

out it. The Cunard boats, the Bremen line, and the steamers engaged in the Charleston, Savannah, New Orleans, Chagres and California trade have used it, and found it superior to all others. It is therefore highly important that measures should be immediately adopted to keep the market fully supplied." With these indications before us, we have every reason to anticipate an early and a very large and active coal trade on the canal after its completion.

In the appendix marked C, D, E, F, G, &c., will be found the usual annual statements of the clerk and treasurer.

During the last year, the canal has very fortunately been exempt from those casualties from high water, or river overflows, which, in former years, have caused so much injury to its bed and embankments, and entailed upon the company the heavy extra expenses, which, in its present condition, it has been so illy able to provide for. Although there have been high, and destructive floods, to the north, and the west of us, there has been no rise in the Potomac of sufficient magnitude to produce serious damage to the canal. The rains, though frequent, have generally been gentle and diffusive, and the winter snows melted so gradually, as to pass away, in the natural channel of the river. Only one breach of any consequence occurred during the year, and this, having been on the upper part of the line, did not cause any interruption to the navigation below Dam No. 5, nor sensibly affect our trade. The result has been a small increase in the receipts of toll over any former year, under the existing tariff. The amount of toll, accrued during the year, was, \$54,146 21, which is \$1,705 86 more than the receipts of 1847. There were transported on the canal in 1848, 217,112 barrels of flour, which exceeds the quantity carried down in 1847, by 40,332 barrels. The aggregate articles carried on the canal in 1847 according to the calculation of the clerk was equivalent to 71,440 tons—in 1848 it was 86,436 tons. Increase in favor of 1848—14,996 tons. The increase in the revenue, was not in a corresponding ratio with that of the tonnage, in consequence of the average distance of the transportation of the latter, being less in 1848 than in 1847. The larger portion of the increase of tonnage, also, consisted of articles, on which small rates of toll are charged. The total revenue, accrued to the company during the year ending 31st December last, was \$57,366 13, it being the amount of tolls, received as above mentioned, and \$3,219 92 from water rents and other incidental sources. But the small increase in the revenue, though gratifying as manifesting an onward progress in the ordinary way trade, is of little moment, in comparison with the benefit of exemption from *extraordinary* expenses for repair of breaches, which, in previous years, have been so heavy a tax upon the limited means and resources of the company. The relief from such expenses during the year has enabled the company to make several important repairs, which have long been needed, and has also permitted the superintendents to give more than usual attention to the strengthening of the embank-