

the canal at Cumberland, and from thence they will be transported on its smooth surface to market. According to the present tariff, the toll on the transportation of coal from Cumberland to Georgetown is one dollar per ton. It will be perceived that in the foregoing enumeration we have mainly confined ourselves to a consideration of the descending trade of the canal. The ascending will of course consist of those ordinary supplies which pass from the seaboard to the interior.

Before concluding this branch of the subject, it may be well to remark, that our income, in the present unfinished condition of the work, is more than sufficient to defray the annual expenses of the company. During the last year, the entire aggregate expenses amounted to the sum of \$47,287 66, and the income to \$55,894 16—leaving a surplus revenue of \$8,606 50. It will thus appear that the whole revenue that may accrue to the company from the important trade depending upon the completion of the canal to Cumberland, of which we have just spoken, together with a surplus income from the intermediate trade, which must continue to augment, will be covered by the liens, and be applicable, as far as is necessary, to the payment of both the interest and principal of the bonds that may be issued.

We have thus presented a brief outline of the canal, and indicated some of the most prominent sources of its expected trade and revenue. Having done this, we think we have given good reasons for the assertion made in an early part of this communication, that the bonds that are to be issued under the recent law, being preferred and absolute liens upon the entire nett revenues of the company, will be one of the best and safest investments of the day.

In addition to the laws of which we have hereinbefore spoken, and which are now submitted for your acceptance, we also obtained from the last Legislature of Maryland a very important act for the prevention of injuries to the canal and its works, to guard against frauds upon our revenues, and to facilitate generally the enforcement of the police regulations of the company. This law, not now requiring the assent of the stockholders, is not presented to you in form; but we deem it worthy of being mentioned at this time as a matter of interest. In connexion with the two other laws, it perfects our system of measures. It clothes the company with ample powers to protect and defend, whilst the others enable it to press onward to its present destination, and complete the magnificent improvement which has so long been retarded for want of such aid.

Our present position, therefore, is a subject of congratulation. With an ample provision for the completion of the Chesapeake and Ohio Canal to Cumberland; with responsible parties willing and ready to execute and deliver the guaranty required by the third section of the act, to give efficacy to that provision, and with a confident reliance upon the cordial co-operation of those whose sanction and approval are necessary to perfect such guaranty, and