

CAPACITY.

When the canal shall be finished and filled to its capacity, boats carrying 100 tons of tonnage may navigate its entire length with ease. In consequence of the mildness of the latitude in which it is located, it has heretofore seldom been closed by ice for more than six weeks in the year, which generally happens in January and February; and in this respect, it consequently possesses great advantages, over the northern canals, whose navigation is usually suspended for four or five months annually. It is scarcely necessary to go into an estimate of the annual amount of tonnage that *might* be transported on a work of this description; but, as the calculation is before us, we will here transcribe its results.

Several years ago, the Chief Engineer of this company made two estimates, founded upon data furnished by the experience of fourteen years on the Erie canal in New York. The one was based on the greatest month's work, and the other on the number of boats which in the opinion of several of the officers of that canal, could conveniently be passed each day. Assuming the capacity of boats on the Chesapeake and Ohio Canal at only eighty tons, according to the first calculation the amount of tonnage capable of being transported on it during a navigable year was shown to be, in both directions, with single locks, as at present, 3,264,000 tons, and with double locks, 5,440,000 tons; and on the second basis, the amount presented was, with single locks, 6,000,000 of tons, and with double locks, 10,000,000 of tons per annum. With a large allowance, therefore, for the usual discrepancy between theoretical calculations and practical results, it is very manifest that many years must elapse before the full capacity of the Chesapeake and Ohio Canal, with single locks, can be tested by actual experience.

SOURCES OF TRADE AND REVENUE.

The canal, running nearly parallel with the river through its entire length, necessarily passes through the centre of the fertile grain-growing valley of the Potomac, whose agricultural and manufacturing productions will, in a great measure, be borne upon it to market. Along its line may be created "a water power surpassed in extent only by that which England and the United States enjoy in common, near the western extreme of the Erie Canal, in the Falls of Niagara." When it is finished to Cumberland, it will be put in direct communication with the trade of the West, and will afford the most eligible and cheapest route to the seaboard, from the vast and populous regions beyond the Allegany mountains. With a portage, by wagons, of only seventy-three miles on the great national macadamized road, between Cumberland and Brownsville, on the Monongahela, to which steamboats of the largest class now come, the facilities of water communication for freight of every description will be afforded to the States bordering on the Ohio river, and those of the far West who may navigate its waters, in conveying their productions to the cities of