[Document Z.]

BY THE HOUSE OF DELEGATES,
February 23, 1844.

Read and ordered to be printed

REPORT

OF THE

President of the Chesapeake and Ohio Canal Company,

GIVING A STATEMENT OF THE

AMOUNT EXPENDED ON THE CANAL

FROM ITS

EASTERN TERMINUS TO DAM NO. 5,

AND THENCE

TO CUMBERLAND—ALSO, OTHER INFORMATION, &c.

In obedience to an order of the House of the 12th February.

REPORT.

ANNAPOLIS, Feb. 22, 1844.

To the Honorable

The Speaker of the House of Delegates.

SIR: I have the honor herewith to communicate to you the information in relation to the expenditures of the Chesapeake and Ohio Canal Company, which was called for by the order of the House of the 12th inst. The extent of the call and the fact that no *rest* has heretofore been made in the accounts of the company at the periods indicated in the order, have precluded the possibility of an earlier answer.

Statement B. hereunto appended, exhibits the cost of the construction of the canal, from its eastern terminus in the District of Columbia to Dam No. 5 inclusive, and also the cost of the work done from Dam No. 5 to Cumberland.

Statement C. exhibits all the expenditures of the company other than the cost of construction, from its organization to the 30th of November, 1843, designating those which accrued prior to the 1st of January, 1835, (the work above Dam No. 5 having been commenced early in that year,) from those which accrued subsequently to that date. Several of the items of expense set down in this statement, as having accrued since 1835, are in fact chargeable to the whole line of the canal, both below and above Dam No. 5, such as repairs, officers salaries, &c. See letter of the Treasurer and accountant, hereunto appended, marked A.

Statement D. is a brief summary of statements B. and C.

Statement E. is "a summary statement of the annual expenses for the last year, ending the 30th of November, 1843, on account of the management and superintendence of the canal, including the salaries of all the officers and agents concerned and employed in the said management."

Statement F. presents a list of the officers and agents in the service of the company, on the 1st of January, 1844, and also their respective salaries and compensation.

On the 1st day of June, 1841,

The pay of the President and Directors and clerks in the office at Frederick, was -	$10,200 00
Engineers, rodmen, &c. and commissioner, -	12,717 50
Superintendents, collectors and lock-keepers, -	12,477 00
Aggregate,	$35,394 50

On the 1st day of June, 1842,

The pay of the President, directors and clerks in the office at Frederick, was - - - -	$5,500 00
Chief Engineer and assistant, - - - -	3,100 00
Superintendents, collectors and lock-keepers, - -	11,977 00
Aggregate,	20,577 00

Pay at present, as per statement F.

To the President and Directors, clerk, treasurer and chief engineer, - - - - - -	$6,740
Counsel, of the company, per annum, - - -	250
Superintendents and collectors of tolls, - - -	3,750
Lock-keepers, - - - - - -	7,901
Aggregate,	$18,641

The work on the line of the canal was entirely suspended in the early part of the year 1841, at which time the expenses of the company began to diminish, as will appear from the aforegoing summary. I do not think that any further curtailments could be made consistently with the interests of the company, either in the number or the salaries of officers.

In the year 1839, whilst the work on the canal was in full progress, the pay of the president, directors, &c. was as follows:

To the President, per annum, - - -	$3,000 00
Directors, their maximum compensation, - -	1,800 00
Clerks, treasurer, &c. at the office in Washington, -	5,450 00
Engineers, axemen and chainmen, - -	31,627 50
Superintendents of masonry and sections, - -	11,680 50
Superintendents on the line finished, - -	4,400 00
Lock-keepers and collectors, - - -	9,052 00
Aggregate,	$67,010 00

By reference to statement F. it will be seen as I have before stated, that the pay of all officers in the service of the company at present, amounts to the sum of $18,641.

If the present legislature should pass an available act for the completion of the canal, and the work should be resumed on the line between Dam No. 6 and Cumberland, the additional expense, according to the report of the Chief Engineer, which is hereunto appended, marked G, would be

For engineers, superintendents, and expenses of the engineer department, - - - -	$18,000 00
To which may be added, for pay of Commissioner, additional clerk in the office of the company, and other expenses, - - -	4,000 00
Total additional expense, per annum,	$22,000 00

During the last year the cost for repairs on the canal, ordinary and extraordinary, was $65,860.

The year 1843, however, was distinguished for the number and magnitude of its freshets, and according to all reasonable calculations, another such may not occur for the next half century. From the past experience of the canal since it was first opened, and taking the year 1842 as a fair criterion, the expenses for *repairs*, ordinary and extraordinary, is estimated by the Chief Engineer at about $200 per mile per annum, which would make the estimated cost for *repairs* from the eastern terminus of the canal to Dam No. 6, amount yearly to the sum of $26,900 00. In the year 1842, the the actual cost for repairs between those points was $26,750 00.

In the Engineer's report, hereunto appended, the cost for repairs during the current year is estimated at $31,000, the reasons for which will be seen by reference to said report.

From the preceding statements, and those referred to in the appendix, therefore, it will appear that if the work be *not* resumed on the unfinished portion of the canal between Dam No. 6 and Cumberland, the probable accruing expenses of the current year, will be as follows:

For salaries of officers and agents, - - -	$18,641 00
Office rent, stationery, blank forms for collectors, fuel, &c. &c. - - - - -	650 00
Cost for repairs, ordinary and extraordinary, - -	31,000 00
Total,	$50,291 00

If the work be resumed, an additional expense will be incurred from the date of its commencement, at the rate of $22,000 per annum.

I have now presented the information required by the order of the House, as fully as it was practicable for the respective officers of the company to furnish it to me, in the brief interval which has transpired since the date of the order. As regards the compensation paid to the State agents, on account of their attendance in the

meetings of the stockholders of this company for the last year, I have no knowledge whatever. They are appointed by the legislature, and paid out of the State treasury. By an act passed at the last session, their pay is limited to $100 each.

With great respect,

Your obedient servant,

JAMES M. COALE,

Pres. Ches. & Ohio Canal Co.

STATEMENT [A.]

TREASURER'S OFFICE CHES. AND OHIO CANAL CO.
FREDERICK CITY, 20th February, 1844.

To J. M. COALE, Esq.

President Ches. and Ohio Canal Co.
(Now at Annapolis.)

SIR: In obedience to the call contained in your letter of the 13th, (received 15th,) "to report to you as early as practicable a detailed statement of the amounts expended under the several heads of acquisition of land.

"Construction of the Canal.
"Engineer Department.
"Salaries of Officers,

and all other expenses incurred between the mouth of Tyber in the District Columbia and Dam No. 5, including the latter."

And also, "a similar statement of expenditures incurred above Dam No. 5."

I now enclose you a statement (B.) in tabular form of the several expenditures made, and incurred under every appropriation from the commencement of the work to the 30th November, 1843, distinguishing those made prior to, from those made subsequent to the 1st day of January, 1835—which month was about the period of the commencement of the work above the said Dam.

I would observe, that to have separated accurately every item of disbursement properly chargeable, respectively to the work either below or above Dam No. 5, would have required more laborious research and patient analysis, and would have consumed more time than would have met your wishes, or permitted you to use these statements before the Legislature at its present Session.

I have also, prepared and enclose a statement (C.) exhibiting the cost of construction of the two portions of the canal severally above and below (including) Dam No. 5.

If time had permitted, it is probable that a more critically correct statement might have been ensured, but I am persuaded that any variances that might be detected—cannot change the general correctness of the present statements, nor effect the results in any sensible amount. Though now condensed into such small compass, the collection of the materials from which they are framed, has been a work of no small care and research.

Very respectfully,
Your most obedient servant,
ROBT. BARNARD,
Treasurer.

STATEMENT [B.]

Statement exhibiting the cost of the construction of the Chesapeake and Ohio Canal, from its commencement to the 1st December, 1843, distinguishing the work done, up to, and including Dam No. 5, and that done thence to Cumberland so far as the same can at this moment be ascertained.

		Below & including Dam No. 5.	Above Dam No. 5.
Construction proper, . . .		$4,078,870 69	4,564,037 01
Repairs and improvements being in great part completion of construction prior to 1st January 1835, .	74,909 67		
Subsequent to do.	222,009 23		
		296,918 90	13,478 04
Sundries, ...		40,152 44	20,380 48
		$4,415,942 03	4,597,895 53
Total, ...		$9,013,837 56	

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TREASURER'S OFFICE CHES. AND OHIO CANAL CO.

Frederick City 20th Feb. 1844.

ROBT. BARNARD,
Treasurer.

STATEMENT [C.]

Statement of all the Expenditures of the Chesapeake and Ohio Canal Company, from its organization to 30th November, 1843, charged to the several heads, as under:

	Prior to 1st. Jan. 1835.	Subsequent to 1st Jan. 1835.	Totals.
Acquisition of Lands, -	$166,937 43	235,976 51	402,913 94
Engineer Department,	124,703 02	234,248 02	358,951 04
Incidental Damages, -	13,618 20	11,487 29	25,105 49
Interest—see note below,	3,311 57	1,084,752 98	1,088,064 55
Profit and Loss—refer to page 51 of 14th annual,	—	937,507 94	937,507 94
Law Expenses, - - -	15,685 54	9,813 44	25,498 98
Pay of Officers—Prest. & Directors, Cl'ks, Com. Treasurer, - - -	51,348 29	86,748 24	138,096 53
Pay of lock-keepers, collectors, - - - -	15,191 20	79,164 80	94,356 00
Postages, - - - - -	589 33	1,770 81	2,360 14
Printing and Stationary,	9,223 45	9,485 13	18,708 58
Repairs—specific, - -	29,390 69	145,834 19	175,224 88
Superintendence, - -	10,511 06	23,108 50	33,619 56
Survey and location of Western section, - -	6,822 72	2,660 49	9,483 21
Contingent charges and other expenses not embraced under the above heads, - - - - -	9,685 46	37,055 93	46,741 39
	$457,017 96	2,899,614 27	3,356,632 23

NOTE.—This amount of interest does not comprehend the following items in page 51 of the special report of the 16th November last:

No. 3, Interest, cost of exchange, &c. - $663,611 94
" 4, Guaranteed dividends, &c. - - 328,125 00

Under chapters 386 and 396, of 1838.

STATEMENT [.D]

Summary of Statements Nos. 1 and 2.

Expenditures other than construction, prior to 1st January, 1835, - - - -	$457,017 96
The same, subsequent to 1st January, 1835, -	2,899,614 27
Construction of the canal, up to and including Dam No. 5, - - - -	4,415,942 03
The same, above Dam No.5, - - -	4,597,895 53
	$12,370,469 79

STATEMENT [E.]

TREASURER'S OFFICE CHES. AND OHIO CANAL CO.
FREDERICK CITY, 20th Feb., 1844.

To JAS. M. COALE, Esq.
President Ches. and Ohio Canal Co.
(Now at Annapolis.)

SIR: I subjoin a statement of the expenditures incurred by this company during the year ending the 30th November last.

Aggregate amount - - - $86,203 91

Very respectfully
Your most obe'd servant,
ROB. BARNARD, Treasurer.

Expenses of the office at Frederick as per Clerk's statement, see below, - - -	$8,692 66
Pay of superintendents, collectors, lock-keepers, &c. as per Doc. F. - - - -	11,651 00
Repairs and improvements, ordinary, -	15,860 25
	$36,203 91
The repairs made necessary by the damages which ensued from the freshets of 1843—extraordinary, are ascertained to amount up to the above date to	50,000 00
	$86,203 91

NOTE—A small unliquidated balance of less than $50, prevents the precise ascertainment of the exact amount of this last item.

Statement referred to by the Treasurer exhibiting the compensation of the President, Directors, Chief Engineer, Clerk and Treasurer, of the Chesapeake and Ohio Canal Company, and charge for office rent, fuel, stationery and postage, during the year 1843.

Gen. Wm. G. McNeill, President from 13th April, the day on which he qualified, to the 7th day of July, 1843, at $6,000 per annum, 2 mo. 24 days,	$1,400 00
Ditto from 7th July to 17th Aug. 1843, 1 mo. 10 days, at $1,000 per annum, - - -	111 11
Col. J. M. Coale, President from 17th Aug. to 31st Dec., 1843, at $1,000 per annum, 4 mo. 14 days,	372 22
Aggregate to Directors, - - - - -	1,040 00
Charles B. Fisk, Chief Engineer, - - -	2,000 00

STATEMENT [E.]—*Continued*,

Thomas Turner, Clerk, - - - -	$1,500 00
Robert Barnard, Treasurer, - - - -	1,200 00
Office Rent, - - - - - - - -	150 00
Stationery, Blank-forms for Collectors, and Superintendents, Printing, Fuel and Postage—*estimated, - - - - - - - -	500 00
Standing Counsel of the company, - - -	419 33
Total, - - - -	$8,692 66

Office Chesapeake and Ohio Canal Company,
Frederick, Feb. 15th, 1844.

THO. TURNER, Clerk.

* The printing accounts have not yet been sent in.

STATEMENT [F.]

Statement exhibiting the names of the officers and agents in the service and employ of the Chesapeake and Ohio Canal Company, on the 1st day of January, 1844, and also their respective annual compensation.

Col. James M. Coale, President, - - -	$1,000
Frisby Tilghman, William Price, John O. Wharton, Daniel Burkhart, John P. Ingle, One vacancy, — $4 per day for every day actually employed in service of the company, not to exceed $300 each, per year. — Aggregate for services during the year 1843, of all the directors, $1,040	1,040
Counsel of the company, - - - - -	250
Charles B. Fisk, Chief Engineer, - - -	2,000
Thomas Turner, Clerk, - - - - -	1,500
Robert Barnard, Treasurer, - - - -	1,200
	6,990
J. Y. Young, Superintendent 1st division, - -	$800
Wm. S. Elgin, " 2nd " - -	800
J. G. Stone, " 3rd " - -	800
B. F. Mackall, Collector of Tolls at Georgetown, -	600
L. C. Belt, " Point of Rocks	50
W. S. Elgin, " Lock No. 33, -	100
Elie Stake, " Williamsport, -	300
Arthur Blackwell, " Hancock, -	300
	3,750
John B. Hilton, Keeper of Lock B at Washington,	$50
M. O'Riley " Locks No. 1, 2, 3, 4, and tide lock, - - - - - -	600
Fred. Metts, " " No. 5 & guard lock	250
Jas. Delzell, " " 6, - -	150
Jas. Wilburn, " " 7, - -	150
Levi Barrett, " " 8, - -	150
O. S. Crawford, " " 9 and 10, -	200
Wilton Burgess, " " 11 - -	150
Asa Tarman, " " 12, 13 and 14,	250
Hez. Metts, " " 15, - -	150
T. Brewer, " " 16, - -	150
W. H. Henderson, " " 17 and 18, -	276
Daniel Collins, " " 19 and 20, -	200

STATEMENT [F.]—*Continued.*

Rob. C. Fields,	Keeper of Lock No. 21, -	150
John Fields,	" " 22, - -	150
J. Y. Young,	" " 23 and guard	200
C. H. Shank,	" " 24 - -	150
Asa Aud,	" " 25 and out-let	250
James Fitch,	" " 26 - -	150
Thomas Walter,	" " 27 - -	150
James Davis,	" " 28 - -	150
John Walter,	" " 29 - -	175
W. Kuhn,	" " 30 - -	150
D. Harrison,	" " 31 - -	150
A W. Jones,	" " 32 - -	175
W. S. Elgin,	" " 33 - -	200
John Crowley,	" " 34 - -	175
C. Wright,	" " 35, 36 and guard	300
J. Kerchivell,	" " 37 - -	150
George Hughes,	" " 38 and out-let	200
Joseph Gwyn,	" " 39 - -	150
Andrew McCoy,	" " 40 - -	150
Levi R. Shaw,	" Guard Lock No. 4 - -	150
Henry Boyd,	" " 41 and 42 ..	200
J. Dodd,	" " 43 - -	150
Jos. Hollman,	" " 44 - -	use wat. pow'r
Jacob Motter,	" Guard Lock No. 5 - -	150
John Herbert,	" " 45 and 46 -	200
Daniel Brewer,	" " 47, 48, 49 & 50	300
Upton Rowland,	" " 51 and 52 -	200
R. Conner,	" " 53 - -	150
J. Finney,	" Guard Lock No. 6 - -	200
Rouse Newman,	" Noland's Ferry - - -	150
		7,901

RECAPITULATION.

President, Directors, Clerk, Treasurer and Chief Engineer, - - - - - - - -	$6,990
Superintendents and Collectors of Tolls, - -	3,750
Lock-keepers, - - - - - - - -	7,901
Total, - - - - - - - -	$18,641

Office Chesapeake and Ohio Canal Company,
Frederick, February 15th, 1844.

THOS. TURNER, Clerk.

ENGINEERS REPORT [G.]

ANNAPOLIS, 19th February, 1844.

To James M. Coale, Esq.

President, Chesapeake & Ohio Canal Company:

Sir: In reply to the enquiries contained in your letter to me of the 13th instant, I have the honor to report:

1. What was the cost of repairs and improvement on the Chesapeake and Ohio canal, for the year ended 30th November, 1843?

Answer. It was $65,860, chargeable as follows:

To the ordinary repairs and improvements,	$15,860
To the extraordinary repairs, and work mainly rendered necessary by the April and September 1843, freshets, - - - - -	50,000
Total,	$65,860

This sum does not include the pay of Chief Engineer, Superintendents, Collectors and Lock keepers.

The like expenses of the company for the year preceding (viz: 1842,) was, as per statement before me made out by the accountant of the company, $26,750. The excess of the last over the preceding year, viz: $39,110, was occasioned by the river freshets in April and September 1843, which exceeded in height and extent of damage done by them, any known within the 30 or 40 preceding years. There were likewise in August of the same year, extraordinarily heavy rains along certain parts of the line, viz: at the big Tonoloway, near Hancock, and below the Monococy, which caused the streams, passing under the canal at those points, to rise to a height unprecedented within the memory of man, and occasion great damage. Altogether, then, the last was a remarkable year upon the Potomac, and it is only surprising that no greater damage to the canal was done. It may not be amiss to state that the Schuylkill navigation, a few years since, from one single freshet of unusual height sustained damage to the amount of $80,000; and the Juniatta Division of the Pennsylvania canals from a like cause, a few years before, to an extent exceeding $400,000.

In both respects, then, in its years of greatest trial, as well as in those of ordinary character, our canal may safely challenge a comparison with any others in this country. This will appear more manifest by the following brief statement:

The Chesapeake and Ohio canal, in ordinary years, (take the year 1842,) for repairs and maintenance and for all other repairs, including the pay of President and directors and all other expenses, see canal report of 16th November, 1843, costs $48,850. This sum divided by 134½ miles, gives us $363 per mile. In a year of extraordinary damage, as in 1843, the total cost, including as before, the pay of all officers, is $86,204, which divided by 134½ miles, gives an average per mile of $641. The Schuylkill navigation last year, an ordinary one on that improvement, expended for like

purposes, $71,856 67. Divide this sum by 108 miles, the length of that navigation, and we have an average per mile of $665, add to this the increased expenditure, caused by an extraordinary freshet, as stated above, viz: $80,000, which is equal to $741 per mile, and we have a total of $1,406 per mile per annum, for a year of extraordinary damage from high water. The Erie canal costs per annum, for maintenance, &c., from $800 to $1,000 per mile. We have thus the gratifying results that the Chesapeake and Ohio canal, at the extreme limit of expenditure, in a year unparalleled in the extent of damage done by heavy rains and high freshets, costs less per mile for its maintenance than the Schuylkill navigation, and the Erie canal, in their years of least expenditure; and that under like circumstances, the cost on our canal *is less than one half as much per mile*, as on those improvements.

2. In reply to the enquiry, what will be the sum required for the repairs of the canal the current year?

I answer, $31,000. Thus:

For ordinary repairs and improvements, the same as last year. - - - - -	$15,860
For other repairs that may be rendered necessary by breaches, say - - - - -	15,140
Total	$31,000

In this estimate, I assume that the year will be an average one, as regards river freshets. I am justified, I think, in doing so; the year 1843, having been the only exception of extraordinary damage from high water, since the commencement of the canal in 1828.

I ought to remark that this estimate does not include any allowance for the making of certain improvements heretofore recommended by me, and referred to in the canal report of 16th November, 1843, and which ultimate economy would dictate should be early undertaken as a security to the canal against damage from high water and heavy rains.

3. In reply to the enquiry, as to the sum required in addition to the present amount for the pay of Engineers and the superintendence of the work, if the completion of the canal from Dam No. 6, to Cumberland, should be undertaken this year.

I answer, that $18,000 per annum will be required. This sum contemplates the employment, (besides the Chief Engineer,) of four assistant Engineers, four Rodmen, four Axemen, and nine superintendents of masonry and construction. Permanency of construction can alone be secured by a diligent and careful attention to the work in every stage of its progress, by a sufficient number of competent officers. That portion of the line of canal now navigable, which was last constructed, cost more for superintendence, than the work earliest done, and the consequence is, a large diminution in the annual cost of repairs on the former as compared with the latter.

If the work to be done, were in a connected line, there would be 18 miles only, requiring superintendence, and would of course re-

quire a less annual expenditure therefor. The work, however, is spread over 50 miles, as will appear from the following. The Engineers, estimate in the aggregate, amounts to $1,545,000, and is divided thus:

Estimated cost *above* the South Branch, - -	$535,169
" " *below* the " " - -	987,331
" " of weigh lock, &c., - -	22,500
Total	$1,545,000

And is still farther subdivided, thus:

Estimated cost from Cumberland to the "narrows," $10\frac{3}{10}$ miles - - - - -	$178,082
Thence to the South Branch, $9\frac{8}{10}$ miles, - -	357,087
Thence to the upper end of the tunnel, $8\frac{9}{10}$ miles, -	262,682
Thence to the lower end of the seven mile bottom, $9\frac{7}{10}$, miles, - - - -	554,184
Thence to Dam No. 6, $11\frac{8}{10}$ miles, - - -	170,465
Weigh Lock, &c., - - - -	22,500
Total, 50 miles,	$1,545,000

Respectfully submitted,

CHARLES B. FISK,

Chief Engineer.

[Document AA.]

BY THE HOUSE OF DELEGATES,
February 24, 1844.

Read and ordered to be printed.

COMMUNICATION

FROM THE

President of the Baltimore and Ohio Rail Road Company,

RELATIVE TO

THE ACT OF 1832, CHAPTER 175,

REGULATING THE

CHARGE FOR CONVEYANCE OF PASSENGERS

BETWEEN

THE CITIES OF BALTIMORE AND WASHINGTON.