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Comparative Statement of the operations of the Washington Road for the year ending the 30th September 1842, *and that ending on the 30th September,* 1843.

	1842.	1843.
Miles run by passenger trains,	58,900	62,396
Miles run by tonnage trains,	36,917	34,320
Aggregate number of Miles run by Locomotives with trains,	95,817	96,716
Number of passengers carried one mile,	3,188,948	2,646,719
Number of tons carried one mile,	877,138	805,429
Total cost of conveying passengers and mails,	$41,563	$43,799
Total cost of conveying tonnage,	$27,349	$25,067
Aggregate cost of working the road,	$68,912	$68,866
Cost per passenger per mile,	1.303 cents	1.654 cents
Cost per ton per mile,	3.118 cents	3.112 cents
Average number of passengers in each train,	55	42
Average number of tons in each train,	24	23
Average cost for repairs of locomotives per mile run with trains,	6.504 cents	6.459 cents

TIDE WATER CANAL.

Baltimore, December 28, 1843.

JAMES O. LAW, Esq,
Mayor of Baltimore,

SIR:

I beg leave to forward to you a statement of the receipts and expenditures on the Susquehanna and Tide Water Canals, during the year past closed. The sum received exceeds the revenue of last year by about $5,000. And taken in connection with the late period in the spring that the canal was opened for business, and the considerable reduction made in tolls this season, the increase is of some moment as showing a gradual improvement, but still the receipts fall greatly short of what was anticipated. The causes that operate generally over the country have had much to do with this unfavorable state of things. The general paralysis of business, and the suspension of enterprise in every branch has had its influence upon the work. The trade mainly relied on, in the construction of the canal, was that of the iron, coal, lumber and limestone of the Susquehanna Valley. The want of capital and the indisposition of capitalists to embark in any new undertaking, have prevented the developement of the coal trade; there are however now in progress several works that will be finished in the course of next year, connecting the canal with the several regions, that cannot fail to benefit us. The iron trade is becoming generally active, and the lumber that heretofore has pursued the channel of the river, is seeking the route of the canal to market.

The trade in limestone is yet inconsiderable, but the demand to the south for agricultural purposes, is growing rapidly and must become very large. These four commodities it is believed will in time, and that before long, bring into requisition a great portion of the capacity of the canal. We also look to an increase of the western trade, especially in the heavy articles going or coming in that direction.

We think then that altho' the anticipations with regard to the work, have not been realized, the prospect of a rapid improvement is fairly to be calculated upon, and that the future results will be much more satisfactory to those interested than any thing we at present have it in our power to submit to them.

Very respectfully,
I have the honor to be, &c.
JAS. HEPBURN, *President.*