 1844.

To JAMES M. COALE, Esq.

President, Chesapeake & Ohio Canal Company :

SIR: In reply to the enquiries contained in your letter to me of the 13th instant, I have the honor to report:

1. What was the cost of repairs and improvement on the Chesapeake and Ohio canal, for the year ended 30th November, 1843?

Answer. It was \$65,860, chargeable as follows :

To the ordinary repairs and improvements,	\$15,860
To the extraordinary repairs, and work mainly rendered necessary by the April and September 1843, freshets,	50,000
Total,	\$65,860

This sum does not include the pay of Chief Engineer, Superintendents, Collectors and Lock keepers.

The like expenses of the company for the year preceding (viz: 1842,) was, as per statement before me made out by the accountant of the company, \$26,750. The excess of the last over the preceding year, viz: \$39,110, was occasioned by the river freshets in April and September 1843, which exceeded in height and extent of damage done by them, any known within the 30 or 40 preceding years. There were likewise in August of the same year, extraordinarily heavy rains along certain parts of the line, viz: at the big Tonoloway, near Hancock, and below the Monococy, which caused the streams, passing under the canal at those points, to rise to a height unprecedented within the memory of man, and occasion great damage. Altogether, then, the last was a remarkable year upon the Potomac, and it is only surprising that no greater damage to the canal was done. It may not be amiss to state that the Schuylkill navigation, a few years since, from one single freshet of unusual height sustained damage to the amount of \$80,000; and the Juniatta Division of the Pennsylvania canals from a like cause, a few years before, to an extent exceeding \$400,000.

In both respects, then, in its years of greatest trial, as well as in those of ordinary character, our canal may safely challenge a comparison with any others in this country. This will appear more manifest by the following brief statement :

The Chesapeake and Ohio canal, in ordinary years, (take the year 1842,) for repairs and maintenance and for all other repairs, including the pay of President and directors and all other expenses, see canal report of 16th November, 1843, costs \$48,850. This sum divided by 134½ miles, gives us \$363 per mile. In a year of extraordinary damage, as in 1843, the total cost, including as before, the pay of all officers, is \$86,204, which divided by 134½ miles, gives an average per mile of \$641. The Schuylkill navigation last year, an ordinary one on that improvement, expended for like