

In the Appendix will be found the financial and other usual statements of the Clerk and Treasurer, which are so full and explicit in regard to the subjects respectively presented by them, as to render any further explanation thereof unnecessary, viz :

E.—A list of the officers and agents in the service of the Company, and the compensation to which they have been severally entitled, for the year ending 31st December 1847,—to which is added a list of the engineer corps on the line of completion, with their rate of pay.

F.—The amount of tolls which accrued to the company in each month, and the articles transported on the Canal during the year ending 31st December 1847.

G.—An abstract of the total receipts into, and payments from the Treasury of the company, exclusive of the receipts and payments for completion, for the year ending the 31st December, 1847.

H.—Total expenses of the company during the year 1847 (exclusive of the cost and charges for completion) under their respective heads.

I.—An abstract of the receipts into, and payments from the Treasury from the 1st of January to the 31st of May 1848, the close of the fiscal year.

K.—A general statement of the receipts into and payments from the Treasury of the company from its organization to the 31st of May, 1848.

L.—A general statement of the debts and credits of the company to 31st of May, 1848.

During the first three quarters of the year 1847, the prospects of the Company were unusually flattering as regards the business of the finished portion of the Canal. No breaches of any consequence had occurred. The receipts from the tolls to the 30th of September exceeded those of the corresponding period of the previous year, by the sum of \$10,192 54. We had therefore, at the period alluded to, every reason to expect that the receipts for the entire year would present a substantial and gratifying increase over those of any former year. In this expectation we were, however, disappointed, in consequence of the extraordinary floods of the last quarter, beginning on the 8th of October and repeated in November and December, with intervals barely affording time sufficient to restore the navigation interrupted by the breaches which they produced. The aggregate amount of tolls received during the entire year, ending 31st of December, amounting to \$52,440 35, though still above the general average, is a fraction less than the receipts of the year 1846. But the suspension of trade and the curtailment of the revenue were not the only evils which were occasioned by the floods. They were of such magnitude and extent that the works of internal improvement of every description, railroads as well as canals, in this State and in the States of Pennsylvania, Virginia and Ohio, all in a greater or less degree sustained injury, and though the Chesapeake and Ohio Canal