

revenue at the rate of about 160 per cent. To the usual increase of trade incident to all new works of internal improvement, may be added other fruitful sources, that require a few years yet to be fully known. The Chesapeake and Ohio canal, the Dismal Swamp canal, and the Baltimore and Ohio rail road on the south,—and the Delaware and Rariton canal, and the Delaware and Amboy rail road on the north,—will, when completed, open and facilitate the intercourse between different sections of our country, and create an inland trade which must pass through the Chesapeake and Delaware canal—the great avenue between the north and the south. The saving of insurance, of time, and of risk, and the reduction of freight consequent to these causes, and the increased burthen a vessel is enabled to carry, above what would be considered a full cargo for a sea voyage, all combine to give this channel a preference over a passage by the coast.

After the opening of the canal in October last, the former President, James C. Fisher Esq. having ascertained that the responsibilities of that office would take a wider range, and require more active duties than he was desirous of assuming—resigned; having faithfully and zealously, in the station of Director and President for twenty six years, given his services in the promotion of a work in which the first attempt had failed, and was considered by many, visionary and impracticable. Two other members of the Board, Thomas P. Cope, and Robert Wharton, Esquires, also tendered their resignations, both of whom had faithfully and efficiently performed a full portion of the arduous duties incident to their stations, the former from a period previous to the location of the canal, and the latter for the greater part of the time it was in progress.

The Chesapeake and Delaware canal, like most other works of internal improvement, has cost a much larger sum than was anticipated — The estimate of the Board of examining Engineers, being 1,354,364 dollars and 64 cents, and the actual cost 2,201,864 dollars and 3 cents making an increased expense of about 62 per cent, which probably falls within the average of what works of this kind have exceeded the original estimates.

A considerable portion of this excess, however, was caused by the enlargement and depth of the canal; by the increased size and strength of the embankments and stone walls; by the more substantial and perfect construction of the summit bridge; and by the increased dimensions and improve-