

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
*THE TORCH LIGHT AND PUBLIC ADVERTISER*  
*THE MAIL*  
two Hagerstown, Md. newspapers  
and  
*THE FREDERICK TOWN HERALD*  
a Frederick, Md. newspaper  
and  
*THE BALTIMORE SUN*  
a Baltimore, Md. newspaper  
and  
*THE MARYLAND GAZETTE*  
an Annapolis, Md. newspaper  
and  
*THE MADISONIAN*  
*THE NATIVE AMERICAN*  
two Washington, D. C. newspapers  
and  
*RICHMOND ENQUIRER*  
a Richmond, Va. newspaper  
1830 - 1840

Compiled by  
William Bauman  
C & O Canal Association Volunteer  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)

NOVEMBER 2018

## A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. The newspapers were found on-line, except *The Mail* which was found on microfilm at the Hagerstown Library. The report does offer a glimpse of life on the Canal in the time period: 1830 - 1840.

Articles from *The Torch Light and Public Advertiser* are preceded by TL&PA, those from *The Mail* are preceded by HM, those from *The Frederick Town Herald* are preceded by FTH, those from *The Baltimore Sun* are preceded by Sun, those from *The Maryland Gazette* are preceded by MG, those from *The Madisionian* are preceded by TM, those from *The Native American* are preceded by NA, and those from the *Richmond Enquirer* are preceded by RE.

A number of advertisements for the sale of farms and mills along the feeder creeks to the Potomac river are included to illustrate the agricultural base existing in Montgomery, Frederick and Washington counties. Other ads illustrate how businesses were established to transport agricultural products to tidewater as the canal opened up. Transportation of agricultural products constituted the main source of income for the canal until the canal was opened to Cumberland in 1850.

Construction of the canal was a contentious issue in this time period; thus, I have included some articles illustrating Maryland politics, opinion pieces. Some of the articles are quite long and appear to have been written by lawyers. Readers not interested should just skip over them.

Readers are encouraged to search the enclosed report for information on their ancestor as their time and interest permits. Feel free to send additional observations for the benefit of others.

William Bauman  
November 2018  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)

### CANAL TRADE 1830 – 1840

TL&PA, Thu. 1/7/30, p. 1. **Variety** – The Mayor of Washington announces that Mr. Rush has completed the negotiation of a loan in Europe, for one million dollars, to pay the subscription of that Corporation to the stock of the Chesapeake and Ohio Canal Company. The precise terms of the loan, it is added, are not known, but it has been obtained at an interest of less than six percent per annum.

TL&PA, Thu. 1/14/30, p. 2. **The Chesapeake and Ohio Canal** – The success of Mr. Rush’s mission to Europe, in behalf of the three Corporations of Washington, Georgetown and Alexandria, has established the hopes of the friends of this great work, and has secured the speedy progress of the work itself. There is now but one obstacle to its rapid advancement; and that is the suit pending between the Rail Road and Canal Companies, respecting their title to the soil at the Point of Rocks, and at particular places above it. When this suit may be determined, we cannot say; and what may be the result of the investigation we of course can form no opinion. Each party, however, is confident of the justice of the cause, and expects a favorable determination. We are inclined to the opinion, that as the Canal Company have hitherto made fair offers, and earnest efforts to bring the cause to a speedy conclusion, (as we have been credibly informed) they would, now that they have the command of all the capital desired for the Eastern Division, be more anxious than ever that it should be finally determined, be the result what it might.

Probably this suit may no longer be considered an impediment in the way of the Canal. If both works can find room along the contested points; or if a compromise should be affected between the companies (which opinion appears to prevail) the object

of which will be to unite the funds of both, and carry on either a rail road or canal, as will be found most advantageous, we may then look out for busy times in this section of the country, at an earlier period than has been expected.

We learn that between Georgetown and the Point of Rocks, the principal excavation & indeed the heaviest part of the whole work, has been accomplished. What remains to be done, before it is prepared for the reception of the water, is, comparatively speaking, of small amount. The Canal being 60 feet wide, and of course the larger dimension than those of any similar work in the country, and having been conducted over a soil presenting vast difficulties in the accomplishment, is represented to strike the beholder with admiration and astonishment.

Extract of a letter, received by a gentleman in Williams-Port, from a Merchant of Baltimore, dated, January 2, 1830. “Our Rail Road is progressing rapidly, and fully answers the most sanguine expectations. We saw one horse yesterday, draw eighty-six persons, at the rate of eight miles an hour.

If Congress will appropriate a million to it this session, you will have it at Williams-Port by the end of two years. The Canal is a great work, but must utterly fail in competition with the Rail Road; but between the two projects, Williams-Port must reap great advantages.” – *Williams-Port Banner*.

TL&PA, Thu. 2/4/30, p. 4. *Office of the Chesapeake and Ohio Canal Company* – Washington, Jan. 20, 1830. **Notice is hereby given**, That an instalment of two dollars and fifty cents per share (being the 12<sup>th</sup> instalment) on every share of stock in the Chesapeake and Ohio Canal Company, is requested to be paid on the 3<sup>rd</sup> of April next; and a further instalment of two dollars and fifty cents per share (being the 13<sup>th</sup> instalment) on the 3<sup>rd</sup> day of May next;

which instalments must be paid to the Cashier or other proper officer of either of the following Banks, for the credit of the Chesapeake and Ohio Canal Company, viz:

The Branch of the Bank of the United States, at Washington.

The Bank of Washington, at Washington.

The Patriotic Bank, at Washington.

The Bank of the Metropolis, at Washington.

The Farmers' & Mechanics' Bank, at Georgetown.

The Bank of Alexandria, at Alexandria.

The Bank of Potomac, at Alexandria.

The Farmers' Bank of Alexandria, at Alexandria.

The Mechanics' Bank of Alexandria, at Alexandria.

The Hagerstown Bank, at Hagerstown, Md. and

The Branch of the Valley Bank in Charlestown, Virginia.

By order of the President and  
Directors, JOHN P. INGLE  
*Clerk of the Chesapeake & Ohio Canal Co.*  
February 4 15-t 3<sup>rd</sup> May

TL&PA, Thu. 2/25/30, p. 1. **The Senate**  
On the 22<sup>nd</sup> April, 1828, the Senate of the United States passed the bill authorizing the subscription to the stock of the Chesapeake and Ohio Canal of one million dollars. The following were the Yeas and Nays: YEAS – Messrs. Barnard, Barton, Bateman, Bouigny, Chambers, Chase, Eaton, Foot, Harrison, Hendricks, Johnson of Ky., Johnston of La., Kane, King, Knight, McKinley, McLane, Marks, Noble, Ridgley, Robbins, Rowan, Ruggles, Seymour, Silsbee, Smith of Md., Thomas, Webster, Wiley – 20.

NAYS – Messrs. Benton, Berrien, Branch, Chandler, Cobb, Dickerson, Ellis, Hayne, Macon, Paris, Sandford, Smith of S. C., Tazewell, Tyler, Van Buren, Williams, Woodbury – 17.

TL&PA, Thu. 3/4/30, p. 5. **For Sale**  
*THE VALUABLE ESTATE* called Mount Pleasant, formerly the residence of the late Joseph Chapline, now the property of Mrs. S. B. Hays, lying upon the Potomac river and adjoining the town of Sharpsburg, in this county.

Through this estate the Chesapeake and Ohio Canal and the Baltimore and Ohio Rail Road are destined to pass. The dwelling house is a handsome and commodious brick building commanding an extensive and beautiful view, and the other improvements comfortable. There are upwards of 400 acres of land, about one third of which is clothed with valuable timber; and there are several copious springs of prime water, with many other advantages which will be readily perceived on examination.

It is susceptible of being advantageously divided. The Eastern extremity adjoining Sharpsburg, being very suitable for improvement as an addition to the town; and there is a portion lying up the river, nearly detached from the body of the estate, containing about a hundred acres of prime land, which was long occupied as a separate farm and was bought by Captain Chapline at \$137.50 per acre. These parcels taken off would leave a compact farm of nearly 300 acres, with an ample supply of timber.

It will be sold, thus divided or entire as purchasers may prefer, and upon accommodating terms. If not previously disposed of at private sale, it will be offered at public venue at the house of John M. Knode in Sharpsburg, on Wednesday the tenth day of March next, at 1 o'clock P.M.

Major Jacob Rohrback, living in Sharpsburg, will show the property to persons disposed to examine it, and for terms, &c. application may be made to the subscriber.

JOSEPH I. MERRICK.

Hagerstown, Feb. 11 16-4w  
 [Transcriber's Note: The advertisement and others to follow are included to indicate size of the property, owners and business interests along the line of the canal in these early years.]

TP&PA, Thu. 3/11/30, p. 6. **FARM & FERRY FOR SALE.** That beautiful Estate called FERRY HILL, situated about ten miles above Harpers Ferry, in Washington county, Maryland, on the Potomac river opposite Shepherdstown, commanding an extensive view of that Town, River, and of the rich and picturesque country in a circle of many miles; it contains 500 acres, one half of which is in a high state of cultivation, with extensive orchard, the residue covered with a great variety of large and valuable timber. the *MANSION HOUSE* is of brick, built in the most substantial manner, forming an L, one front fifty and the other seventy feet, two stories high, all of the very best materials and in the modern style; cost \$10,000 to construct; the lawn consisting of about five acres, is adorned with a variety of fruit and ornamental trees; attached is a large and fertile Garden well enclosed and stocked with fruits; a Carriage and Ice House, with every other necessary building. Near the house is a Well of excellent Water and two spacious Cisterns; the Barn is of stone, 90 by 40 feet, with Stabling underneath the whole. The Tenant's House is situated at a suitable distance, is large and convenient, attached to which is a large Barn, two well enclosed Gardens and all necessary out-buildings, with abundance and variety of fruit; a large Stone Spring House with a large never-failing Spring which affords a splendid situation for a Distillery.

The **FERRY** is one of the best and most productive on the Potomac; attached thereto is an extensive *TAVERN HOUSE*, two stories, rough-cast, has 12 rooms, 6 on

each floor, with *Stableage, Granary and a Stone Smith Shop*. The most important advantage in the location of this Estate, is its having the Turnpike Road leading from Winchester in Virginia to Baltimore, passing through it, and is directly on the line of the Chesapeake and Ohio Canal and the Baltimore and Ohio Rail Road, and must necessarily become a place of deposit. This property binds on the Potomac more than two miles, the curve in which River includes nearly all the Estate, which gives it a singular advantage, as the whole of the land can be enclosed by a short line of fence. It has likewise the advantage of being in the vicinity of Iron Works, and several large and extensive Flour Mills. For further particulars, apply to MARMADUKE W. BOYD, Esq., Hagerstown, and for Terms to the proprietor, on the premises.

JOHN BLACKFORD

March 18 21-5w  
 - The Chronicle, Baltimore – Intelligencer, Washington – Statesman, Harrisburg, will insert the above weekly to the amount of 4 dollars each, and charge this Office.

MG, Thu. 3/11/30, p. 2. **THE CANAL**

We hear that the water has been let into the new cut of the Chesapeake and Ohio Canal, from the Powder-House down to the old Locks, and that the navigation, which has been for some time obstructed by the operations on that part of the Canal, has been resumed, several boats having come down to Georgetown from the river above. This piece of Canal, about two miles in length is spoken of as a beautiful sheet of water, which answers all the expectations of its projectors and managers. It is believed that, from its dimensions and general construction, the travelling on this Canal will be more expeditious than has yet been realized on any known Canal. One of the boats, lightly laden, is said to have traveled the two miles in fifteen minutes; that is, at the rate of eight miles per hour. *Nat. Int.*

TL&PA, Thu. 4/1/30, p. 4. *OFFICE OF THE CHESAPEAKE AND OHIO CANAL COMPANY*, Washington, March 24<sup>th</sup>, 1830.

**Notice is hereby given**, That an instalment of five dollars per share (being the 14<sup>th</sup> instalment) on every share of stock in the Chesapeake and Ohio Canal Company, is required to be paid on the 3<sup>rd</sup> day of June next; and a further instalment of two dollars and fifty cents per share (being the 15<sup>th</sup> instalment) on the 3<sup>rd</sup> day of July next; which instalments must be paid to the credit of the Chesapeake and Ohio Canal Company, to the Cashier, or other officer, of either of the following banks, viz:

The Branch of the Bank of the United States, at Washington.

The Bank of Washington, at Washington.

The Patriotic Bank, at Washington.

The Bank of the Metropolis, at Washington.

The Farmers' & Mechanics' Bank, at Georgetown.

The Bank of Alexandria, at Alexandria.

The Bank of Potomac, at Alexandria.

The Farmers' Bank of Alexandria, at Alexandria.

The Mechanics' Bank of Alexandria, at Alexandria.

The Hagerstown Bank, at Hagerstown, Md. and

The Branch of the Valley Bank in Charlestown, Virginia.

The Branch of the Valley Bank, in Leesburg, Virginia.

By order of the President and Directors.

JOHN P. INGLE *Clk.*, C. & O. C. Co.  
April 1 23-9w

TL&PA, Thu. 6/3/30. p. 4. The Chesapeake and Ohio Canal may progress as long as its present available funds last – but as soon as they are exhausted it must stop; for no

further appropriation can be obtained for it whilst Gen. Jackson is President.

-----  
But a few weeks ago, no section of the United States could boast fairer prospects than ours. We then looked with confidence to the early progress of the Chesapeake and Ohio Canal along our borders and to the connection of our great National Road with the District of Columbia. But how changed the scene! The desertion of our favorite system by Gen. Jackson, or rather the avowal, by his acts, of his hostility to it, has blighted all our hopes and thrown a gloom over all our fair prospects!!

TL&PA, Thu. 6/10/30, p. 4. *Office of the Chesapeake and Ohio Canal Company*, Washington, May 24, 1830.

**Notice** is hereby given, that an instalment of two dollars and fifty cents per share (being the 16<sup>th</sup> instalment) on every share of stock in the Chesapeake and Ohio Canal Company, is required to be paid on the third day of August next; and a further sum of two dollars and fifty cents per share (being the 17<sup>th</sup> instalment) on the third day of September next; which instalments must be paid to the credit of the Chesapeake and Ohio Canal Company, to the Cashier, or other officer of either of the following banks, viz:

The Branch Bank of the U. S. at Washington.

The Bank of Washington, at Washington.

The Patriotic Bank, at Washington.

The Bank of the Metropolis, at Washington.

The Farmers' & Mechanics' Bank, at Georgetown.

The Bank of Alexandria, at Alexandria.

The Bank of Potomac, at Alexandria.

The Farmers' Bank of Alexandria, at Alexandria.

The Mechanics' Bank of Alexandria, at Alexandria.

The Hagerstown Bank, at Hagerstown, Md. and

The Branch of the Valley Bank in Charlestown, Va. and

The Branch of the Valley Bank, in Leesburg, Va.

By order of the President and Directors,

JOHN P. INGLE

*Clerk, C. & O. C. Co.*

June 3, 1830

32-t 3<sup>rd</sup> Sept.

TL&PA, Thu. 6/10/30, p. 2. Some of the Jacksonites, who have been forced into a mushroom importance by the present unnatural and excited state of the political atmosphere, tell us with apparent confidence, the General Jackson will not refuse his sanction to any further appropriation for the Chesapeake and Ohio Canal – that he views it as an object of “general, not local – national, not state” interest. These same men told us that he would not refuse his sanction to the bill making an appropriation for the completion of the National Road between Frederick and Washington. That, they also said, was an object of “general, not local – national, not state” importance. In the face of their assertions to the contrary, he did, however, withhold his sanction from that bill, as we know to our sorrow, and if it were possible for an appropriation bill for the Chesapeake and Ohio Canal to be submitted to him tomorrow, he would reject it also – for he has come out openly against the internal improvement system and its friends, and united his fortunes with those of the nullifiers of the South. With them let him stand or fall – we must take care of ourselves.

TL&PA, Thu. 6/17/30, p. 2. Gen. Jackson has made an unsuccessful effort to carry his proscriptive system into the election of

officers of the Chesapeake and Ohio Canal Company. Gen. Mercer, though a moderate politician, did not vote for him, and this of itself was a sufficient reason with the “greatest and best” for wishing him removed. Accordingly, Mr. Ingham was directed to put in nomination Com. Rodgers, and the whole influence of the General Government, with that of the states of Maryland and Virginia, was exerted in his favor, notwithstanding which General Mercer was re-elected by a majority of 2,352 votes, having received 2,880 of the votes of individual stockholders, whilst the President’s candidate only received 170 of this description of votes. – The following is the result of the election:

FOR PRESIDENT

*Charles F. Mercer	5,383
John Rodgers	3,531
Clement Smith	5

FOR DIRECTORS

*Walter Smith	9,418	Edw. Lucas	3,549
*Phin. Janney	9,408	Grafton Duvall	3,502
*Peter Lenox	7,925	Roger Brooke	1,575
*Jos. Kent	5,823	J. P. Van Ness	15
*And. Stewart	5,809	John Mason	10
*Fred May	5,773	John Rogers	5
Thos. Carbery	3,657		

\*Old Officers – re-elected.

TL&PA, Thu. 7/8/30, p. 2. *From the National Intelligencer* – THE CHESAPEAKE AND OHIO CANAL

The execution of this great National work has progressed with a rapidity as astonishing as it is unparallel in the history of works of this description. A short time only has yet elapsed since the necessity existed of rousing public sentiment to a proper appreciation of the importance of this great enterprise by essay and essay, and of diverting the national energy to its accomplishment by convention after convention. But now, not only have the moral obstacles to its progress been removed, the root of prejudice eradicated, and the rock of error blown away, but

physical obstructions, far more difficult than anyone can appreciate who has not seen them, have been overcome, and, under the plastic hand of man, made subservient to the great interests of commercial intercourse. The writer witnessed with great pleasure the operations on the Canal a few days since. – At that time, the work was in such a state of forwardness that no doubts were entertained as to the practicability of admitting the water into the whole line of the Canal from Seneca to the Little Falls on the 5<sup>th</sup> of July. Prudence, however, requires that its admission should be gradual, and conducted with a cautious tardiness, to ensure the safety of the heavy embankments it will saturate; and although the Engineers will probably *begin* to fill the Canal on the 5<sup>th</sup>, the operation will not be completed for several weeks.

The distance from Seneca to Georgetown is twenty-two miles. The principal works on this portion of the Canal, are twenty-four locks of hewn stone, a large basin common to Washington and Georgetown, and to cover eight and a fourth acres of land, and to embrace one and a half miles of shore or wharf; five or six stone bridges in Georgetown; eight large culverts and several smaller ones; two dams built on a new plan entirely of solid masonry, several walls, which vary from forty to fifty feet in height; and upwards of a mile of embankment forty feet high; the whole finished in a style which at once reflects credit on the work, and the genius of the age in which it has been accomplished. The whole line is now nearly completed from Georgetown to the Point of Rocks, a distance of forty-four miles; but for the legal controversy growing out of the occupation of that point by the Baltimore and Ohio Rail-road Company, the whole line would have been finished to Harper's Ferry this season. The first two miles of the Canal, above Georgetown, are seventy feet wide at

the surface of the water, and seven feet deep; the next two miles are eighty feet wide and six feet deep. This portion derives its supply of water from the Potomac, five miles above the town and is so planned that a branch may be conducted to Alexandria, one to Baltimore and one to the Navy Yard. At this latter place, Dry Docks can be constructed possessing advantages over any others in the world. The remaining distance to the Point of Rocks, the width of the Canal will be sixty feet, and its depth six feet.

In the short distance of twenty-two miles, now complete (or very nearly so) one hundred and ninety feet of lockage are embraced, or rather more than one-third of the lockage from tide-water to Cumberland; so that, assuming the truth (what is not the case) that the character of the ground over the remaining distance is as difficult as what has been passed, there will result, on the score of lockage alone, a diminution of expense per mile in the remaining distance, of seven thousand dollars. But, the fact is, the Canal has now passed over the most difficult ground.

Such has been the scarcity of earth in some places, that it became necessary to construct the towing path of a wall of solid stone work.

This Canal, when completed, will possess the very important advantage of being free from the obstructions, resulting from the bridges usually built over other Canals. – They are an annoyance to travelers, and an expense to their owners, which it is at once pleasing to be rid of, and politic to avoid.

We recommend to all persons, whose leisure enable them, to visit the work. An enterprising contractor has now in progress a handsome Packet-boat, designed to ply regularly, as soon as the line is opened for navigation, and, as there are no bridges to pass under, passengers will be able to take their seats on the roof of the Boat, and enjoy



uninterrupted the romantic nature of the scenery they will pass. We cannot conceive a more tempting seductive recreation than such an excursion will offer.

TL& PA, Thu. 8/5/30, p. 4. OFFICE OF THE *CHESAPEAKE AND OHIO CANAL COMPANY*, Washington, July 24<sup>th</sup>, 1830. NOTICE *is hereby given*, that an instalment of two dollars and fifty cents per share (being the 18<sup>th</sup> instalment) on every share of stock in the Chesapeake and Ohio Canal Company, is required to be paid on the 4<sup>th</sup> day of October next; and a further sum of two dollars and fifty cents per share (being the 19<sup>th</sup> instalment) on the third day of November next; which instalments must be paid to the credit of the Chesapeake and Ohio Canal Company, to the Cashier, or other officer of either of the following Banks, viz:

The Branch Bank of the U. S. at Washington.  
The Bank of Washington, at Washington.  
The Patriotic Bank, at Washington.  
The Bank of the Metropolis, at Washington.  
The Farmers' & Mechanics' Bank, at Georgetown.  
The Bank of Alexandria, at Alexandria.  
The Bank of Potomac, at Alexandria.  
The Farmers' Bank of Alexandria, at Alexandria.  
The Mechanics' Bank of Alexandria, at Alexandria.  
The Hagerstown Bank, in Hagerstown, Md. and  
The Branch of the Valley Bank in Charlestown, Va. and  
The Branch of the Valley Bank, in Leesburg, Va.  
By order of the President and Directors,  
JOHN P. INGLE  
*Clerk, C. & O. C. Co.*  
Aug 5 41-t 3N.

TL&PA, Thu. 9/2/30, p. 2. **The Canal** – We learn, by a gentleman who lately visited the route of the Chesapeake and Ohio Canal, that it is nearly finished as far as Seneca Creek, a distance of about thirty miles from Georgetown, and that the water will shortly be let into it. The suspension of the work, occasioned by the late excessively hot and dry weather, will be but of temporary duration; and in a few weeks more, the hum of industry upon its banks will be resumed.

*Charlestown Free Press.*

-----  
*Ibid*, p. 4. **FARMS**  
*Near the Chesapeake and Ohio Canal,*  
**FOR SALE**

**The** subscriber offers for sale, on very accommodating terms for the purchaser, (*payments at the expiration of the credits being satisfactorily secured.*)

**FOUR FARMS**

of about 250 acres each, in the county of Loudoun, Virginia.

Few Farms to be purchased anywhere are as eligibly situated as these. They lie immediately on the Turnpike leading from Leesburg to Georgetown, Washington and Alexandria; eight miles from Leesburg, and but three or four and twenty miles from the cities of the District of Columbia; the road to each being a fine one. They are within a convenient distance of the great Canal, being three quarters of a mile only from the Potomac river, where the landing is good, and the navigation always easy and safe for boats to the locks at Seneca, five miles below, where the river forms a feeder.

Lying to the *south* of the river, and a mile from the line of the canal, they are beyond the influence of the exhalations which some apprehend as pernicious from the canal in warm climates.

The soil is of the red slate quality, being in its original state fertile. Some of the fields were exhausted, in a degree, by

rigorous cultivation, but they have been reinstated by the use of artificial grasses, with plaster of paris, which is known to act upon such lands with extraordinary effect. The farms are bounded and intersected by never failing streams and have a good share of rich bottom lands. One third of each is wood, two of them being, indeed, heavily timbered, in a country where woodland is scarce. They all have new strong exterior fences.

Northern farmers, and such as themselves labor, are supposed to entertain objections to a residence in Virginia, on account of its slave labor; but there is little reason for this objection to Loudoun, or the country contiguous to the upper Potomac.

The land now offered for sale is well adapted for grazing and to dairy establishments, which, near four market towns, (three of them large and populous,) would be sources of great profit. One half of the cleared land will be sown this fall in wheat, upon a heavy clover-lay, the balance being left in grass.

Letters from persons inclined to purchase, will be promptly attended to, if addressed to

**J. L. McKENNA, Alexandria, D. C.**  
September 2, 1830 45-tf

The Winchester and Leesburg mail stage passes down to Washington thrice a week, and up again the alternate days.

**J. L. McK.**

TL&PA, Thu. 10/14/30, p. 3. *Chesapeake and Ohio Canal* – We are much gratified (says the *Georgetown Gazette* of Saturday week) to have it in our power to inform the friends of the Chesapeake and Ohio Canal, that it is now navigable for boats the whole distance from Seneca down to the old locks, upwards of 20 miles. The letting in of the water was completed yesterday, and not a leak or break discovered in any part of the line. This is cheering to all; it will not only

increase our trade, but is an evidence that the work has been done in a faithful manner.

We understand that one boat, bound for Harpers Ferry and the Shenandoah, passed up yesterday, and in consideration of her being the first and the harbinger of good news to the country, she was permitted to go *toll free*; two boats also came down.

TL&PS, Thu. 11/25/30, p. 2. *From the Williams-Port Banner, CHESAPEAKE AND OHIO CANAL* – The *Leesburg Genius of Liberty*, a short time ago, announced that three breaches had taken place in this Canal between Seneca and the old locks, and attributed the occurrence to the unskillful method in which the wall which gave way had been constructed. A late *Georgetown Gazette* informed us that the breach had been repaired. It happened at a spot where the bank was forty feet high, and the wall was built upon solid ground.

We also learn, from an advertisement in the *Washington* and *Georgetown* papers, that the canal is navigable between the little falls and Seneca, 23 miles, and that the packet boat *Charles Fenton Mercer*, is in readiness to take parties, upon application, to any point on the canal, as long as the navigation is open. The *National Intelligencer* of Tuesday last presents the following account of an excursion on the canal by the Board of Directors, &c.

“The President and Directors of this Canal met on Saturday last, in the packet boat *Charles Fenton Mercer*, and accompanied by their Engineer in Chief, Mr. Benj. Wright, the Engineer of the Second Division, Mr. Nathan S. Roberts, and several other Engineers and officers of the Company, proceeded up the Canal, from the old locks next below the Little Falls of the Potomac, to the first level above the Great Falls, passing in this space over twelve culverts and through sixteen locks, each of eight feet lift. The met, in their ascent, a

boat which had just descended from the Seneca feeder, eight miles above the Great Falls.

“It was highly gratifying to perceive that the side culverts of the locks, each of which is provided with three inlets for the water at the bottom of the lock, caused the boat to ascend readily from one level to the next, and to pass through the chamber of the lock in less than three minutes; and this, notwithstanding the lock tenders and draft horses were new to their occupations.

“The passage through one lock was accomplished in two and a half minutes; and the Engineer in Chief was of the opinion that, with prompt exertion, the passage through a lock might be accomplished in two minutes.

“No effort was made during this voyage to try the speed of the boat, which is 11 feet 8 inches wide and 75 feet long, being three feet narrower and fifteen feet shorter than the lock chambers will admit. But the same boat was some time ago, when crowded with passengers, propelled by three horses, along a single level of two miles and a quarter, at a rate very little short of eight miles an hour.”

TL&PA, Thu. 12/30/30, p. 2. From the following article, copied from the *Pittsburg Gazette* of last Friday, it will be seen that our Western Canal friends are alive on the subject of an appropriation on the part of Congress to the Western division of this great work; and we most heartily wish them success: - “*Chesapeake and Ohio Canal* – Our readers will perceive, by an article under our congressional head, that the Hon. Charles F. Mercer, a member from Virginia, and the President of the Chesapeake and Ohio Canal Company, has introduced a memorial, praying for the subscription of stock to the western division of this truly national work. – We notice the matter now for the purpose of calling the attention of our

readers to the subject, and of suggesting the propriety of calling a meeting of the citizens of this county, for the purpose of strengthening the hands of the friends of this application in Congress.

“The recent declaration of the President, in his Message, that it was inexpedient and improper for the government to become a stockholder with individuals, is at first sight calculated to destroy the hopes of the friends of this improvement; but, upon reflection, it will be perceived that there are reasons why this opinion should not operate so forcibly in this case. The President does not say that such a subscription would be unconstitutional; he merely says it would be inexpedient. In this case, however, it so happens that Congress have legislated; they did, also, during the administration of Mr. Adams, subscribe *one million of dollars* to the eastern end of the canal – so that the government is already in for it, and being in for a penny, they may as well be in it for a pound. Besides, this *one million* is appropriated, and will unquestionably be expended; there is no human power which can prevent it; and if this whole work is not completed, this sum will be almost thrown away. On the other hand, if a further appropriation be made, and the whole work completed, the sum will be profitably invested.

“Many arguments might be urged in favor of this application but we decree it only necessary to all the attention of our citizens to this matter. An application is now before Congress for a subscription to the western section of this great improvement; if it succeeds the work will be commenced at Pittsburgh and along the Monongahela next spring. The simple question, then, for the consideration of our citizens, is this: Will you look on at the exertions of Mr. Mercer in listless inactivity, or will you evince that same energy and

enterprise which you have evinced upon so many other occasions?"

-----  
*From the Cumberland Civilian* – The reasons of the President, given in his late Message, in relation to withholding his signature from bills appropriating money to public works, carried on by individuals, through the medium of incorporated companies, we regard as fallacious. He has assumed a new ground. From the sentiments expressed in the veto message on the Maysville road, we inferred that the patronage of this administration would be extended to works national in their character; and the only question asked, to ensure appropriation, was whether the object proposed be national. If the work be really national, the manner in which it is conducted, surely cannot affect its character. – And yet, if the President's views prevail, the Chesapeake and Ohio Canal, a work which, more than any other work now in progress, deserves the appellation of national – a work which has received the approbation of a former administration – in which the government has invested one million of dollars – must languish from want of adequate patronage; the object for which it was designed, a speedy and easy communication between the East and the West, must be frustrated – the government sustain a clear loss of the funds invested; and the people of this section of country be disappointed in their brightest hopes of future prosperity.

Such are the results of the President's opinions. But the President tells us, that if his views do not meet the approbation of the people, constitutional provisions afford a speedy and easy corrective. We feel ourselves much indebted to him for the suggestion, and shall avail ourselves of the opportunity of exercising it in the fall of 1832, when we most confidently trust every true friend of

internal improvement and of the prosperity of our country will do likewise.

TL&PA, Thu. 1/13/31, p. 4. *Chesapeake & Ohio Canal* – The operations on this great work still continue, we are informed, with great vigor. As late as the 18<sup>th</sup> of December, the weekly returns of effective laborers gave 2,205 men and 379 horses. The difficult sections, involving the erection of high protection walls and heavy rock excavation, between the Seneca feeder and the "Point of Rocks," or base of the Catoclin mountains, are nearly finished, so as to render certain the completion of this part of the Canal during the next spring, including all the masonry, except Monocacy aqueduct, which may occupy the summer and autumn following.

Below the Seneca feeder, the Canal has been sometime in use, interrupted occasionally by those accidents common, as we are appraised, to all new works of this description; but so far, its navigation has not for a single day been, of necessity, suspended by ice.

Very recently forty five boats passed through the locks of the 17<sup>th</sup> and 18<sup>th</sup> sections in one day, laden with more than 6,000 barrels of flour, part of which descended by the Shenandoah, from Port Republic, a point within 20 miles of Staunton, the geographical center of Virginia; and another from Williams-Port, in Maryland, 100 miles above the District of Columbia; and wood, for fuel, has already been brought down the Canal a distance of 16 miles, from above the Great Falls of Potomac.

The foreign correspondence of the officers of the Company manifests that, even in the transportation of persons, this great national thoroughfare may yet rival in speed the practical velocity recommended to the Liverpool and Manchester Mill Company, by the most skillful engineer in Great

Britain, while a doubt cannot [illegible] superior economy attending [illegible] on a canal of the [illegible] of this, when compared with any rail-way whatever. It should be remembered always, in considering this question, that the cross-section, or depth, multiplied into its mean breadth, of the Chesapeake and Ohio Canal is to the like sections of the Erie Canal in the exact proportion of 306 to 136 square feet.

*Nat. Intel.*

TL&PA, Thu. 1/20/31, p. 2. *The Canal and Rail Road Case* – A few copies of the correspondence between the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Rail Road Company, have at length appeared in this county.

The subject being one which naturally attracts public attention, we have endeavored, as concisely as possible, to state a few of the most prominent facts, and the result of the correspondence, which we regret to say, is a complete failure to adjust the differences existing between them.

It will be seen by reference to the correspondence, that on the 20<sup>th</sup> of July, 1829, the Counsel for the Canal Company moved for a dissolution of the injunction which had been granted by Chancellor Bland against that Company, at the instance of the Rail Road Company; the motion appears to have been argued by counsel for both parties, and to have failed. It does not appear that the Chancellor gave any opinions as to the rights of the parties to the exclusive occupation of that part of the disputed route where a collision might be unavoidable, but determined to continue the injunction until surveys and examinations of the entire route from the Point of Rocks to Cumberland should be made, so as to present to the Court the extent and magnitude of the interference of one with the other, and to furnish him with

information which he considered necessary to enable him to decide.

It appears from the statement of the Canal Company that a suggestion to that effect was made by the counsel for the Rail Road Company. Subsequently the Canal Company applied for an order directing only so much of the route be surveyed as would be sufficient to show the impossibility of the two works passing along the Maryland side of the Potomac; in any particular place, at or above the Point of Rocks. The Chancellor thought proper to order a survey to be made from the Point of Rocks to Cumberland. The precise manner in which it was to be made, it is deemed unnecessary to state. The order, it appears, has been complied with as far above the Point of Rocks as to Harpers Ferry, distance 12½ miles; and the practicability of making both works to that point ascertained, but at an additional expense to both parties.

The Canal Company proposed to the Rail Road Company to compromise the dispute so far as relates to the route to Harpers Ferry, leaving the rest of the route to the determination of the Judiciary. This proposition was rejected by the Rail Road Company principally on the ground that the Rail Road Company could have no inducement to conduct the Rail Road into the disputed part of the route, unless a passage throughout was secured to it, either by compromise or by the decision of the proper tribunals. The Rail Road Company, however, proposed establishing the basis of a compromise, to extend from the Point of Rocks to Cumberland. This was rejected by the Canal Company; and they state, in reply to the proposition, that they are prepared, in recent testimony, to prove to the Chancellor, that the prior surveys of the Valley of the Potomac, made as well by other skillful Engineers as by one of the Commissioners appointed by the Chancellor, render any further survey unnecessary for the purpose

of demonstrating that, even if practicable, the joint construction of the two works along the northern shore of the Potomac, must be conducted at a cost much enhanced, at very great delay and unwarrantable hazard to the Canal – a cost falling little short of two hundred thousand dollars, and a delay of from three to six years in the preparatory surveys, and a hazard immeasurable.

The question remains, will the Chancellor now proceed, if properly called upon, to decide as to the relative rights of the parties upon the testimony that it is said can now be furnished? or will he require such additional surveys and examinations as will require a delay of from three to six years to furnish, supposing the estimate of the Canal Company to be correct, and thus render the further progress of either of the two works impracticable, for that length of time, on this side of the Potomac, leaving them both tied up at the Point of Rocks, unless one or the other of them cross the river, in order to avoid any control by him?

The question has been repeatedly asked, what does the Chancellor mean by requiring surveys and examinations to be made, in order to ascertain the extent and magnitude of the interference and collision that may arise between the two companies, for the entire route, and every point of collision designated, before he will decide a mere question of right between them, when a decision as to one point would necessarily decide the principle as to every other one? It is said, if the Canal Company has a right, at all, under its charter, that right was in that Company before the other was incorporated or vested with any right whatever. We do not pretend to deny that there is much force in the question. It is one that is repeatedly asked. We have, however, heard it suggested, that, conceding the prior right to the Canal Company, the rights of that Company are defined and limited, that, though they may occupy as much ground as

may be necessary for completing the Canal, it does not follow that they have the right to throw obstructions in the way of the Rail Road unnecessarily. So far as relates to the objects for which the Canal Company was incorporated, and for the exercise of all the powers with which they are invested, we admit that the suggestion may be current; but does not question of the right of one Company to occupy, for all necessary purposes, any one disputed point, necessarily involve the question as to the right to occupy any other disputed one; and what has the Chancellor to do but to decide the question of right, when it occurs – settle the principle? If the question, upon principle, is decided in favor of the Canal Company, still it would not put it out of his power, if we are correctly informed, subsequently to restrain that Company from interfering with the Rail Road when the interference is not necessary in the exercise of the rights with which the Canal Company is invested.

We have made the preceding remarks because the subject is one of great interest to the community, and we wish to contribute what we can to the public information.

There is another question connected with the subject of the difficulties between the two Companies – one about which great interest is felt, although nothing more than rumor has reached us; that is, do the President and Directors of the Canal Company intend to take the canal across the river? We will say, very briefly, why we think no determination of that kind has yet been formed. Repeated surveys, made by scientific engineers, sanctioned by the personal observation of impartial Commissioners, having caused the Maryland side of the Potomac to be preferred, nothing short of the most urgent considerations, could induce the Board of Directors to alter the route; and it is

unquestionably their duty to inform the Company of any proposition of the kind, before they proceed to act upon it. It is only necessary to say who constitute the Company to make it obvious that if any information of the kind has been communicated, we must have heard of it. The Company consists of the United States, the State of Maryland, the three Cities in the District, and Individuals, with a very small interest on the part of the State of Virginia. It must hence be a matter of interest to the State at large, as well as to this section of Maryland, and we cannot believe that it has been seriously agitated in the Board, without the State being made acquainted with it.

TL&PA, Thu. 2/3/31, p. 2. The following order, submitted in the House of Delegates on the 28<sup>th</sup> January, by Mr. Ridgely, has a squinting that Chancellor Bland may not probably like: "Ordered, That the Committee on internal improvement inquire of the Chesapeake and Ohio Canal Company, whether any or what impediments interrupt or prevent the prosecution of their work, whether their right to proceed agreeably to the terms of the chapter, has been denied or disputed in any court of law or equity in this State, and if any, whether their cause be ready for final hearing, and wherefore is it not decided."

TL&PA, Thu. 4/7/31, p. 2. It was mentioned not long since, as a matter of great boast in the Baltimore papers, that one horse had drawn upon the rail-road, 200 barrels of flour, with a number of cars and passengers, weighing in all 30 tons. We can beat this; one horse drew on the canal, last week a boat containing *four hundred and fifty* barrels of flour! It is the opinion of Engineers, that if a boat can be constructed of sufficient size to contain that quantity, and suited for canal navigation, one horse might draw eight hundred barrels.

*Georgetown Columbian Gaz.*

-----  
 We observed it stated in a late Philadelphia paper, that the tolls received at the Chesapeake and Delaware Canal amounted in one week to twenty-six hundred dollars. We understand that the tolls on the article of flour alone, which passed the locks at the Little Falls last week, and has arrived at our wharves, will be equal to at least *three thousand dollars*, and that as large a quantity has passed down during the present week. – This is exclusive of many other articles of produce, and of the boats which have passed up the canal. We are also informed, that since the canal has been opened as far as Seneca, freights up the river have been reduced *one half*, although the part completed is only about twenty-three or twenty-four miles; what will the reduction be when the whole is finished?

*Georgetown Gaz.*

-----  
*Ibid*, p. 4. OFFICE OF THE CHESAPEAKE AND OHIO CANAL COMPANY, Washington, April 8<sup>th</sup>, 1831. NOTICE IS HEREBY GIVEN, that an instalment of two dollars and fifty cents per share (being the 20<sup>th</sup> instalment) on every share of stock in the Chesapeake and Ohio Canal Company, is required to be paid on the 13<sup>th</sup> day of June next; which instalment must be paid to the credit of the Chesapeake and Ohio Canal Company, to the Cashier, or other Officer of either of the following Banks, viz:  
 The Branch Bank of the U. S. at Washington.  
 The Bank of Washington, at Washington.  
 The Patriotic Bank, at Washington.  
 The Bank of the Metropolis, at Washington.  
 The Farmers' & Mechanics' Bank, at Georgetown.  
 The Bank of Alexandria, at Alexandria.  
 The Bank of Potomac, at Alexandria.

The Farmers' Bank of Alexandria, at Alexandria.

The Mechanics Bank of Alexandria, at Alexandria.

The Hagerstown Bank, in Hagerstown, Md. and

The Branch of the Valley Bank in Charlestown, Va. and

The Branch of the Valley Bank, in Leesburg, Va.

By order of the President and Directors,

JOHN P. INGLE

*Cl'k, C. & O. C. Co.*

lawt 13<sup>th</sup> June.

April 12

TL&PA, Thu. 4/14/31, p. 2. **Chesapeake and Ohio Canal** – The following resolutions have passed both branches of the legislature of Pennsylvania.

*Resolved*, by the senate and house of representatives of the commonwealth of Pennsylvania in general assembly met. That the senators of this state in the United States' senate, and the representations of this state in Congress, are requested to endeavor to procure the passage of a law authorizing the subscription of a million of dollars on the part of the general government to the stock of the Chesapeake and Ohio Canal Company, to be expended on the western section.

*And be it further resolved*, That the governor be requested to transmit a copy of the foregoing resolution to each of our senators and representatives in congress.

We should be a little astonished at this proceeding, in the face of the presidential veto, if any thing could astonish us at the present time, in the movements of *political* parties. But it is not our business to speak of them just now.

The canal is now navigable from Seneca creek, 21 miles, and the water will soon be let into two miles more. The tolls in the last week in March, on the part finished, amounted to about \$3,000.

The cost of carrying flour from Seneca to Georgetown was *fifty* cents per barrel, now *seven* cents, tolls included. *Niles*

FTH, Sat. 4/16/31, p. 3. *Chesapeake and Ohio Canal* – Thirty thousand barrels of flour, with much other merchandise, descended that part of the Chesapeake and Ohio canal, 23 or 24 miles, which is completed since the water was let in – or ten days to the 1<sup>st</sup> inst.

FTH, Sat. 5/7/31, p. 1. *Chesapeake and Ohio Canal* – We had the pleasure, a week or two ago, of publishing some facts in regard to the progress and prospects of our great work, which must have been highly gratifying to the citizens of this district, and to the friends of the canal everywhere, especially so, we are sure, to our friends of the *Baltimore Gazette*. We have now the pleasure of communicating, for the satisfaction of our readers, some additional information of the same agreeable tenor.

On the 21<sup>st</sup> of March the first toll was received, at the locks above Georgetown, after the opening of the canal for navigation the present season. Wednesday last, therefore, completed the first month of use of the canal since the finishing of the 33<sup>rd</sup> and 34<sup>th</sup> sections, for the completion of which the re-admission of water had been delayed, although the navigation might have been resumed on the 26<sup>th</sup> of February. It must, therefore, be very gratifying to the friends of the canal to know, that, on the return of the president and directors, on Wednesday morning, from an inspection of its various works, as far up as the mouth of Seneca, they were informed by the collector at the old locks that \$8,400 had been received within the month, not then expired. The works were in excellent condition, and the scenery of the canal as beautiful as the imagination can well picture.



It was not among the least of the agreeable objects which met the eye in passing up the line, to see preparation made for the construction of a boat on the margin of the canal, capable of carrying eleven hundred barrels of flour. The proprietor having lately towed several boats together, having more than nine hundred barrels on board, by one horse, expects, with the same power, to tow that which is now constructing, when fully laden; though his principal object is to transport several thousand cords of wood to market; which, before the canal was completed to the Great Falls, was utterly worthless.

The mayors of Washington and Georgetown accompanied the president and directors in their visit of inspection; the former as far only as Crommelin, the name given to the hotel at the head of the falls, now kept by Capt. Fenlon, who has charge of six locks by which the ascent of the river at that place is affected.

Some gentlemen from distant parts of the union were much struck with the magnitude of the canal, and of the immense labor expended on some portions, as well as with the highly picturesque character of the scenery along the whole line, running as it does on the margin of the romantic Potomac.

*Nat. Int.*

TL&PA, Thu. 5/19/31, p. 2. From the *National Intelligencer* of May 10.

### **OUR GRAND CANAL**

We have at length had an opportunity of passing up the Chesapeake and Ohio Canal, as far as the Great Falls of the Potomac, being something more than half of the distance that is now navigable. What we have seen of it has filled us with admiration of the grandeur of the enterprise, and the boldness and skill with which it has so far been carried into execution. It exhibits indeed one of the noblest conquests that we can imagine of art over nature. The

craggy rocks have been subdued, and the valleys lifted up, to form a commodious passage for the fruits of man's industry to the markets of the world. It is impossible for any thinking man to look at this wonderful work, and in imagination to pursue it along its progress to its termination, without a deep conviction of the important political as well as social benefits which may be anticipated from it. Let him then consider that three years ago the first contract for the construction of the work had not been entered into, and he can hardly credit his senses when he perceives how much has been already accomplished, in an undertaking which was but a few years before regarded by many but as the wild dream of visionary enthusiasm.

It is not easy to imagine a more delightful excursion for pleasure at this season of the year, than in the Canal packet-boat to the Falls, or even to Seneca. The boat is very handsomely fitted and furnished for the service it is employed in, and, in visiting the Falls, the Crommelin Hotel affords a most accommodating resting-place. We recommend the jaunt to all our readers who can spare time and means for such enjoyment. The grandeur of the scenery, through which the canal passes, and that of the Great Falls adjacent, independently of the gratification of curiosity in seeing the Canal, will afford them ample compensation for the time which they spend in their journey.

Along the whole line of the Canal we observe not a single defect, nor any evidence of there having been any. The hands at some of the locks are not as dexterous in the management of them, perhaps, as longer practice will make them. The passenger who is not on his guard, may chance thus to get a jolt or two; but as this involves no danger, he will not regard it. The bridges over the Canal are few, and a moderate inclination of the body enables those who

stand on the roof (or *deck*) of the boat to pass under them; whilst those who remain in the cabin are as much at ease & as comfortable as if they were in their parlors or drawing room at home. The packet-boat is drawn by 3 horses, at the rate of six miles an hour whilst in motion. The passage of the locks of course causes some detention, but we made the whole passage to the Falls, with about seventy persons on board, in less than four hours. The number of locks from Georgetown to Crommelin is twenty, of which sixteen are now in use. The distance ascended by the Canal to over reach the Great Falls is a hundred and sixty-one feet above tide water, being the most expensive and difficult work upon the line. Four locks more are passed to arrive at the aqueduct which crosses the Seneca Creek, and only seven more to reach Harper's Ferry.

The ascent from tide water to Cumberland is estimated at 586. So that the lockage from tide water to Crommelin is more than a fourth of what will be required for the whole distance to Cumberland.

FTH, Sat. 6/11/31, p. 1. *Chesapeake and Ohio Canal* – We have been favored with the following statement of the quantity of produce which has passed down the Chesapeake and Ohio Canal to Georgetown, between the 21<sup>st</sup> March and 14<sup>th</sup> May, 1831:

Flour	83,106	barrels
Whiskey	752	barrels
Wheat	7,401	bushels
Bacon, Butter and Lard	84,540	pounds
Corn	202	bushels
Hemp	4,000	pounds
Iron	85	tons
Bran and other offal	1,190	bushels

Besides a large quantity of stone for the use of the Contractor in Georgetown and of fire wood on which the latter article no toll had been until lately charged and therefore no account of it was kept.

Toll received during the period above mentioned \$13,543.09.

P.S. – We have learned, since the above was written, that an additional sum of \$3,505.86 has been paid to the Treasurer of the Canal Company for tolls, making the whole sum received up to the 14<sup>th</sup> May, \$17,048.95. – *Georgetown Columbian*.

TL&PA, Thu. 6/16/31, p. 6. On Friday 11<sup>th</sup> inst. *Charles F. Mercer* was re-elected President of the Chesapeake and Ohio Canal Company, without opposition – and the following gentlemen were elected Directors: *Phineas Janney, Peter Lenox, Andrew Stewart, William Price, John J. Abert* and *Walter Smith*.

TL&PA, Thu. 6/23/31, p. 2. **Internal Improvements** – *From the Williams-Port Banner – CHESAPEAKE AND OHIO CANAL* – The great length of the annual report of the President and Directors of the Chesapeake and Ohio Canal Company, submitted at their late meeting, compels us reluctantly to omit its insertion on our paper. It contains many interesting details and presents to the friends of this great work much encouragement, not only from what has been done, but from the inducements and hopes which past experience and a growing confidence inspire, respecting its future progress and advantages. A brief view of some of the principal matters contained in the Report may not be unacceptable to the reader.

The Receipts of the Company from every source, since the organization of the Board, amount to \$1,740,205.46. Out of these, there have been disbursed for the construction, improvement and repairs of the Canal, the sum of \$1,539,921.33, and the further sum of \$199,295.78, for all other purposes connected with the Canal, for the last three years, leaving a balance of \$10,388.35, which sum, together with the

2½ percent on each share recently called for, (making in all 50 percent of the capital stock) – and the outstanding balances, will constitute a fund for the prosecution of those sections of the Canal now under contract.

At the close of the preceding year there were 6,000 laborers and 700 horses employed on the Canal. These numbers, as the last returns show, have been reduced to 1,326 of the former and 276 of the latter, and these are still subject to further reductions, every week, as the work advances to completion.

The Canal between Seneca and the Point of Rocks, now under contract, and embracing a distance of about 26 miles, is in a state of forwardness and would be completed at an early day, were it not for the difficulties encountered in the construction of the aqueduct across the Monocacy. This work has been placed three times under contract, and by the present contract, it is stipulated to be completed by next November. The contractor has found it necessary to construct a railway upwards of two miles long for the transportation of the stone to it. The opinion is expressed however, that, should the Autumn prove unhealthy as the last, this aqueduct will not be ready for the admission of the water until the close of the next Spring, when its completion is confidently expected.

The Canal being then finished to the Point of Rocks, the inquiry will arise whence the water to fill it is to be obtained in the absence of any final decision of the controversy with the Baltimore and Ohio Rail Road Company. This part of the Canal is designed to be filled with water from the river at Harpers Ferry; but being prevented by the litigation alluded to, from attaining that point in a convenient time, it will be left without the intended supply. In the mean time several modes have been suggested and partially considered for filling it with water temporarily.

To obviate this inconvenience arising from the injunction obtained by the Baltimore and Ohio Rail Road Company, a tender of a compromise was made to the latter company to construct both works jointly to Harpers Ferry, and a survey was instituted with that view along the contested points; but this at length resulted in the refusal of the Rail Road Company to compromise for a less extent than that to Cumberland – a proposition to which the Canal Company would not accede from the various considerations affecting their interest and the utility of their work. In this situation they were left to the necessity of prosecuting, along with the other company, the survey to Cumberland, agreeably to an order of the Chancellor, when it was perceived that the survey thus directed would consume many years and be accomplished at great cost, and it was determined to obtain a decision, if possible, of the merits of the case, on the facts manifested by the joint survey to Harpers Ferry. In this attempt the Board were not disappointed, but had the pleasure to be informed by their counsel that the Chancellor of Maryland had directed a return of the evidence taken, and had notified both companies that he would be ready to hear and decide their case upon its merits on the 15<sup>th</sup> day of the present month, provided both parties were ready for trial. In case of an appeal to the higher tribunals, a hope is entertained of a speedy ultimate decision. Until that time it is proposed to commence the construction of the dam below Harpers Ferry, and to prepare the materials for the requisite locks between that place and the Point of Rocks. – Should the decision be unfavorable to the Canal Company, and the work be consequently driven across the river, the dam would still be required on the other side, while the materials prepared for the locks could be easily removed. The intimation is given that

the canal being thus compelled to seek the Virginia shore, will re-cross the river, but at what point no allusion is made. From the character of the canal already completed, the assurance is given, that the entire Eastern section of the canal would have been completed in three years from its commencement, had no legal impediment interfered, and the adequate funds been provided.

From the actual cost of the canal already made, an estimated cost of that part extending to Harpers Ferry, the whole cost of the sixty miles of the canal from Washington, exclusive of contingencies, it is shown, will not exceed \$30,000 per mile.

A minute comparison is instituted between the work done and to be done on these sixty miles, and the work is estimated by the United States' Engineers, and between the respective costs, actual and estimated, of the two works. Let it be borne in mind that the breadth of the canal has been increased from 48 to 60 feet at top, from 33 to 42 at bottom, and from 5 to 6 feet in depth. Notwithstanding the increased dimensions of the canal, it will have cost, for the sixty miles, \$677,184 (in an expenditure of \$848,941) less than the cost as estimated for the canal, of less dimensions, by the United States Engineers. This view, so favorable to the present canal, is more particularly verified by a comparison of the actual cost of the 10<sup>th</sup> subdivision, embracing about 11 miles, and which has been in actual use several months, and the estimated cost of the same subdivision, as made by the Engineers already referred to. This portion of the canal presented the greatest difficulties of any on the route, and which will not be surpassed by any that are to occur in its future progress.

Notwithstanding, the actual cost has fallen below the estimate by \$20,000 per mile.

From past experience the Board are confirmed in the opinion hitherto entertained

and expressed, that, if the canal be permitted to pursue the Maryland shore, it can be completed from Harpers Ferry to Cumberland for \$3,150,000, which added to its cost to the former place, will bring the whole expenditures for the Eastern section to about \$5,000,000, the estimated cost presented by the Board in a former report. The present funds of the company, it is said, will certainly carry the work twenty miles beyond the point necessary to preserve the charter of the company, which, by reference to the charter, is the termination of 100 miles of the Canal.

The Report adverts to the interesting experiments on the canals of Scotland where a velocity of from 10 to 15 miles per hour has been attained without any surge injurious to the banks, and where, by those experiments, the principle has been established that the greater the velocity attained, the less injury is effected to the banks by the agitation of the water, a principal which not only removes the objections against, but actually invites, the application of steam as the propelling power in canal navigation, and which will place canals, in point of attainable speed, on an equal footing with rail roads.

A very severe criticism is instituted upon the letter of Mr. Knight, the Chief Engineer of the Baltimore and Ohio Rail Road, communicated to the last Legislature of Maryland by resolution of that body, in which canals are disadvantageously compared with Railways in point of expense and general utility. The criticism chiefly combats the positions of Mr. Knight respecting the comparative costs of the two species of improvement, and with much spirit and strength of view points out their fallacy, and rescues the canal from the unfavorable light in which the letter might have a tendency to place it, in the estimation of the Legislature and the public.

To the Report are appended tables showing the amount of Revenue of the company for the last three years. The receipts of tolls for the last year amounted to \$29,151.35. – The receipts for the two previous years – arising from the rights of the old Potomac Company to which the Canal Company have succeeded – amounted to upwards of \$10 & \$12,000 respectively. The expense of maintaining the canal, for the same period, including the pay of lock keepers and collectors, and repairs done on the old canal, has amounted to \$7,061.34 – and the repairs on the *new canal* up to the 1<sup>st</sup> June, 1831, have cost \$8,077.51.

We have thus given a summary of such parts of the report as may be deemed most important – and we cannot conclude without recommending the whole production to the candid and attentive perusal of everyone who feels an interest in the success of this scheme of improvement, or who may desire to arrive at information respecting canals in general which is deemed highly interesting and important.

TL&PA, Wed. 7/6/31, p. 4. *OFFICE OF THE CHESAPEAKE AND OHIO CANAL COMPANY*, Washington, June 24<sup>th</sup>, 1831. *NOTICE IS HEREBY GIVEN*, that an instalment of two dollars and fifty cents per share (being the 21<sup>st</sup> instalment) on every share of stock in the Chesapeake and Ohio Canal Company, is required to be paid on the 5<sup>th</sup> day of December next; and a further sum of two dollars and fifty cents per share (being the 22<sup>nd</sup> instalment) on the 1<sup>st</sup> day of September next; which instalments must be paid to the credit of the Chesapeake and Ohio Canal Company, to the Cashier, or other Officer of either of the following Banks, viz:

The Branch Bank of the U. S. at Washington.

The Bank of Washington, at Washington.

The Patriotic Bank, at Washington.

The Bank of the Metropolis, at Washington.

The Farmers' & Mechanics' Bank, at Georgetown.

The Bank of Alexandria, at Alexandria.

The Bank of Potomac, at Alexandria.

The Farmers' Bank of Alexandria, at Alexandria.

The Mechanics Bank of Alexandria, at Alexandria.

The Hagerstown Bank, in Hagerstown, Md. and

The Branch of the Valley Bank in Charlestown, Va. and

The Branch of the Valley Bank, in Leesburg, Va.

By order of the President and Directors,

JOHN P. INGLE

*Cl'k, C. & O. C. Co.*

lawt 1<sup>st</sup> Nov.

June 30

FTH, Sat. 11/12/31, p. 2. **Rail Road and Canal** – In the case of the Baltimore and Ohio Rail Road Company vs the Chesapeake and Ohio Canal, it was decreed by the Chancellor on Tuesday last, that the injunction heretofore granted in this case, be and the same is hereby confirmed and made perpetual. And that the defendants pay unto the complainants, the Baltimore and Ohio Rail Road Company, all their costs expended by them in this suit, including all the expenses of the survey.

It is understood that this case will be carried up to the court of appeals for trial at its present session.

FTH, Sat. 1/7/32, p. 2. **Rail Road vs Canal** – By the following extract of a letter to the editor of the "Herald," dated Annapolis, Jan. 4, it will be seen that in the appeal of the Chesapeake and Ohio Canal Company vs the Baltimore and Ohio Rail Road Company, the court has reversed the decision of the Chancellor and decided in favor of the canal to the right of way at the Point of Rocks –

there is no appeal from the decision to the supreme court of the U. States, as there would have been if the decision had been against the canal company.

“Presuming that your citizens feel anxious to know the result of the trial long pending between the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Rail Road Company, I take this early opportunity to give you a hasty notice of its termination. Messrs. Webster, Jones & Co. discussed its merits for several days with an ability never surpassed and equal to the magnitude of the subject. – Today Judge Buchanan gave the opinion of the court – that the canal had both priority of right of location and the elder charter; thus, reversing the Chancellor’s decision and deciding in favor of the canal with costs of suit. Thus, has this great litigation terminated, and without appeal to the Supreme Court of the U. States as Mr. Webster was free to admit in the course of his remarks. Two of the judges, Archer and Dorsey, dissented from the court in all the views taken and the grounds predicated.”

FTH, Sat. 2/4/32, p. 4. **OFFICE OF THE CHESAPEAKE & OHIO CANAL COMPANY** – *Washington, Jan. 9, 1832.* **Proposal** will be received at this office as follows:

1<sup>st</sup>. For the construction of a Dam across the Potomac River near “Harper’s Ferry,” for the construction of a Stone Aqueduct across Catocin Creek, until the 31<sup>st</sup> day of January instant.

2<sup>nd</sup>. For the excavation, embankment and walling of twelve miles of Canal, extending from the 84<sup>th</sup> section of the canal near to the “Point of Rocks,” to Harper’s Ferry, in sections of about half a mile each, and for the construction of four Stone lift Locks and one guard Lock, and several culverts on the same portion of canal, until the 17<sup>th</sup> day of February next.

3<sup>rd</sup>. For the excavation, embankment and walling of forty miles of Canal, extending from Harper’s Ferry to Williamsport, and for the construction of the necessary Locks, Aqueducts, Culverts and Dams, until the 30<sup>th</sup> day of March next.

The plan and specification of the Dam and Aqueduct will be exhibited after the 15<sup>th</sup> instant, and the contracts will be declared at the Canal Office in this city, on 1<sup>st</sup> day of February next.

The plan and specification of the other work below Harper’s Ferry, will be exhibited at the Canal Office after the 28<sup>th</sup> inst. and the contract will be declared at Harper’s Ferry on the 23<sup>rd</sup> day of February next.

The plan and specification of the work between Harper’s Ferry and Williamsport will be exhibited at the Canal Office after the 10<sup>th</sup> day of March next, and the contracts will be declared at Shepherdstown, in Virginia, on the 4<sup>th</sup> day of April following.

Blank forms of proposals will be furnished on application to this office.

JOHN P. INGLE

Clerk, Ches. & Ohio Canal, Washington  
*Jan 14. – tf. 28*

FTH, Sat. 3/10/32, p. 6. **Public Sale**

The subscriber intending to decline farming, will offer at Public Sale,

*On Wednesday the 28<sup>th</sup> of March inst.*

His real and personal property, to wit:

### A FARM

Containing about 500 ACRES,  
Of valuable land lying on the Monocacy and within 1½ miles of the Chesapeake and Ohio Canal, about half of which is in TIMBER. –  
The improvements are a large

#### Stone Dwelling

70 feet front, divided into 10 comfortable rooms and kitchen, barn, stables, ice house, meat house and all other convenient out

houses, also a stone distillery. The farm will admit of a division into two desirable farms, there are several fine springs on it, and a full supply of running water, also the celebrated *White Quarry*, of which the aqueduct is now building. The soil is quite productive and there is a full share of meadow land. Also a.

### **WOOLEN FACTORY**

*With two comfortable DWELLINGS*, and a constant supply of water. There are in the Factory two Carding Machines and Picker, two Spinning Machines and other machinery necessary for manufacturing cloth or finishing country work. This establishment is conveniently situated in a flourishing neighborhood and offers a favorable opportunity to an industrious young man of small capital who is well acquainted with manufacturing and country work. A few acres of land will be attached thereto. If not sold the property will be offered for rent and possession given immediately. Those disposed to purchase will call on the subscriber, or John Carey who both reside on the premises.

Also, will be sold a few Servants, Amongst them are a Valuable *Cook* and good farm hand, who understands shoeing horses and common farm smithing. Household and Kitchen Furniture; ten valuable draught and Saddle HORSES, five Colts, cattle, cows, hogs, sheep, farming utensils, some valuable stills and many articles too tedious to mention. A liberal credit will be given – terms made known on the day of sale. Sale to commence at 10 o'clock, A.M. and continue from day to day until all is sold.

Joseph A. Johnson

N.B. The Servants may be bought at private sale but will not be sold to persons who will take them out of state.

March 3 – E.

FTH, Sat. 3/17/32, p. 3. **Trustees' Sale,**

In Pursuance of a decree of the high court of Chancery of Maryland, the subscribers, as Trustees, will offer at Public Auction,

*On Tuesday, the 1<sup>st</sup> day of May next*, between the hours of three and six o'clock, P.M. at the public house of Matthias E. Bartgis, Esq., in Frederick Town, the following Valuable Mill, called

### **GREENFIELD MILLS,**

Formerly the property of the late Isaac McPherson of the city of Baltimore, erected for his use, and under his immediate superintendence.

The GREENFIELD MILLS are situated about nine miles south of Fredericktown, in Frederick county and state of Maryland, in one of the best grain districts in Maryland, two and a half miles from the Chesapeake and Ohio canal and about the same distance from the Baltimore and Ohio Rail Road.

The MILL HOUSE is built of stone, four stories high, very spacious, runs four pair of six feet burs, and is capable of packing from eighty to one hundred barrels per day. The pit machinery is all cast iron. The water power used is the River Monocacy, which is sufficient at all times to do nearly full work. There is a Stone House, Cooper's Shop and several dwellings upon the premises, all of which are in good repair. The Burs are said to be excellent, having been selected by the late proprietor with great care.

The land attached to the Mills consists of several tracts or pieces of land supposed to contain 134 acres.

*The terms of sale are* – One third of the purchase money in four months, one third in nine months and the remaining third in twelve months, with interest from the day of sale; to be secured by bond, to be approved by the Trustees.

*Notice is hereby given to the creditors of Isaac McPherson*, late of the city of Baltimore, deceased, to file their

claims with the vouchers thereof, in the Chancery Office, within four months, from the said 1<sup>st</sup> day of May, 1832.

WILLIAM ROSS  
J. PENNINGTON, Trustees

March 17.

FTH, Sat. 3/31/32, p. 2. **THE CELEBRATION OF ST. PATRICK'S DAY IN AMERICA** – The orderly and exemplary manner, joined with zeal and devotion with which the sons of St. Patrick observed this day in America, has given great edification and is a practical refutation of the slanderous assertion that it is a day of intemperance and riotous excess in the land of their nativity. Mr. William Walsh, well known as a patriotic Irishman, has conducted six processions in this hemisphere – the first in Canada, the second in the state of New York, the third in Pennsylvania, the fourth in Washington, the fifth in Frederick Town, Md., and the sixth and last, from the Point of Rocks to Carroll's Manor, about six miles from Frederick Town, and to him it is no small pleasure to bear evidence to the above statement.

On Saturday the anniversary of the illustrious apostle of the Irish nation, *for then she was a nation*, the sons of the Emerald Isle, now engaged on the Chesapeake and Ohio Canal and the Baltimore and Ohio Rail road, with shamrocks adorned with crosses and wearing green ribbands and other appropriate emblems and preceded by the paintings of O'Connell and St. Patrick, walked in procession to the Point of Rocks to St. Joseph's Church, Carroll Manor and having met and shook hands with their countrymen who had walked in processional order from Frederick, preceded by the representation of Washington, the Father of his country, with the American flag, and the band played Patrick's day, they devoutly

attended at the holy sacrifice of the mass, offered by the Rev. Geo. Flaut.

FTH, Sat. 5/5/32, p. 2. *Chesapeake and Ohio Canal Company* – At a meeting of the stockholders of the above company, convened in Washington on the 28<sup>th</sup> ult. to take into consideration the recommendation of the legislature of Maryland, that the proposition of the Baltimore and Ohio Rail Road Co. to the Canal Company for the joint construction of the Canal and Rail Road from the Point of Rocks to Harper's Ferry, be accepted, a committee was appointed consisting of Richard S. Coxe, Gen. John Mason, Geo. Bomford, Dr. Henry Boteler and T. F. Mason, to report on the propriety of yielding to the recommendation, and assenting to the proposition, or any part thereof, at the general meeting of the stockholders to be held on Monday the 4<sup>th</sup> of June next.

FTH, Sat. 5/12/32, p. 3.

**MILLS AND FARMS  
FOR SALE**

The subscriber offers for sale, the **OAKLAND MILLS**, together with the adjoining Farm which contains upwards of 160 acres of first rate Catoctin Valley Land, in Frederick county, Maryland. These Mills are situated about 11 miles southwest, from Frederick Town, in one of the best grain growing districts in the state, within less than a mile of the Chesapeake and Ohio Canal, the road terminating at the aqueduct over the Catoctin creek, at which place a Basin is to be made, & is about two miles above the "Point of Rocks," where the rail road at present terminates. If, however, the Rail road should be continued, upwards, the distance to the Mill door will be within  $\frac{3}{4}$  mile. – Suffice it to say, that the location of these Mills to both those splendid pass ways to market, is nearer and more convenient



than that of any in this fertile and productive valley. The mills have recently undergone a most thorough and complete repair. The water power is abundant and a new dam has just now been erected of the very best construction, for durability and strength. The Merchant Mill is large and convenient; the first story of stone, the rest heavy frame work and weather-boarded, runs two pair of most excellent burrs, and a pair of country stones, new bolting Cloth, &c. – The SAW MILL is very convenient and has also, just undergone entire alteration and improvement and possesses great advantages of situation and custom.

THE DWELLING HOUSE is of stone, two stories high, with a portico to each, the whole length of the building. It is faithfully built and well finished, with paved court between the wings; and is divided conveniently into rooms above and below, with a remarkable good and dry cellar. There are besides, **TWO Dwelling Houses**, and shops for a Farmer, Miller, Cooper, &c., with a Barn Stables, a new wagon shed and two corn houses, and an excellent and well-planned dairy of 2 stories near a good spring. The place abounds in springs of pure water. – The gardens were pailed in not long since. The farm is conveniently divided into fields, is in good cultivation and possesses a rich and productive soil. This very valuable property is recommended to the notice of practical millers and enterprising capitalists and will be shown to any enquiring purchaser by Messrs. George and Daniel Lambert residing thereon.

If the property now offered should not be sold at private sale by Friday the 22<sup>nd</sup> day of June next, the Mills and adjoining Farm will be exposed to public sale on that day, on the premises, between the hours of 12 & 3 o'clock, P.M. My terms of sale shall be very liberal and inviting, with extended credit for a part of the purchase money and may be known on application to me, or in

my absence, to my son, S. T. Hawkins Duvall, who lives adjoining.

GRAFTON DUVALL

May 12.

FTH, Sat. 5/19/32, p. 3. *Notice to Contractors, Office of the Chesapeake & Ohio Canal Co., Washington, May 7, 1832.*

### PROPOSALS

Will be received at this office until Wednesday, the 30<sup>th</sup> day of the present month, for the excavation, embankment and walling of forty-four sections of the Chesapeake and Ohio Canal, extending from section No. 112, at the head of Harper's Ferry Fall, to section No. 156, comprehending a distance of twenty-two miles. Also, for the construction of a Dam across the Potomac river; an aqueduct across the Antietam, six locks and several Culverts; all upon the line of the above mentioned canal.

Proposals will also be received, at the same time and place, for constructing, in Georgetown, D. C., a stone abutment for the aqueduct of the Alexandria canal.

The time for receiving proposals for completing the dam across the Potomac river, at the Little Falls is extended to the 30<sup>th</sup> instant.

Plans and specifications of the above work will be exhibited at the Canal office after the 10<sup>th</sup> inst.

The letting will be declared at the Canal office in Washington, on Saturday, the 2<sup>nd</sup> of June.

Contractors, whose offers may be accepted, will be expected to sign their contracts on the day of the letting.

The above dam across the Potomac river will be constructed of timber, and filled with stone; it will be 24 feet high and raise the water 20½ feet. It will be located near to Galloway's Mill.

The aqueduct across the Antietam river will consist of one arch of 48 feet span,

and two arches of 24 feet span each. The arch stone, water-table, coping, the face stone of the inside of the trunk, and the beds and joints of the stone in the piers and abutments, will be cut. The remainder of the face work will be hammer-dressed into courses.

By order,  
JOHN P. INGLE, Clerk, C. & O. C.  
May 12.

FTH, Sat. 6/2/32, p. 2. **CANAL AND RAIL ROAD** *From the Virginia Free Press*

We have heretofore unequivocally expressed in favor of the compromise proposed by Maryland, so as to let the two works pass on the Maryland side from the Point of Rocks to Harpers Ferry. – The Rail road company to pay the additional expense. We formed our opinion, as we think, impartially from considerations of great public utility, apart from private or individual interest. We are not stockholders in either company – but the advocates of improvements generally – and think we can speak our sentiments without the imputation of an improper bias in any respect.

We thought and still think that even the advocates of canals over railways, in Jefferson at least, could not but be gratified at seeing two great improvements intersecting our county, by which we could have a salutary competition, and a choice of markets.

Let us look to considerations of a general character.

Maryland has been a liberal patron of the Chesapeake and Ohio canal. In 1824, she passed an act confirming the charter of the company; and in 1825, she subscribed for 5,000 shares of the stock, in addition to the stock held by that state in the Old Potomac company.

When we reflect that this aid by Maryland was given to a work which could only benefit a small portion of the state, and which was calculated to divert trade from

her commercial emporium, we must admit that she has been liberal in her conduct towards the canal company. The conduct of the Baltimore rail road company, whether liberal or illiberal, must not be identified with that of the state, and should not be considered in the question about to be decided. We repeat, that important general principles, far above any rivalry between two corporations, should be alone taken into view in the decision of this matter.

It ought to be remembered, that, if the friends of the canal permit resentment towards the Baltimore company, on the mere matter of a profitable dividend, to operate upon their minds, a spirit of retaliation *may more than counter-balance* all the advantage derived from a refusal of the compromise.

This compromise is proposed by the *state* of Maryland, in her *legislative* character. She concurred in the act of incorporation, requiring one hundred miles to be completed within *five* years from the commencement of the work. That this distance will not be completed, within that time, seems now certain. If the company expect to reach the Ohio at all, further aid must be asked, not only from Congress, but from Maryland, Virginia and Pennsylvania. Suppose the canal company, through revenge upon the rail road company, refuse the compromise; and Maryland animated by a sunder feeling of resentment, should refuse an extension of the time for the completion of one hundred miles – the privileges of the company cease, and the charter becomes null and void. Suppose Maryland should refuse all further aid from her own resources, and her delegation in Congress should oppose any further help from the national chest, of what value will be canal stock?

It really seems to us that *policy* and *interest* dictate a prompt and cheerful assent to the compromise, on the part of Virginia;

that an enlarged public spirit, which ought to soar above the petty considerations of a profitable dividend, dictates its acceptance. And we shall be greatly surprised, if, upon reflection, the Jefferson stockholders, or any part of them, adhere to a policy which may prove destructive to the very interests which are intended to be promoted.

Let us ponder well.

FTH, Sat. 6/9/32, p. 3. *Office of the Ches. and Ohio Canal Comp'y*, Washington, May 22, 1832.

NOTICE IS HEREBY GIVEN, that an instalment of two dollars and fifty cents per share (being the 25<sup>th</sup> instalment) on every share of stock in the Chesapeake and Ohio Canal Company, is required to be paid on the 1<sup>st</sup> day of August next; and a further sum of two dollars and fifty cents per share (being the 26<sup>th</sup> instalment) on the 1<sup>st</sup> day of September next; which instalments must be paid to the credit of the Chesapeake and Ohio Canal Company, to the cashier, or other officer of either of the following Banks, viz:

The Branch Bank of the United States at Washington.

The Bank of Washington, at Washington.

The Patriotic Bank, at Washington.

The Bank of the Metropolis, at Washington.

The Farmers' & Mechanics' Bank, at Georgetown.

The Bank of Alexandria, at Alexandria.

The Bank of Potomac, at Alexandria.

The Farmers' Bank of Alexandria, at Alexandria.

The Mechanics Bank of Alexandria, at Alexandria.

The Hagerstown Bank, in Hagerstown, Md. and

The Branch of the Valley Bank in Charlestown, Va. and

The Branch of the Valley Bank, in Leesburg, Va.

By order of the President and Directors,  
JOHN P. INGLE  
June 2. Clerk, Ches. & Ohio Canal Comp'y

FTH, Sat. 6/23/32, p. 3. *Chesapeake and Ohio Canal*. – An adjourned general meeting of the stockholders of the Chesapeake and Ohio Canal Company was held in Washington on Saturday last. A report was made by the committee to whom was referred the resolution of the legislature of Maryland, relative to an agreement between the two companies as to the route to Harper's Ferry, adverse to the object of that resolution which was ordered to be printed – and at a meeting on Monday last, after some debate, we presume upon the report, the meeting was adjourned for a fortnight.

On the 4<sup>th</sup> inst. the directors made their 4<sup>th</sup> annual report, from which it appears, that on the 30<sup>th</sup> April, 1832, the subscribed stock payable in money, amounted to \$3,609,200, of which there had been then collected \$1,959,087, leaving to be collected \$1,650,113, which, deducting for bad debts, \$70,113, affords, with \$30,814 on hand, a fund of \$1,610,814, applicable to the completion of parts of the canal already commenced and to farther constructions. Other resources of the company are estimated at \$150,000, exclusive of tolls, computed at \$200,000 net, which together may, it is thought, be pledged as the basis of a loan adequate to the construction of 100 miles of canal by the autumn of 1833, according to the requisition of the charter. The gross amount of revenue is computed at \$31,590.

FTH, Sat. 7/14/32, p. 3. **Notice**, - The partnership heretofore existing under the firm of Offutt, Stone & Co., on section No. 102 of the Chesapeake and Ohio canal, was by mutual consent dissolved on the first day of June inst. All claims against said firm will be paid.

LEMUEL OFFUTT,  
FRANCIS STONE,  
JOHN OFFUTT.

July 14.

FTH, Sat. 7/21/32, p. 3. **To Contractors**  
Office of the Chesapeake and Ohio Canal  
Co., Washington, July 17, 1832.

**PROPOSALS**

Will be received at this office until  
Thursday, the 23<sup>rd</sup> day of August next, for  
the excavation, embankment and walling of  
thirty sections of the Chesapeake and Ohio  
canal, commencing at a point on the  
Potomac river, eight miles below  
Williamsport and extending up the river  
fifteen miles.

Proposals will be received at the  
same time for the construction of a dam  
across the Potomac river, at the upper  
termination of the above line, being opposite  
to the estate of Mr. Colston.

Proposals will also be received, at  
the same time, for the construction of an  
Aqueduct across Conococheague; four Lift  
Locks, a Guard Lock and sixteen Culverts;  
all on the above line of Canal.

A plan of the Dam, Aqueduct &  
Locks, with the specification of the same,  
may be seen at this office, and on  
application to the resident engineer at  
Williamsport, after the first day of August.

Specifications and blank form of  
proposals for the sections, locks and culverts  
may be obtained either at this office or at  
Williamsport.

Proposals will also be received, until  
the 23<sup>rd</sup> of August, for the construction of  
lock No. 39, of six feet lift, on the 135<sup>th</sup>  
section of the Canal; of lock No. 40, of nine  
feet lift, on the 145<sup>th</sup> section of the Canal;  
and for the excavation, embankment and  
walling of the 116<sup>th</sup> section of the Canal; all  
being between the head of Harper's Ferry  
Falls and Galloway's Mill. By order,

JOHN P. INGLE

*Clerk, C. & O. C. C.*

July 21 – till 23<sup>rd</sup> of Aug.

FTH, Sat. 8/18/32, p. 3. *Office of the*  
*Chesapeake and Ohio Canal Company,*  
Washington, Aug. 4, 1832.

NOTICE IS HEREBY GIVEN, That an  
instalment of two dollars and fifty cents per  
share (being the 27<sup>th</sup> instalment) on every  
share of stock in the Chesapeake and Ohio  
Canal Company, is required to be paid on  
the 15<sup>th</sup> day of October next; a further sum  
of two dollars and fifty cents per share  
(being the 28<sup>th</sup> instalment) on the 1<sup>st</sup> day of  
November next; a further sum of two dollars  
and fifty cents per share (being the 29<sup>th</sup>  
instalment) on the 15<sup>th</sup> day of November  
next; and a further sum of two dollars and  
fifty cents per share (being the 30<sup>th</sup>  
instalment) on the 1<sup>st</sup> December next; which  
instalments must be paid to the credit of the  
Chesapeake and Ohio Canal Company, to  
the cashier, or other officer of either of the  
following Banks, viz:

The Branch Bank of the U. S. at  
Washington.

The Bank of Washington, at Washington.

The Patriotic Bank, at Washington.

The Bank of the Metropolis, at  
Washington.

The Farmers & Mechanics Bank, at  
Georgetown.

The Bank of Alexandria, at Alexandria.

The Bank of Potomac, at Alexandria.

The Farmers Bank of Alexandria, at  
Alexandria.

The Mechanics Bank of Alexandria, at  
Alexandria.

The Hagerstown Bank, in Hagerstown,  
Md.

The Branch of the Valley Bank in  
Charlestown, Va. and

The Branch of the Valley Bank, in  
Leesburg, Va.

By order of the President and Directors,

JOHN P. INGLE

Aug. 11. Clerk, C. & O. C. Co.

**50 STONE CUTTERS AND QUARRYMEN WANTED**

***At Locks No. 28 & 29 – near the Point of Rocks, Chesapeake & Ohio Canal***

The material for the construction of the above-mentioned Locks is cut and prepared at the quarry about 4 miles distant from the Point of Rocks, on the Virginia shore; its situation is elevated, and the distance from the river renders it perfectly healthy during the most sickly season. Those wishing employment will please make enquiry at the Point of Rocks for Temple’s Quarry, Ball Hill, where the most liberal wages are given.

J. & D. CAHOON

MG, Thu. 1/17/33, p. 3. Mr. Ellicott submitted the following: which was read twice and adopted.

Whereas, a resolution was adopted by this General Assembly, at December session 1831, recommending to the President and Directors of the Chesapeake and Ohio canal company, to call a public meeting of the stockholders of the said company, and submit to their consideration the proposition of the Baltimore and Ohio rail road company, for the joint construction of the canal and rail road aforesaid, from the Point of Rocks to Harper’s Ferry, - authorizing the appointment of an agent to represent and vote on behalf of the state of Maryland at the said meeting and explain the wish and opinion of this legislature that such joint location should be assented to by the Chesapeake and Ohio canal company and directing the said agent to use his best endeavors to obtain such assent and to have the object of this resolution effected on just and reasonable terms: - therefore

Ordered, That the agent appointed under that resolution be requested to report to this house at as early a day as possible all

proceedings and matters connected therewith.

MG, Thu. 2/7/33, p. 3. Mr. Weast presented a memorial of sundry citizens of Washington county, and Mr. Mann presented a memorial of sundry citizens of said county, severally praying the Legislature to adopt measures to compel the Chesapeake and Ohio Canal Company to permit the passage of the Baltimore and Ohio Rail Road Company to pass their work through the narrows between the Point of Rocks and Harper’s Ferry.

MG, Thu. 2/14/33, p. 2. CHESAPEAKE AND OHIO CANAL – We learn with pleasure, from a source to be entirely relied upon, that the progress of the work upon the Chesapeake and Ohio Canal has been such within a few months past, as to exceed expectation, and agreeably to disappoint most of those who are engaged in it. During the month of May ensuing, we learn that the water will be admitted into the whole line of the canal from tide-water to the head of Harper’s Ferry Falls, so as to make the whole distance navigable at once. The workmen are putting the coping on the aqueduct across the Monocacy, which is said to be a splendid structure, not excelled if equaled by any thing of the kind in the United States, and in two weeks that work will be completed. We learn further, that more than one half of the lockage to Cumberland is overcome in reaching the head of Harper’s Ferry Falls, though that is but one-third of the distance. – *Nat. Int.*

MG, Thu. 2/21/33, p. 2. Mr. Grove presented a petition of sundry citizens of Washington county, praying that the legislature in their action upon the memorial of the Chesapeake and Ohio Canal Company, presented at the present session, will adopt such measures as in their wisdom

will insure to this great work a speedy and uninterrupted prosecution to the termination of its eastern section at Cumberland.

MG, Thu. 2/28/33, p. 1. On motion of Mr. Merrick, it was ordered that a committee of two members be appointed by the chair to wait upon the honorable senate and inform them that this house is now in session and prepared to hear the address of the President of the Chesapeake and Ohio Canal Company in support of the memorial of said company and invite their attendance.

And, thereupon Messrs. Merrick and Nicol were appointed the Deputation pursuant to this order, who having repaired to the senate chamber, returned and reported that they had performed the service required of them.

The President and the other members of the senate were then received and conducted to the seats provided for their accommodation within the bar of the house.

The Hon. Charles F. Mercer then addressed the house in support of the memorial of the Chesapeake and Ohio Canal Company, and in explanation of the proceedings of said company.

On his concluding and the members of the senate having withdrawn from the house; the house adjourned.

MG, Thu. 5/16/33, p. 2. *From the Washington Intelligencer, May 10.*  
CHESAPEAKE AND OHIO CANAL &  
BALTIMORE AND OHIO RAIL ROAD.

**A COMPROMISE EFFECTED**

On the 7<sup>th</sup> inst. at our City Hall, a General Meeting was opened of the Stockholders of the Chesapeake and Ohio Canal Company, according to legal notice, when the following important Report was presented by the President of the company. *To the Stockholders of the Chesapeake and Ohio Canal Company in General Meeting.*

The President and Directors beg leave respectfully to submit, along with a

copy of the act of the General Assembly of Maryland, in pursuance of which the present general meeting has been convened, a report, approved by them, of a committee of their Board, appointed to confer with a committee of the Board of Directors of the Baltimore and Ohio Rail Road Company.

By order, and on behalf of the President and Directors,

C. F. MERCER, President  
of the Chesapeake and Ohio Canal Company  
Canal Office, Washington, May 7, 1833.

The Committee appointed, by the order of the Board on the 6<sup>th</sup> of April last, to confer with a committee of the Board of Directors of the Baltimore and Ohio Rail Road Company, have performed that duty; and after several conferences with that committee, as well in Washington, as on the line of the Canal, and in the city of Baltimore, beg leave to recommend to the President and Directors the annexed terms of compromise, in lieu of the 1<sup>st</sup> section of the act of the General Assembly of Maryland, entitled 'An act to provide for the continuation of the Baltimore and Ohio Rail Road to Harper's Ferry, and for other purposes,' and of sundry conditions contained in the said act; which in all other respects, except the modifications thereof, contained in the annexed terms, is left unchanged.

The committee deem it unnecessary, if not inexpedient, to enter into a narrative of the various opinions expressed by themselves or the committee of the Rail Road Company in the progress of their negotiation; but avail themselves of this occasion, to do justice to the candor which marked the course of the committee of the Rail Road Company, and to express a hope which the assurances of those gentlemen, composing that committee, tended to confirm, that, if the proposed arrangement shall meet the approbation of both companies, the harmony which it is so

desirable to establish and preserve in their future progress, will be restored to their mutual benefit.

C. F. MERCER  
W. GUNTON  
W. SMITH

The Chesapeake and Ohio Canal Company and the Baltimore and Ohio Rail Road Company, by their respective committees, covenant and agree to the following terms of compromise, subject to confirmation or rejection by their respective companies:

1<sup>st</sup>. To accept the act of the General Assembly of Maryland, entitled 'An act to provide for the continuation of the Baltimore and Ohio Rail Road to Harper's Ferry, and for other purposes,' within the time limited by the said act for the acceptance thereof by both companies, so as to secure to each its intended benefits. And as the purpose which the Legislature of Maryland had in view in passing the same, will be more effectually attained by a modification of some of its conditions the said companies mutually and reciprocally covenant and agree, in the event of such acceptance by both, faithfully to fulfil the conditions hereinafter inserted for their common benefit, and so far to modify those stipulations in their behalf by the act aforesaid, viz:

The Baltimore and Ohio Rail Road Company, in consideration of the damage that may be done to the Canal, and of the interruption or hazard to which its navigation will be unavoidably exposed, in the construction of the Rail Road along the margin thereof, bind themselves to pay to the Chesapeake and Ohio Canal company, for grading the four miles and one-tenth of the Road between Harper's Ferry and the Point of Rocks, hereinafter described, the sum of two hundred and sixty six thousand dollars. The said four miles and one-tenth of the Road shall consist of space to be laid off between the entrance at the bridge at Harper's Ferry and a point two miles

therefrom, according to the location of the said Road, which point will be below Millar's Narrows; of one mile and one-twentieth, extending from a point opposite to the door of the chief public house, at the Point of Rocks, up the valley of the Potomac, comprehending the Lower Point of Rocks; and of one other mile and one-twentieth, extending above and below the Upper Point of Rocks, so as to comprehend the same; embracing also that part of the canal border at those places in which interference exists between the location of a Canal and Rail Road. In making as well as locating the said Road, the Chesapeake and Ohio Canal Company shall act on conformity with their own judgement, subject to the conditions as to the curvature, inclination of surface, and the breadth of the said road, which the act of the General Assembly of Maryland prescribes, except that so much of the said road as is expected to be hereafter common to the Frederick and Harper's Ferry Turnpike Company and the Rail Road Company shall be of the breadth, at the surface, of not less than thirty feet, instead of twenty, for the better accommodation of both those companies.

Should the Canal Company prefer it, they may begin the lowest section of the said road at any elevation opposite the tavern at the Point of Rocks, not exceed four feet above that of the road now constructed at that place and, in case of a change of the present elevation, the expense of raising the present road and its appurtenant fixtures, so as to adjust the same to the road below, and to its extension above, shall be at the cost of the Rail Road Company; and shall be done at such time as they may please to direct; Provided, however, that at the lower termination of the pass, through Millar's Narrows, above mentioned, at both terminations of the pass by the Upper Point of Rocks, and at the upper termination of the pass by the Lower Point of Rocks, the

Baltimore and Ohio Rail Road Company may, if they please, in fixing the elevation of these points, or termini, unite an engineer of their own appointment, with the engineer of the Canal Company, charged by the same to make the location thereof, so as to adjust those points to the intermediate Rail Road, according to the terms of the said act of the General Assembly of Maryland; and the Canal Company may, in like manner, unite their engineer with the Engineer of the Rail Road Company, in fixing the intermediate location of the Rail Road, according to the said terms.

In the construction of the graduated road aforesaid, for the four miles and one-tenth, before mentioned, and in satisfaction of all injuries that may be done the canal in the construction of the said road, and as indemnity for any injuries that may be done the navigation thereof, during the construction of the said road, payments of the \$266,000 shall be made monthly by the said Rail Road Company, in the following proportions, viz: one-twelfth part thereof on the first day of June next, and one-twelfth part on the first day of each of the following months, until the said graduation shall be completed; but if the same be completed earlier than the twelve months, allowed therefore, the residue unpaid, at the time of each completion, shall be paid on the first day of the month next ensuing the same.

The passage to the Harper's Ferry Bridge, across the canal, from the rail road, shall be by a pivot, or drawbridge; the expense of attending which shall be equally divided between the two companies; and the elevations of which, above the bottom of the canal, shall remain, as at present adjusted, at three feet above the bridge across the Potomac, unless it be, hereafter, the pleasure of the Rail Road Company to elevate it still higher. And the curves of the road at the entrance of the defile or pass at the Point of Rocks, and at the crossing of the said point

or drawbridge, being not provided for by the act of the General Assembly of Maryland, shall be adjusted to the residue of the road, as conveniently as can be done, in the graduation of the rail road by the canal company.

All expenses to be incurred, in condemning or purchasing ground, or materials, for the location and graduation of the rail road through the four and one-tenth miles aforesaid, shall be, as, at all other places, where the land required, is not now the property of the Canal Company, at the proper cost of the Rail Road Company; and where the said road shall occupy ground, now the property of the Canal Company, the Rail Road Company shall obtain and convey to the Canal Company, an equivalent breadth of ground, along the northern side of the railroad, for the further supply of materials to the canal.

It is, already, herein provided, that the portions of the rail road at Harper's Ferry Narrows, shall be thirty feet in width, for the common use of the Harper's Ferry and Frederick Turnpike and the Rail Road Companies. The canal company will allow the use, by the rail road company, of any authority which they possess, to obtain permission from the Turnpike company, to the rail road company, to lay their rails on the part of the said road common to both, the canal company being on and by their articles of agreement, only for the graduation of the said road, from the Harper's Ferry Bridge, down to the point at which the said turnpike will diverge from the rail road, to ascend the hill above Millar's Narrows, and the rail road company shall, also, adjust the surface of that bridge to the elevation of the pivot bridge across the canal, at their own cost.

The rail road company agrees not to continue the rail road further up the valley of the Potomac than Harper's Ferry, until the Chesapeake and Ohio Canal shall be completed as far as Cumberland, provided,



that the canal be completed thereto, within the term allowed by the charter of the said canal company.

The period of twelve months, from the date of the acceptance of these articles of compromise, shall be allowed the canal company, to complete the graduation of the four miles and one-tenth of rail road before described; but the President and Directors of the canal company shall urge the contractors, who may undertake the same, to proceed with diligence and to complete the graduation in the shortest time practicable, consistently with the health of the country.

In case of any possible difference of opinion, or disagreement, between the two companies, in relation to the construction of these articles of compromise, such difference, or disagreement, shall be settled in the mode provided by the act aforesaid, for the settlement of the construction thereof, by the same parties.

This report of the President and Directors was, after debate, referred to a committee consisting of Richard S. Coxe, John Mason, Archibald Lee, Thomas F. Mason and Henry Hunt; and the general meeting was adjourned to the 9<sup>th</sup> instant.

Yesterday (9<sup>th</sup>) accordingly, the general meeting re-assembled. Mr. Coxe, under the instructions of the committee, reported against concurrence in the proposed arrangement, at the same time expressing the dissent from the conclusions of the committee.

A debate of considerable length ensued; - after which, the question being finally taken on agreeing to the arrangement proposed by the President and Directors, it was decided in the affirmative. The aggregate vote being in favor of the compromise, 6,904; against it, 1,300.

A compromise is therefore at last effected of this long-standing controversy, the Baltimore company having given full authority to the President and Directors of

the company to ratify what they have already in fact agreed to.

MG, Thu. 5/23/33, p. 2. **Georgetown, D.C.**

**May 14** – Our town already begins to reap some of the advantages to be derived from the splendid and great undertaking, the Chesapeake and Ohio Canal. Last week there was received here in one of the usual boats from the neighborhood of Harper's Ferry, a drove of the finest Hogs we ever recollect to have seen. Had these animals been driven by the usual route, the cost of getting them to market would have been trebled upon the owner, to say nothing of the risk and trouble attendant upon the road. The facilities thus happily opened, for the farmers to bring their produce where it will meet with a ready sale, at advances prices, cannot fail to increase the value of their landed property at least one-third. – *Columbian Gazette.*

We have not yet begun to realize, to any extent, the benefits which will undoubtedly result from the construction of our magnificent Canal; but the above fact certainly affords us a gratifying presage of what will be the consequences of its completion up to these points at which it will intercept the products of the upper country and facilitate their descent to market. We have full confidence that when we reach the mines and the forests, we may calculate upon the Canal as a source of profit, to reward the public spirit of its patrons and indemnify them for the moneys they have laid out upon it. *Nat. Intel.*

MG, Thu. 7/25/33, p. 3. **THE CHOLERA**  
*Williamsport, Md. July 20.*

Cases of cholera among the canal hands have occasionally occurred since our last; but the work may now be said to be quite clear of the disease. Its fluctuations depend very much upon those of the weather

and the care or inattention of those to whom it has yet been confined.

MG, Thu. 8/8/33, p. 2. **THE CHOLERA**  
*From the Hagerstown (Md.) Torch Light, August 1.*

One death of Cholera occurred in town on Sunday – a woman – from the line of the canal. This is the third *and only the third* death that has occurred in town during the season. There has not been a single case among our citizens, who continue to enjoy good health.

MG, Thu. 8/22/33, p. 3. **THE CHOLERA**  
*From the Hagerstown Torch Light, Aug. 15.*

Since our last report on the health of the town, there have been four deaths in Hagerstown from a disease resembling the cholera, three whites and one colored person. We have no epidemic among us; unusually good health for this season of the year prevails throughout the country.

*From the Charlestown (Va.) Press, Aug. 15.*

By the subjoined letter from Col. Harper, Mayor of Shepherdstown, it will be seen that the cholera, after lingering for some time past on the Maryland shore, in the vicinity of that place, has at length made its appearance on the Virginia side. The alarm, although great for a few days, we are pleased to learn has nearly subsided, no new case having occurred for the last two days. The general health of the town is good, and it is confidently hoped and believed the incomprehensible but dreadful visitor has already changed his abode.

Our town, too, has received a warning, by the death of a colored boy, the property of Mrs. Griggs. He was attacked on Friday last, at 1 o'clock, p.m. and died at 9, the same evening. This is the only case we have heard of, this season, in our immediate vicinity, yet it is enough to convince us that the cause is amongst us. –

Let us guard against and be prepared to meet the effects!

MG, Thu. 9/26/33, p. 2. The Martinsburg, Va. *Gazette* states that the Anthracite Coal recently discovered in that vicinity by the engineer of the Chesapeake and Ohio Canal, is believed to be equal in quality to the Pennsylvania coal.

MG, Thu. 11/28/33, p. 4. *From the Frederick Times.* **THE CHESAPEAKE AND OHIO CANAL.** – This great public work is at last complete and in full operation from the District of Columbia to the head of the falls at Harper's Ferry. Large quantities of merchandise and produce are afloat upon it, passing daily east and west. The Point of Rocks is now the point of attraction and really present as we are told an animating scene. Rail-road cars and Canal boats, constantly arriving, interchanging passengers and cargoes and then departing – the bustle and confusion of a little village suddenly arisen, as it were out of the earth and actually doing business of a commercial emporium – its inhabitants hardly yet acquainted with each other and very often outnumbered by the transient strangers who throng thither in pursuit of business and pleasure – the very novelty itself, of two great public enterprises so long at war with each other, just going into harmonious operation upon the spot which may be called the battle grounds; and that spot too so lately unknown save to the wild foxes of the mountains – in a word, the noblest exhibition of art and nature contending for mastery, are the rich reward of those who may find it convenient to make an excursion upon the Canal, *via* the Point of Rocks.

MG, Thu. 1/30/34, p. 2. Tuesday, January 28, 1834. On motion by Mr. Wharton the rules of the house were suspended.

Mr. Wharton then submitted the following preamble and resolutions.

*Whereas*, it has been represented to this General Assembly, that there has been, and there is strong reason to believe there will be again, riotous assemblages of the laborers on the line of the Chesapeake and Ohio Canal, at or near Williamsport, in Washington county, in which several lives have been lost, and serious apprehensions are entertained that injury will be done to the persons and property of the citizens of that town and neighborhood; and whereas, it has been represented that the civil authority is incompetent to quell said rioters, and that the militia in the neighborhood is insufficient to subdue, and keep in subjection said rioters; and whereas, considerable delay must result from a reliance upon the militia in other parts of the state, for aid in the present exigency. – Therefore, Be it resolved by the General Assembly of Maryland, That the President of the United States, be, and is hereby requested, to order on to Williamsport such portion of the military of the general government as in his opinion may be necessary to protect our citizens, and prevent any injury to the public works and the property of individuals in that neighborhood.

And be it further resolved, That the Governor, be, and is hereby requested to forward a copy of the above resolution by express to the President of the United States.

Which were read the first and second time by special order, assented to, and sent to the Senate.

MG, Thu. 2/6/34, p. 2. (*From the Hagerstown Torch Light*) **THE WAR ON THE CANAL** – We last week gave an account of the turbulences on the canal up to that time, are indebted to the Williamsport *Banner* the following details of the continuation of the war up to Saturday:

The cause of the above battle was, a beating received by one man, a Fardown, on the Thursday previous, from some of the opposing party, on the section attacked. This individual, named John Irons, has since died from the wounds received, and an inquest beheld over the body – the verdict, “he came to his death from blows received on several parts of his body and head, from persons unknown.”

Since the foregoing event, great communications existed among the hands. Very little work has been done, and a state of alarm and strike preparation has taken place. Yesterday morning a small party were seen approaching this place from there, and were met on the aqueduct and driven back by an opposing party of their countrymen in the town. In this affray one man was very seriously beaten and wounded. The citizens of the town, with commendable [illegible], soon put themselves in military order, under arms, for the protection of the [illegible] of the place, and remained under arms for the balance of the day, and the greater part of the night.

This scene was soon followed by another which resulted in a disastrous battle and several deaths. A party of Fardowns or Longfords consisting of about three hundred men, and led by intrepid leaders, were announced as approaching from below. Their design was stated to be, to pass up the line of the canal to the upper dam, for the purpose of exerting their strength, and not to commit a breach of the peace unless attacked. They were armed in part with guns, but principally with halves, clubs, &c. They passed up over the aqueduct, and on their way, we learn, three or four hundred more of the same party fell into their ranks. At the upper end, in a field on the other side of Middlekauff’s, they met the enemy in battle array, from up on the top of a hill about three hundred in number, and armed, in part, with military weapons. The

information we have that the attack or at least a challenge to combat, was made by the latter party, volleys of shot were exchanged; some men were seen to fall, and the party above began to fall back and disperse before the superior forces of their army. A pursuit ensued through the woods, where frequent firing was heard, and no doubt many lives were taken. Persons who traversed the woods found five men in the agonies of death, who had been shot in the head, several dead bodies were seen in the woods, and a number wounded in every direction. – Those who observed the battle describe it as one of great rage and most dreadful violence. – All the deaths and wounded were reported to have been of the Corkenians. About 10 o'clock last night, the victorious party returned, and passed quietly through this place, after halting a few moments in one of the public streets, to their respective sections and shanties below the town – quiet was restored for the balance of the night.

We have thus attempted merely a sketch of the horrid barbarities committed in this neighborhood through the past week. The public peace has been outraged, and the civil authority condemned. It remains for the officers of justice, to take the necessary steps to repair these great violations of the law.

*Postscript.* – Since writing the above, a principal leader of one of the parties has been arrested for examination. The volunteer companies have arrived from Hagerstown commanded by Col. Wm. H. Fitzhugh, who is also Sheriff of the county, and are now in readiness to act in aid of the civil authority. An express has been dispatched to the seat of government for a sufficient regular force to be present on and stationed here or at other suitable points along the line of the canal, to preserve order among the laborers, and for purposes of general protection.

Nothing of importance occurred on Sunday. On Monday a deputation of four gentlemen met at Williamsport and proceeded down the line of the canal, as far as Hollman's dam, and a similar deputation proceeded up the line simultaneously, as far as Middlekauff's dam, for the purpose of persuading the contending parties to appoint deputies to a convention, proposed to be held in Williamsport that day, for the purpose of bringing about an adjustment of their differences, and concluding a treaty of peace. About dusk the two deputations returned to town, bringing with them deputies from the respective sections above and below. These deputies had been appointed by their assembled countrymen on the various contracts, and were fully empowered and authorized to enter into an adjustment of the differences existing between the adverse parties. Accordingly, in the course of the evening, they met, in conjunction with the two deputations which had gone out for [illegible], the magistrates and some of the gentlemen of Williamsport, at the tavern of Mr. Lyles, and agreed upon an amicable adjustment of their disputes; the substance of which agreement will be found in the following: -

Proceedings of a meeting, held at Williamsport, on Monday evening, Jan. 27<sup>th</sup> 1834.

On motion of Col. Dall – *Gen. Otho H. Williams* was appointed Chairman, and Thomas Purcell was appointed Secretary.

The Chairman then addressed the Irish deputies from the Cork and Longford parties. He stated the object of the meeting, and urged on the parties concerned the necessity of a speedy and complete reconciliation of the difficulties and disagreements that led to the public riotous proceedings on the canal.

The secretary then prepared a paper in the form of an agreement, the object of which is not only to remove the

misunderstandings that have already occurred but to prevent like results in future; to this was attached a cognizance to keep the peace. This agreement was then signed by the deputies from each party.

On motion of W. D. Bell, Esq. it was resolved that a written copy of the articles of agreement be furnished forthwith to each party thereto.

On motion of Mr. Warfield it was resolved that one hundred copies of the foregoing agreement be printed for distribution along the canal.

It was further resolved that the proceedings of this meeting be published in the public prints of the county.

Gen. O. H. Williams again addressed the Irish deputies. He explained to them the solemnity of the obligation they had just executed in the presence of the magistrates. The necessity of their preserving inviolate the pledge they had entered into; and at the same time, he apprised them that in case the agreement was violated, it was the determination of the citizens and the military to unite with the opposite side and drive entirely from the county the party who were guilty of the infraction.

On motion, the meeting then adjourned.

O. H. WILLIAMS, *Chairman*,  
T. F. Purcell, *Secretary*.

During the day, on Monday, Gen. Williams brevetted Capt. Hollingsworth, Capt. Hollman and Capt. Allen. Capt. Hollingsworth immediately organized a fine troop of horse – and Captains Hollman and Allen enrolled about one hundred and fifty citizens of Williamsport, in their respective companies – the whole of which was placed under the command of Col. Dall, and is now ready, on a moment's warning for energetic action.

Early on Tuesday morning, Gen. Williams received intelligence, by express, that a force of upwards of 100 men had

passed Harper's Ferry, on Monday evening, on their way up the canal, with a view of reinforcing their friends, the Corkonians, at Middlekauff's dam. Col. Dall was immediately apprised of their movement and caused Captain Hollingsworth to meet this force at Hollman's dam – they were made acquainted with the terms of compromise, gave up their arms, and manifested a willingness to return quietly to their work, down the river.

The prisoners in our jail, connected with the disturbances, amounting to about forty, will probably be recognized to appear to our next county court, and set at liberty without delay.

The following is a copy of the Treaty of Peace, made and concluded at Williamsport, on the 27<sup>th</sup> day of January, 1834, between the Corkonians and Longford men, the two contending parties on the Chesapeake and Ohio Canal:

Whereas great commotions and divers riotous acts have resulted from certain misunderstandings and alleged grievances, mutually urged by two parties of laborers and mechanics engaged on the line of the Chesapeake and Ohio Canal, and natives of Ireland; the one commonly known as the Longford men, the other as the Corkonians; and whereas it has been found that these riotous acts, are calculated to disturb the public peace, without being the least degree beneficial to the parties opposed to each other, but on the contrary are productive of great injury and distress to the workmen and their families.

Therefore, we, the undersigned, representatives of each party, have agreed to, and do pledge ourselves to support and carry into effect the following terms of agreement:

We agree for ourselves, that we will not either individually or collectively, interrupt or suffer to be interrupted in our presence, any person engaged on the line of the Canal,

for or on account of a local difference, or national prejudice, and that we will use our influence to destroy all these matters of difference growing out of this distinction of parties, known as Corkonians and Longfords; and we further agree and pledge ourselves in the most solemn manner, to inform on, and bring to justice, any person or persons, who may break the pledge contained in this agreement, either by interrupting any person passing along or near the line of the Canal, or by secretly counselling or assisting any person or persons, who may endeavor to excite riotous conduct among the above parties; and we further bind ourselves to the State of Maryland, each in the sum of twenty dollars, to keep the peace towards the citizens of the state. In witness thereof, we have hereunto signed our names, at Williamsport, this twenty-seventh day of January, eighteen hundred and thirty-four.

<i>Timothy Kelly</i>	<i>Michael Tracy</i>
<i>William O'Brien</i>	<i>Thomas Mackey</i>
<i>Michael Collins</i>	<i>James Riley</i>
<i>John Bernes</i>	<i>Daniel Murray</i>
<i>Thomas Bennett</i>	<i>Murty Dempsey</i>
<i>Michael Driscoll</i>	<i>James Carroll</i>
<i>Jeremiah Donavon</i>	<i>Tho's Cunningham</i>
<i>John Namack</i>	<i>Bathu. S. McDade</i>
<i>Garret Donahue</i>	<i>James Clarke</i>
<i>Patrick McDonald</i>	<i>Michael Kain</i>
<i>James Slaman</i>	<i>Patt Purell</i>
<i>John O'Brien</i>	<i>William Moloney</i>
<i>Edward Farrell</i>	<i>Wm. Brown</i>
<i>Thomas Hill</i>	<i>Peter Conner</i>

Signed before us, two Justices of the Peace in and for Washington county and State of Maryland, this 27<sup>th</sup> day of January, 1834.

CHARLES HESLETINE  
WILLIAM BOULLT

MG, Thu. 7/3/34, p. 2. CHESAPEAKE AND OHIO CANAL COMPANY – The stockholders of the Chesapeake and Ohio Canal in General Meeting, on Friday last,

unanimously elected George C. Washington, Esq., of Maryland, to be President of the company, and Richard H. Henderson, Phineas Janney, Walter Smith, John I. Abert, William Gunton and George Bender to be Directors.

MG, Thu. 12/4/34, p. 2. **OUR CANAL**

It is with no little pleasure we mention that the navigation is now open, on the Chesapeake and Ohio Canal, from Georgetown to Shepherdstown. To show the great effect and consequence of the progress already made in this great work, we state the fact, that, among other boats, a single boat has just arrived at Georgetown, in less than two days passage from Shepherdstown, (a distance of about a hundred miles,) containing eight hundred barrels of flour, and drawn by one horse. – *Nat. Intel.*

HM, Fri. 1/2/35, p. 3.

**Charles A. Warfield of A.**  
**COMMISSION MERCHANT**  
**AND FORWARDING AGENT**  
at Williamsport.

Has provided himself with a commodious Lot and Warehouse on Potomac street, adjoining the Basin of the Canal, where he is preparing to receive all kinds of produce on Storage. He is also making arrangements to start A REGULAR LINE of CANAL BOATS, to run between Williamsport and Georgetown, as soon as the Canal is in order to receive the water at the upper dam, which will be early in the spring. He will transport produce of all descriptions for Millers or others, to such houses as they may direct, either in Baltimore, Georgetown, Philadelphia or New York, at the lowest rates, and with the greatest dispatch – and to those who are disposed to sell their produce in Williamsport, he will give the highest Baltimore or Georgetown price, deducting the cost of transportation. He will also

receive and forward goods and merchandize of all descriptions, for such Merchants as may find it convenient to have their goods landed at Williamsport at a small Commission, and with promptness and dispatch.

He will keep on hand a constant supply of *Plaster, Salt, Fish, Sugar, Coffee, &c.*

**REFERENCES**

- Col. John R. Dall, Williamsport
- John Van Lear, Jr., Esq., Williamsport
- David Claggett, Esq., Antietam
- John Sharer, Esq., Antietam
- Messrs. Mosher & Smith, Baltimore
- Bene. S. Pigman, Esq., Cumberland
- James P. Dunlop, Esq., Chambersburg
- Holker Hughes, Esq. Mount Alto, Pa.

MG, Thu. 3/5/35, p. 2. Resolved by the General Assembly of Maryland, That the executive be and they are hereby authorized to pay to the commanding officers, of their order, on the presentation of a muster roll legally authenticated, the sum or sums of money which may be due the troops for their services, who were called out to quell the riots on the Chesapeake and Ohio Canal, and Baltimore and Washington Rail Road.

Which was read the first and second time by special order, and assented to.

TM, Fri. 3/20/35, p. 2. FROM THE WILLIAMSPORT BANNER, *Extract of a letter received from one of the Delegates from Allegany county, by his friend in this town, dated Annapolis, 7<sup>th</sup> March, 1835.*

Dear Sir – I have now the pleasure to inform you that the Canal and Rail Road Bills passed the House of Delegates this day by a vote of 44 to 30, much, you may be assured, to my great satisfaction. No men could do more than was done by the Allegany and Washington delegations, aided as they were by JOSEPH I. MERRICK, Esquire, of your county, and the influence which Baltimore, with her accustomed liberality, extended to this magnificent work.

I consider this one of the most magnificent schemes ever attempted by the State of Maryland, and my solemn and serious opinion is, that when the Canal, the Baltimore and Washington, and Baltimore

and Susquehanna Rail Roads are all finished, and in full operation, this State will derive revenue sufficient from these works to pay all her expenses, and raise a fund to educate the children in the State.

In requesting the conductors of the *Mail* to copy the above communication from the Williamsport Banner, of the 14<sup>th</sup> instant, the writer of this communication does not wish to be considered as attacking the appropriation of three millions of dollars to the Chesapeake and Ohio Canal, and Baltimore and Susquehanna Rail Road, (that shall be the subject of future discussion,) but only to call the attention of the community to the most inconsistent course pursued by some of the politicians of Washington county during the last fall's political contest. – It is in the memory of every one, that a tremendous hue and cry was raised against the Jackson ticket because the gentlemen on it were river men, and said to be in favor of an appropriation to the Chesapeake and Ohio Canal by the State. This cry came from the anti-Jackson party, who urged forward their ticket, consisting of Messrs. Merrick, Weast, Welty and Kershner, on the ground that they were opposed to involving the State in a Canal appropriation. The astonishment of the community on learning that Messrs. Weast, Welty and Kershner not only voted for the appropriation of two millions of dollars by the State, to the Chesapeake and Ohio Canal, but also for ONE MILLION OF DOLLARS to the Susquehanna Rail Road, for the purpose of completing that work to York, *Pennsylvania*, was great indeed; but doubly great, upon learning through the Banner, that Joseph I. Merrick, whom the people had determined should stay at home, had, by his presence at Annapolis, as a lobby member or *borer*, been very instrumental in procuring this appropriation. The Delegation of Washington county was not considered strong and talented enough, but this gentleman must *volunteer* (for it is to be presumed he was not *hired* to do the work,)

his services and lend his *official* aid in procuring the passage of a law which he had reprobated a few months before. – “O, consistency, thou art a Jewel.” The course of Dr. Wharton is entirely different; and it is gratifying to his Jackson friends to see the undeviating consistency and manly firmness with which he pursues his way, and it is much to be regretted that his colleagues, and the lobby member, for their own credit, had not imitated his example. How different will be their feelings when they return amongst their constituents, to render an account of their Stewardships. JEFFERSON.

HM, Fri. 3/20/35, p. 2. CANAL APPROPRIATION – It is stated in the papers that the Washington county Delegation voted for the law which has recently passed the House of Delegates, appropriating two million dollars to the Chesapeake and Ohio Canal, and one million to the Baltimore and Susquehanna Rail Road. Dr. Wharton’s vote on this bill was not unexpected; he has always boldly and independently advocated an appropriation, - but the votes of Weast, Welty and Kershner, have surprised the folks along “South Mountain” very much; they were electioneered for last fall, and some of them electioneered for themselves, on the ground that they were opposed to an appropriation – how is it gentlemen? More anon from CAVE-TOWN

HM, Fri. 3/27/35, p. 2. THE LEGISLATURE – The Canal and Rail Road Bill passed the Senate by a vote of 9 to 4.

-----  
Upon the receipt of the news at Cumberland, of the final passage of the Canal Bill, the citizens assembled in Town Meeting, and passed resolutions expressive of their joy on the occasion. It was determined to celebrate the event, at some early day, by a public dinner, procession, &c.

-----  
*Communicated*  
CANAL – RAIL ROAD AND THREE MILLION  
A great many of the prudent old farmers, along the “South Mountain” side of the county, seem to be a little out of humor at the idea of expending one million of their hard money to finish a Rail Road in Pennsylvania, and two million in Canaling the Potomac to the Coal mines in order to increase the price of lands in the west and reduce them here. They *calculate* that the interest on this much money will be somewhat about one hundred and eighty thousand dollars per annum. But they don’t understand the way the thing works; the State is now very much in debt, scarcely had money enough to pay the members their per diem, and in order to get out of debt the anti-Jackson House of Delegates have pushed it further in. The manner, however, this thing works they will learn from their old friend, Joseph I. Merrick, who was very instrumental in getting the law passed, and also from Johnny Welty and Joseph Weast, who reside in the Boonsboro and Cave-town Districts and voted for the three millions.

MG, Thu. 4/16/35, p. 2. *From the Williamsport Banner* – Wednesday and Thursday last, the 8<sup>th</sup> and 9<sup>th</sup> instants, were busy days with us on the Canal. The water was let into the level next below Williamsport, and the numerous vessels which had, within the previous few days, been literally wedged in our Basin and Canal, - forming as complete a bridge of boats as ever crossed the Rhine, - thronged and pressed to the Lock, eager for passage below.

As fast as balance beam and valve key could be plied, were they passed on amid the shouts of a number of our citizens, who had assembled to witness the novel sight. Of the number of vessels which were admitted, we have not been duly informed; but – our estimate – and we speak, we are



sure, much within the number, - is from fifty to sixty. Amongst them we remarked a very handsomely decorated and "trim built" craft, with a cabin roof of white with red hangings painted upon it, and appropriately enough, bearing the name of the lady of "the father of his country," and the projector of the Chesapeake and Ohio Canal, (need we say Washington?) This, the first regularly formed boat which has entered the Canal at its head, so far as completed, was from Cumberland, laden with flour to the amount say from 350 to 400 barrels, apparently only half her tonnage - the owners no doubt apprehending danger from placing too heavy a burden on her, passing as she must through new work, which cannot be exempt from danger of breaches, &c. Be they who they may, the proprietors of the 'Lady Washington' deserve great credit for their enterprise, and we hope that this vessel may be followed by many others similarly laden and bound to the same market.

"It was a glorious sight to see" the numerous boats as they lay in the basin by night, each illuminated by a glowing coal fire, which cast "a long level rule of light" across the water; and the silence of the night was no unpleasantly interrupted by the cries of the hoarse boatmen as they were disturbed from their moorings by new arrivals, and driven to close contract with their neighbors. We heard divers remonstrances, boisterous and uncouth against "scrounging" to make use of the navigators' expressive, however inelegant term, -

May such complaints as these be always heard

By those who wish the welfare of our town.

MG, Thu. 4/23/35, p. 2. **The Chesapeake and Ohio Canal** - now open from Washington to eight miles above Williamsport, a distance of 108 miles, - has given a large accession of trade to the Baltimore and Ohio Rail Road. Although the latter company has about twelve hundred

cars in operation along the entire line of the Road, flour and other articles of produce present themselves so rapidly and constantly, for transportation to this market, that accumulations can scarcely be prevented. *Balt. Amer.*

HM, Fri. 4/24/35, p. 2. **Canal Appropriation** - We copy the following communication of Dr. John O. Wharton, from the *Torch Light* of last week. Mr. Editor.

My attention has been called to an article which appeared in the last *Torch Light*, addressed "to the Farmers, Merchants and Workingmen of Washington County," which duty to myself and to those by whose suffrages I was honored with a seat in the last Legislature of the state, requires me to notice: - It is with extreme reluctance that under any circumstances, I appear before the public, but it is peculiarly unpleasant when I am forced to appear in vindication of my principles from the gross and palpable misrepresentation of an anonymous and irresponsible scribbler. - The first statement which I deem it proper to correct, is, that the "Jackson candidates previous to the last election advocated the *unconditional loan of five million dollars for the completion of the Canal without any security whatever.*" - Now, sir, I appeal to every man of common sense, who heard the discussion upon the subject last fall, whether I ever advocated such a measure; could it be possible that any man in his senses would have proposed to advance to the Canal more than twice as much money as would be sufficient, according to their own showing, to complete the work? - 'tis an absurdity, and needs no further refutation. Such a proposition I never did advocate, and I am sure I can say for those associated with me on the Jackson Ticket, that so absurd and preposterous a proposition never received countenance or support from them. But sir, I will tell you

and through you the public, what I did advocate – I have never sought to conceal from any one my sentiments upon this, or any other subject, and never shall whilst I feel and know that I am an independent Freeman. – I did advocate the completion of this magnificent work to Cumberland, by the joint efforts and co-operations of the General Government and the States interested in its prosecution, - but certainly never by an *unconditional* loan on the part of the state of Maryland of five million dollars without any security whatever. But sir, who ever heard of “*an unconditional loan?*” - was there ever a loan made either by a state or individual, except upon the condition that it was to be repaid at some definite or indefinite period? Several other modes of completing the canal were suggested by me; first, that of a direct subscription by the state to the stock of the company to an amount sufficient to complete the work to the coal region, - secondly by a loan of the amount necessary by the state but certainly never “without any security whatever” – I declared from the stand, my deep and unalterable conviction that the best interests of the state were identified with the completion of the canal to the coal mines in Allegany, and my willingness and determination, should I be elected, to vote for the plan, whether suggested by me or others, best calculated to ensure this grand and important object. – these sir, are the sentiments I expressed, and the principles I advocated previous to the last election, and in their truth I have only been confirmed by subsequent reflection.

Q. R. S. has undertaken to give a history of the progress of the Bill through the House of Delegates – in which he displays either a gross ignorance, or a determination willfully to pervert facts. He asserts that “the committee on Internal Improvement, of which Dr. Wharton was a member, reported a Bill granting a loan to

the Canal, which Bill could not have received the vote of the House, and would not have obtained the support of Messrs. Kershner, Welty and Weast.” He further asserts (in reference to this very Bill) “that Dr. Wharton assisted in framing, and advocated most industriously, a Bill for a loan without any security. Whilst Kershner, Welty and Weast gave their support to a Bill which entirely guarded and which promises to secure lasting advantage to the state.” This he calls, a “statement of the facts.” – Now sir, I will, with your permission, give to the public through your paper “a statement of the facts,” and for its truth I shall fearlessly appeal to every member of the committee on Internal Improvements and to all the prominent friends of Internal Improvements in the Legislature. The Committee on Internal Improvements of which I had the honor to be an humble member, after deep and most anxious consultations and reflection, reported two Bills; the first to provide for the completion of the Chesapeake and Ohio Canal in Cumberland, and the second to provide for the completion of the Baltimore and Susquehanna rail road to York, in Pennsylvania; these Bills, so far from “granting a loan without security” to the company, contained all the material securities and conditions contained in the union Bill reported by the committee on Ways and Means – the Bills were reported singly, and separately by the committee on Internal Improvements, - they believed that in that form they would be more acceptable to the House, than if the provisions of both were incorporated into one. These Bills were severally made the orders of the day for Monday and Tuesday. On the Saturday preceding or perhaps on the very day on which the Canal Bill was the order of the day a motion was made to refer the two bills reported to the committee on Ways and Means, and carried – it was thought by the

mover of the reference and other friends of the measure who voted for the motion, that the favorable report which all believed the committee on Ways and Means would make upon the bills as a financial measure, and as the means of replenishing our exhausted Treasury, would have a beneficial effect upon the bills in their passage through the House. The committee on Ways and Means reported a bill embracing the provisions of both, and but little varied from the several bills referred to them – which bill passed the House, and which was as earnestly and as “industriously” advocated by me, as by any member of the House, the chairman of the committee of Ways and Means, and Messrs. Kershner, Welty and Weast, not excepted; the insinuation of your correspondent to the contrary notwithstanding. I have not the bills reported by the enlightened committee on Internal Improvement, of which I was the humblest member, but I have taken the means to procure them, and duty to the committee, to myself and the community requires their publication. As soon as they are received I shall put them in your possession, under the conviction that you will not refuse to give them to the public thro’ the same channel which conveyed the article of Q. R. S.

How your correspondent, whose statements are endorsed and commended to the special attention of your readers by you, obtained his information that the bill reported by the committee on Internal Improvements, granting a loan to the canal, could not have received the vote of the House, is to me unknown and inconceivable – I beg leave, however, to dissent from the Dictum of Q. E. S. I thought then and I think now that the Canal bill unencumbered was stronger in the House than the bill reported by the committee on Ways and Means. Your correspondent also asserts that the bill reported by the committee on Internal Improvements in relation to the

Canal would not have obtained the vote of Messrs. Kershner, Welty and Weast. This fact I shall not pretend to controvert, inasmuch as he may have obtained his information from the gentlemen themselves; but without intending the slightest disrespect to my colleagues, I may be permitted to say it was the first time I ever heard it intimated that some of these gentlemen would not have voted for the Canal bill; - but sir, I leave them to settle this matter with your correspondent.

In reply to the last assertion of your correspondent, I have only to say it has not a shadow of a shade to rest upon. I have now discharged a duty which I owe to myself, in laying the facts as they occurred before the people of this county, one of whose delegates I had the honor to be, in the last Legislature; and although I know that circumstances of a private nature have disqualified me in a great degree, for the task, I shall most cheerfully submit what I have written to the impartial decision of an intelligent and enlightened community, conscious that I shall receive that mead of praise or verdict of censure which my conduct as their representative merits.

J. O. WHARTON

HM, Fri. 5/8/35, p. 2. REDUCTION OF TOLLS – The National Intelligencer says – We learn that the Board of Directors of the Chesapeake and Ohio Canal Company have reduced the rate of toll charged on Wheat and Flour to *one and a half cents* per ton per mile; the reduced tariff to take effect on the first day of July next. The toll on lime is reduced to *one third of a cent* per ton per mile, and other alterations advantageous to the trade have been made. The new tariff has received the sanction of the Maryland Commissioners.

HM, Fri. 5/15/35, p. 2. CANAL SCRIP – We are informed that funds have been

placed in the Hagerstown Bank, for the payment of the Scrip issued by the Chesapeake and Ohio Canal Company, with interest. Payment will be made on demand.

MG, Thu. 5/21/35, p. 2. Cumberland, Md., May 12. – SALES OF LAND – Two farms, lying within eight and ten miles from Cumberland, we learn, were recently sold to capitalists at greatly advanced prices. They both contain large quantities of Coal. One was taken at \$12,000 and the other at \$6,000. We have not heard the number of acres, but the prospects of the early completion of the Chesapeake and Ohio Canal, and the consequent increased demand for coal, are said to be the inducement of the purchasers. And since the above was written, a considerable portion of town property has been sold to one man, amounting to about \$9,000. The near approach of the Canal is said to be the inducement to purchase.

HM, Fri. 6/19/35, p. 2. **Chesapeake & Ohio Canal Company** – At a General Meeting of the Stockholders of this company on Monday last, George C. Washington was elected President, and *John J. Abert, M St. Clair Clarke, Richard H. Henderson, Phineas Janney, William Gunton* and *Walter Smith* Directors for the ensuing year.

HM, Fri. 10/9/35, p. 3. **Boatmen Wanted**  
The subscribers wish to employ three or four men to take charge of Boats on the Chesapeake and Ohio Canal. They must be capable of writing a legible hand and transacting ordinary business; they must come well recommended for sobriety, integrity and industry, and for such liberal wages will be given.

WARFIELD & HOLLIDAY

HM, Fri. 11/6/35, p. 3. TRANSPORTATION

#### THE SUBSCRIBER

Has completed his large and commodious Store House attached to own Basin, and immediately on the Canal, at Williamsport, Md. where he will receive all kinds of country produce, such as Flour, Whiskey, Iron, Bacon, Tobacco, or any other that may be offered; all of which may be forwarded at the shortest notice to Georgetown, Washington, Baltimore, New York or Philadelphia. He has made arrangements with Messrs. Mumby & White, Merchants, of Georgetown, to receive and forward to and from New York and elsewhere, all Produce and Merchandise that may be forwarded coastwise. His Boats will be of the best class, new and well covered, and shall be managed with experience. It would be well of Western Merchants, and others to turn their attention to this route.

He will pay the highest Baltimore price for Flour, delivered to him at Williamsport, deducting the cost of carriage to that place, and will buy Corn and Rye and give the highest cash price; and will also keep on hand a large supply of PLASTER, FISH, SALT, COFFEE, SUGAR and all kinds of GROCERIES, forwarded immediately from New York by the way of Georgetown. Country merchants and others will find it to their interest to give him a call and examine for themselves, for bargains can be had.

He will receive and transport produce to Georgetown at the following rates, viz:

Flour, 35 cents per barrel,  
Whiskey, 50 cents per barrel,  
Corn and Rye, 10 cents per bushel, all other articles by the ton;  
Pig Iron, \$2.50 per ton,  
And all other Iron, \$3.50 per ton,  
Return transportation, \$3.50 per ton and all other articles in the same ratio. Any person can have his flour put on the Rail Road cars at Harper's ferry, or sent on the

Washington, and try the markets there, and if not satisfactory to those concerned, it can be forwarded to Baltimore by the Baltimore and Washington Rail Road. By this line strict attention will be paid to selling, storing or forwarding articles to order of the owners.

JOSEPH HOLLMAN

Williamsport, November 6.

HM, Fri. 11/20/35, p. 2. **The Canal** – The Chesapeake and Ohio Canal Company have given notice that proposals will be received at their office in Washington, until the 21<sup>st</sup> of December next, for constructing the Masonry and all the “Difficult Sections” upon the line of the Canal, between the mouth of the Great Cacapon river and the town of Cumberland, a distance of 51 miles. The work is to be let in sixty-six sections of Canal, of about half a mile each of heavy work; two dams across the Potomac river; twenty-five stone locks; three aqueducts of stone; and the necessary culverts, waste weirs, &c.

The location of the Canal at Cumberland has been agreed upon, - the Basin is to be formed a little way left of the mouth of Will’s creek; and a Dam is to be constructed about one mile below the town, which will back the water, it is said, as far up Will’s creek as the old market house. The *Advocate* says: “The whole, when completed, will form a splendid Basin of about four miles long, and between a half and a quarter mile wide. It will present more the appearance of a Lake than a Basin, and will be competent to hold more than one thousand Canal Boats at the same time.”

RE, Fri. 11/20/35, p. 2. **Cumberland Coal** – A specimen of Coal obtained from the mine by a friend lately engaged in the surveys in the neighborhood of Cumberland, has been left with the Editors. It is remarkable for the beauty and brilliancy of the colors distinguishable on its surface

during daylight, and would be a fit specimen for a mineralogical cabinet. There is, we understand, but one mine which has this particular kind of coal; all the rest of the mines producing a coal of a pitchy blackness. The sample before us is a bituminous coal, without, however, any combination of Sulphur whatever. It is a remarkably rich coal, and is sufficient of itself, our friend says, to make the fortunes of the District and of the Chesapeake and Ohio Canal Company.

Since the above paragraph was prepared, we find in the *Cumberland Civilian* the following interesting account of the discovery of a new vein of mineral wealth in the neighborhood of Cumberland.

– *Nat. Intelligencer*.

(*From the Civilian, of Nov. 10*)

**Valuable Discovery** – We have just been informed that an extensive quantity of *Gypsum*, or *Plaster of Paris*, has been discovered on the lands owned by Campbell Hendrixon and others, on Wills’ Creek, thirteen miles above Cumberland. Mr. H. had some of this plaster ground a year or two ago, and put on clover, and it proved quite equal to the best imported plaster, in its effect. It has also been tried in various other ways, with such beneficial effect, as to render it certain of being of a superior quality. Several tons of it, we are further informed, will be ground at Mr. Cornelius Devore’s mill, this winter, for further experiment. Mr. H. and others are now making preparations to work the plaster on an extensive scale. Having purchased an eligible site, they purpose the erection of a mill, &c., and there can be no doubt but their investment will prove highly valuable and profitable.

This discovery adds another to the many advantages this section of the county possesses in articles of trade, which will be rendered doubly valuable when our different works of internal improvement are

completed, and avenues to the different markets are opened, of which our Chesapeake and Ohio Canal will afford one of the most important means of transportation.

Arrangements are every day making all along the line of the Chesapeake and Ohio Canal, with the farmers and millers, to transport their flour to this District. The superior advantages of the Canal, as regards cheapness of transportation, &c., &c., are beginning to turn the trade already from the Rail Road. Would that Alexandria was now connected by her lateral Canal with the main stem! In that case, prosperity would at once dawn! As it is, had not a temporary plan better be devised to bring the trade, or as much of it as possible there?

*Alexandria Gazette*

HM, Thu. 12/10/35, p. 2. THE MARKETS  
On account of the cold weather, and the consequent closing of the Canal, prices have somewhat declined here and at Williamsport.

HM, Fri. 12/18/35, p. 2. THE MARKETS  
Williamsport – December 12. The *Banner* of Saturday last, states that a machine has been invented for breaking the ice in the Canal, which, from one trial, promises to be of efficient use; and add “in consequence of this experiment, produce, we presume to say, will command its full value in this market.”

MG, Thu. 1/21/36, p. 2. CHESAPEAKE AND OHIO CANAL – The Williamsport *Banner* of Saturday, states that the Canal has been open and in active use for the last week, and that a great amount of business has been done upon it. Quantities of Flour and other produce were daily arriving at that place to be forwarded on it to market.

RE, Thu. 2/11/36, p. 2. A memorial from the Chesapeake and Ohio Canal Company was presented to the Legislature of Maryland on Saturday last, asking for the additional sum of two millions and a half of dollars, in order to carry the Canal to Cumberland. – *Nat. Int.*

RE, Tue. 2/16/36, p. 2. The Senate then proceeded to the consideration of the bill for the relief of the three corporations of the District of Columbia.

The bill as reported, proposes to pay the Holland debt, incurred by the three cities of the District for the construction of the Chesapeake and Ohio Canal, with the interest and charges thereon, amounting to nearly two million dollars.

After a debate, in which Messrs. Tyler, Clay, Benton, Southard, Shepley, Goldsborough, Porter, Niles, Leigh, Calhoun, Davis, King of Alabama, and Wright, took part; the course of which Mr. Southard submitted an amendment, providing for the transfer to the U. States, of the stock held by the corporations of the District, in the Chesapeake and Ohio Canal, as a condition for the payments of their debts, and an amendment offered by Mr. Niles, providing for the sale of said stock within twelve months from the passage of the act, for whatever it will bring in the market. The bill was, on motion of Mr. Calhoun, re-committed to the Committee on the District of Columbia, to be remodeled.

The Senate then adjourned.

HM, Fri. 2/19/36, p. 2. **CANAL MEMORIAL – TO THE LEGISLATURE OF MARYLAND** – The great stake which Maryland has acquired in the pecuniary prosperity of the Chesapeake and Ohio Canal Company, invests the exposition which it has lately made of its affairs with more than ordinary interest. We confess that, with all our forebodings as to the

inadequacy of the means of the Company to finish the Canal to Cumberland, we were scarcely prepared for such an exposition as that before us. We suggested, a few days since, that it would become the duty of the Legislature to institute an inquiry not only into the state of the finances of the Company, but into the disposition which has been made of the loan of the State of Maryland. This object is likely to be accomplished, through the instrumentality of a joint committee, which has been appointed, with power to send for persons and papers, and to sit during the recess, for the purpose of making the requisite inquiry. In the meantime, however, we have the memorial of the Company, asking for further aid, from which we make the subjoined extracts, showing the excess of their expenditure over the estimates, and other particulars of much interest. It appears that the estimates upon which, the application for a loan was based were not made by the Engineers of the Company, but that those estimates were, in fact, never in the possession of the Board of Directors until the 6<sup>th</sup> of last January.

We quote here the statement of the result of this information from the memorial. – *Balt. Chronicle*.

“On that day, for the first time, the Board had in its possession the estimate (from its own engineers) for the whole distance from the 109<sup>th</sup> mile up to Cumberland, when it appeared that –  
1<sup>st</sup>, From the 109<sup>th</sup> mile to the Great Cacapon, being 27 miles would cost,  
\$1,022,543.

2<sup>nd</sup>, From the Great Cacapon to the connection with the line near South Branch, a distance of 31 miles, would cost,  
1,793,048.

3<sup>rd</sup>, From this last point to Cumberland, a distance of 19½ miles, would cost,  
745,037  
\$3,560,619

To which must be added for lands and contingent expenses, the usual amount of 10 percent. 356,061

Making a total of \$3,916,680

The estimated cost at the Baltimore Convention of 1834, for the same work, is states at, \$2,000,000

Making a difference of \$1,916,680

The estimate of the Convention of 1834, assumed a distance of 78 miles, and an average cost of 25,640 dollars per mile. But the more exact distance of the line from the 190<sup>th</sup> miles to Cumberland, since the adoption of the tunnel, which shortens a part, and the adoption of the low level, at Cumberland, which lengthens a part, is 77½ miles; and the average cost per mile, from the recent estimates and locations, exhibiting the greatest care and most thorough investigation of the subject, including lands and all contingent charges, will be \$50,536. (This average of course includes the cost of the tunnel.)

At the time of the Convention, it was stated by the committee that the 190 miles would by ensuing spring, be completed and in use, which would cost \$4,500,000. But certain accessories, extra locks, the extension through Georgetown, the mole and basin, and the extension through the city to the Tiber, not having been contemplated in the original plan of the Canal, ought not to be included in any average of its cost from tide-water up to the 109<sup>th</sup> miles; these have been variously estimated, but never exceed \$500,000. – The actual cost of this division of the canal, as will presently be shown, will be, when completed, with all these appendages, \$4,838,271, and the subtracting for these appendages, \$500,000, it leaves, as an average cost for the 109 miles, the sum of \$39,800 per mile.

RE. Tue. 3/15/36, p. 3. CHESAPEAKE AND OHIO CANAL – On motion of Mr. Almond, the vote of the House rejecting the

report of the Committee of Roads, &c., declaring *reasonable* the petition of the Chesapeake and Ohio Canal Company, for a subscription by the State to their stock, was reconsidered.

After some remarks from Messrs. Sherrard and Garland of A., in favor, and by Mr. Miller, against the report, it was agreed to.

On motion of Mr. Sherrard, a select committee was appointed to bring in a bill in conformity with the report.

HM, Fri. 3/18/36, p. 3.

**TRANSPORTATION  
THE SUBSCRIBERS**

Have located themselves at *Zook's Landing*, and are now prepared to receive all kinds of Produce – which will be forwarded, at the shortest notice, to Georgetown (or other markets, if required.) Their Boats are good, and will be managed by experienced boatmen.

They will receive and transport Produce to Georgetown, at the following rates, viz:

Flour, 30 cents per barrel,

Whiskey, 45 cents per barrel,

Corn and Rye, 9 cents per bushel, and all other articles in the same ratio.

Return Transportation, by the ton, \$2.75.

They intend keeping on hand a large supply of PLASTER, FISH, SALT, COFFEE, SUGAR, and all other GROCERIES.

All kinds of *Country Produce* taken in exchange for Groceries.

BEALL & GROVE

Joseph Beall

J. Forney Grove

March 4 – 6m.

RE, Tue. 3/22/36, p. 3. House of Delegates, March 21, 1836. – *To the Editors of the Enquirer*: - **Gentlemen**: My attention has this moment been drawn to the report in the *Enquirer* of Saturday, of the vote of the

House of Delegates rejecting the bill to authorize a subscription on the part of the State to the stock of the Chesapeake and Ohio Canal Company; by which it is stated that the vote for the bill was 22, against it 64. This is altogether an error, and how it occurred I cannot imagine, as the fact was, that the vote for the bill was 38, against it 46. It is right that the proper correction should be made, that it may be seen that the important improvement to which the present Legislature has refused to lend its aid is not as unpopular as your report would indicate.  
Yours, &c. JNO. SHERRARD

RE, Thu. 3/24/36, p. 3. Mr. Sherrard submitted the following Preamble and Resolution: *Whereas*, The general Assembly of Virginia regards the improvement of the navigation of the Cacapon River from its junction with the Potomac to its highest point susceptible of navigation in the county of Hardy, and its union with the main stem of the Chesapeake and Ohio Canal, as of such great interest and importance to this State, that those improvements should be provided for by it without unnecessary delay:

*Be it therefore Resolved*, That the Chesapeake and Ohio Canal Company be requested, and the proxy or proxies representing the stock held by this State in said Company be instructed to take all necessary and proper measures for uniting the waters of the Cacapon River with the Chesapeake and Ohio Canal, by constructing a navigable feeder from the mouth of the said River to the said Canal by means of an aqueduct across the Potomac River, with a waterway at least six feet deep and twenty feet wide, and equal to the aqueduct now constructed on said Canal.

On motion of Mr. Garland of A., the resolution was amended by adding at the end, the words “provided the cost thereof



shall not exceed one hundred thousand dollars.”

On motion of Mr. Brown of P., the preamble and resolution were ordered to lie on the table.

RE, Tue. 4/5/36, p. 4. 49. An act to incorporate the Union Potomac company, with a capital of a million dollars, with power to increase it to two millions, to be raised by subscription; to be applied to constructing a canal or slack water navigation, and a rail-road or rail-roads connecting their mines and manufactories with the Chesapeake and Ohio canal, the Baltimore and Ohio rail-road, or with any other rail-roads in the State; to erecting mills and manufactories of iron and other articles, and for opening and working mines of coal and iron and other metals, and for transporting their products to market; the canal or slack water navigation to run from the Chesapeake and Ohio canal, along the bank of the Potomac, to such points as they may deem expedient; the same to be commenced in two years, and completed to the town of Cumberland in seven years. The act is declared a public act, and the works are deemed public works, and all persons to be proceeded against and punished for injuries thereto, as for damage to other public works; the board of public works to prescribe the tolls to be received, and the company to make annual reports to them. – The right is reserved to the State of Virginia within ten years, or to the Chesapeake and Ohio canal company within five years, upon payment to the company of the sum expended in the construction of the canal or slack water navigation, with interest, to take possession of the same as the property of the State or of said company. – The act takes effect from its passage, and so much as relates to mills, manufactories, coal and iron mines, to continue in force for fifty years, with the power reserved to the Legislature of

altering or repealing the same after thirty years.

RE, Fri. 4/15/36, p. 4. SKETCHES OF THE ACTS – *Passed by the General Assembly of Virginia, at the December Session of 1835 – '6.* [Continued] – 194. An act constituting a portion of the margin of the Potomac river in Berkeley county, a lawful fence, from dam number five of the Chesapeake and Ohio canal to the upper line of the lands of Edward Colston; provides damages to the true value of the injury done by animals trespassing, for the first offence, and double damages for every trespass afterwards, and leaves it optional with the injured party to kill the beast trespassing, for the third offence, or sue for his damages. The act to take effect from the first of April.

HM, Fri. 5/13/36, p. 3. *Congressional Visit* – Upwards of one hundred members of Congress visited Harpers Ferry, by way of the Chesapeake and Ohio Canal, on last Saturday week.

RE, Fri. 6/3/36, p. 4. The information derived from several gentlemen who left Annapolis (where the Legislature of Maryland is now in session) on Wednesday, is highly favorable as regards the prospect of passing the bill for promoting internal improvements; changed as to some of its provisions, but preserving the most important features uninjured – the extension of the Baltimore and Ohio Railroad through Washington and Allegany counties to the limits of the State, and thence to the Ohio river – the completion of the Chesapeake and Ohio Canal to Cumberland, with the necessary conditions and provisions that it shall be connected by a lateral branch with Baltimore, in the best practicable manner, to accommodate the Western and Southern counties of the State – and such a Rail-road improvement on the Eastern Shore as may

be judiciously beneficial to the *inhabitants*, without diverting the travelling from the South in that direction to Philadelphia, to the exclusion of Baltimore. [*Baltimore Gazette*].

HM, Fri. 6/10/36, p. 2. We, this morning, lay before our readers the Internal Improvement Bill. It authorizes the State to borrow EIGHT MILLIONS OF DOLLARS, to be appropriated as follows: - Three Millions to complete the Chesapeake and Ohio Canal to Cumberland – Three Millions to continue the Baltimore and Ohio Rail Road – One Million to construct a Rail Road running down the Eastern Shore – Half a Million for a Canal to connect Baltimore with the Chesapeake and Ohio Canal, “by the most northern route” – and Half a Million to connect Annapolis with the Chesapeake and Ohio Canal.

Whether this bill will, as promised by its advocates, ultimately relieve the people from their burthens and make the State prosperous and happy, or increase the taxation and paralyze the energies and enterprise of her citizens, time alone can tell. We have had, and still have, our fears as to the issue, - but would fain hope that those fears are ill-founded. The bill, it is true, is so framed as to apparently secure the State from all harm. It provides that the loan be made at 6 percent, redeemable at the pleasure of the State at any time after the expiration of fifty years, upon which loan not less than twenty percent premium must be obtained, amounting to One and a Half Millions of Dollars, which will constitute a sinking fund pledged to redeem the debt; - and all the profits of the several improvements are pledged to the State for the payment of six percent interest upon the several sums received by them, after three years form their receiving the same. But we are not, nevertheless, insured against the dreaded evil – onerous taxation, as doth

fully appear from the 15<sup>th</sup> section of the bill itself.

If the improvements are to do all for the sections of the country which they pass that their friends promise, Washington county is highly favored. In addition to having the Canal along her border, thee bill in question makes it obligatory upon the Baltimore and Ohio Rail Road Company to construct their road through her very heart – making Hagerstown and Boonesborough points, and in case of failure to do so, to “forfeit One Millions of Dollars to the State of Maryland for the use of Washington county.”

-----  
*The Improvement Bill in danger of being Vetoed* – At a meeting of the corporation of Georgetown, on Friday last, a resolution was passed, instructing the Delegates, appointed to represent the Stock held by that town in the Chesapeake and Ohio Canal Company, to vote against accepting the State loan provided by this bill. The Georgetown Metropolitan hopes the Washington, Alexandria and U. States’ stock will be voted in the same manner.

-----  
*Freshets* – We learn, from all quarters, that the rivers and other water courses were much swollen from the late heavy rains. The Potomac had been unusually high; a part of the long bridge, at Washington, has been carried away; and the Canal we are told has been so much injured that it will take several weeks to repair it.

RE, Fri. 6/10/36, p. 4. The law appropriates three millions to complete the Chesapeake and Ohio Canal to Cumberland; three millions to continue the Baltimore and Ohio Railroad to the Ohio; one million to construct the Railroad running down the Eastern Shore from Cecil county to Pocomoke bay; half a million for a canal to connect Baltimore with the Chesapeake and

Ohio Canal “by the most Northern route;” and half a million to connect Annapolis with the Chesapeake and Ohio Canal. It provides for a loan at six percent, redeemable in fifty years, for the above purposes, upon which loan not less than twenty percent premium *must* be obtained, amounting to one and a half million, which will constitute a sinking fund adequate to redeem the principal in years, all the profits of the several improvements being pledged to the State for the payment of six percent interest upon the several sums received by them, after three years from their receiving them.

We have the pleasure to announce that the Bill which thus passed the House of Delegates on Friday, finally passed the Senate of Maryland on Saturday, by a vote of 11 to 2, and **is now a law.** – *Nat. Int.*

RE, Tue. 6/14/36, p. 3. **Internal Improvement** – The Legislature of Maryland have passed a bill making large appropriations for certain works of internal improvements. These works, when completed, will enable Baltimore to compete successfully with her sister cities of Philadelphia and New York, for the trade of the West. This bill provides for an appropriation of three million dollars to complete the Chesapeake and Ohio Canal to Cumberland; a like sum of three million dollars to continue the Baltimore and Ohio Railroad to the Ohio river; one million to construct the Railroad running down the Eastern Shore from Cecil county to Pocomoke bay; half a million for a Canal to connect Baltimore with the Chesapeake and Ohio Canal “by the most Northern route;” and half a million to connect Annapolis with the Chesapeake and Ohio Canal.

The Baltimore *Chronicle* remarks, that the means of accomplishing these important ends, are to be obtained by a State loan at six percent, redeemable in fifty years, the premium upon the loan not to be

less than twenty percent, which will amount to one and a half million dollars, and this is to constitute a sinking fund for the redemption of the principal – “all the profits of the several improvements being pledged to the State for the payment of six percent interest upon the several sums received by them, after three years from their receiving the same. – *Petersburg Constellation.*

HM, Fri. 7/1/36, p. 2. *Chesapeake and Ohio Canal* – At an adjourned meeting of the stockholders of this company, held on the 23<sup>rd</sup> June, the following gentlemen were elected for the ensuing year:

George C. Washington, *President*  
*Directors* – Walter Smith, William Gunton, Thomas Carberry, John J. Albert, Richard H. Henderson and Phineas Janney.

No action was had upon the question of accepting or rejecting the subscriptions proposed by the Internal Improvement Bill passed at the late extra session of our Legislature. An adjourned meeting of the stockholders is to be held on the 18<sup>th</sup> of July, when the question will be settled.

HM, Fri. 7/22/36, p. 2. **INTERNAL IMPROVEMENT BILL** – A meeting of the Stockholders of the Baltimore and Ohio Rail Road Company was held in Baltimore on Monday last, to consider the Internal Improvement Bill passed at the late extra session of our Legislature. The *Chronicle* says a resolution declaring that the act be accepted by the company was submitted by C. F. Mayer, Esq., and adopted, with we believe, but one dissenting vote.

A meeting of the stockholders of the Chesapeake and Ohio Canal Company was held, in Washington city, on the same date, for the same purpose. The “General Committee” presented their report, concluding with the following resolutions:

*Resolved*, That it is the opinion of this Company that the adoption by the Maryland

Canal Company of the route for its works, and the giving the certificate required from that Company, ought to precede any act of acceptance by the Chesapeake and Ohio Canal Company of the provisions of the Maryland law.

*Resolved*, That provided the Maryland Canal Company shall announce its final determination, by some authentic act, to conduct their work to the Potomac river through the District of Columbia, and provided an arrangement shall be made with the Baltimore and Ohio Rail Road Company upon such points, and in such manner as the President and Directors of this Company shall deem sufficient, that then the act of Maryland, of June 4, 1836, ought to receive the approval and assent of this Company.

The report and resolutions were laid upon the table, and ordered to be printed; - but in consequence of the surveys of the upper routes of the cross-cut canal not being completed, it was determined to adjourn to meet again on Thursday next, the 28<sup>th</sup> instant. The prevailing impression is, that the bill will be accepted.

-----  
*Ibid*, p. 3. CANAL PACKET LINE  
*From Washington City and Georgetown to the West.* - The Packet Company of Williamsport, announces to the public that they have fitted up a splendid Boat for the purpose of running from that place to Shepherdstown, to connect with the present line now running from that place to Georgetown.

This line connects at Williamsport with two lines of stages, one running to Hagerstown the other to Clear Spring, arriving and departing at hours to suit the running of the boat.

*Fare from Williamsport to Shepherdstown* \$1.50.

*Fare from Shepherdstown to Georgetown* \$3.00

*Intermediate distances 5 cents per mile.*

The Boat will leave Williamsport every day 2 o'clock, arrive at Shepherdstown at 6 o'clock.

Leave Shepherdstown every morning at 4 o'clock, arrive at Williamsport at 10.

For passage apply on board the Boat, or at the Bar of the Globe Inn.

WM. S. MORRISON, Sec'ry

N.B. The Boat will perform her first trip on Monday 18<sup>th</sup> instant.

RE, Fri. 8/5/36, p. 4. The General Meeting of the Stockholders of the Chesapeake and Ohio Canal Company, took place on Thursday in Washington. The Maryland Loan was *accepted*, the Maryland Canal Company having agreed to the terms proposed by the Chesapeake and Ohio Canal Company, already mentioned in this *Gazette*. A resolution was passed directing the President and Directors to commence and construct the northern abutment of the Potomac Aqueduct connecting the main canal with the Alexandria Branch. - *Alexandria Gazette*.

HM, Fri. 9/2/36, p. 1. *From the Williamsport Banner* - Mr. Editor - I, as well as the companions on my voyage, have been delighted with an excursion on the Canal to Harper's Ferry. The opinion seems to prevail that Canal travel is disagreeable and altogether inferior to that on Rail Roads. Whatever reason there may be of such an opinion as derived from experience on the New York Canal, an excursion on the Chesapeake and Ohio Canal will soon dispel all unfavorable ideas in this respect. The movement, it is true, is not so rapid as on Rail Roads; but *in all other respects*, the comparison will be found in favor of a Canal properly constructed, and of packets commodiously built and comfortably and genteelly provided. Such a packet plies between Williamsport and Shepherd's Town, on such a Canal; and in speaking of it in terms of praise both as a boat adapted to a smooth, noiseless and waveless motion on the Canal, and as it respects its internal

arrangements and accommodations for the comfort and delight of the passengers, there can be no mistake. The *Pearl* draws about 9 inches water and can accommodate about fifty passengers; and these need not be packed together like the inmates of a crowded rail road car, who are obliged to maintain their position through a tedious ride, without a single privilege, and with but a narrow and confined view of surrounding objects; but the spacious decks and parlors below are theirs to occupy as best suits the inclination; and above and around the eye can range and banquet on all the beauty, grandeur and sublimity which Nature has lavished upon the scene. When these cease to afford gratification, (and when *can* they so cease?) the literary page, the portfolio, the chess board, or the backgammon box, music, &c., &c., can be applied to for relief or recreation. And when the dinner or supper hour arrives, the prepared appetite will not be disappointed; for the arts of the table are specially attended to; and the only wonder will be that those on board fare so much better than *landsmen*. A glass of Madeira or Champaign will not be found out of place, particularly if a friend or a lady is seated by your side, and in all its sparkling perfection, can be had from the neat bar which accompanies the passenger on his way.

Now who would wish to escape or abbreviate such delights by the rapidity of twelve or fifteen miles to the hour? The inexorable demands of business may now and then hurry its votaries along careless of any thing but the object of their journey, but one who desires comfort and accommodations on his way, and to see what is eminently worthy to be seen, would prefer a different mode of movement. Let him try our canal, if his way lie in that direction, and away with stages and rail road cars ever after.

Traveling on the Canal from this place is but of recent date. Improvements are contemplated which will perfect this mode of movement. I learn that the Georgetown Packet Company have entered into a contract for the construction of a newly invented steam apparatus for propelling boats on Canals, which will be applied to boats of new construction and enlarged dimensions. The latter are much wanted on the Canal below Shepherd's Town; as the present packets on that part of the lone, though respectable, are not such as the traveler would expect on such a work amid the flattering encouragements they are daily receiving. Their speed is about six miles to the hour, exceeding that of the *Pearl* about half a mile in that time; the power being the same; but in other respects, they are greatly inferior to the Williamsport packet.

I am pleased to hear that a proposition is on foot to run the *Pearl* through to Harper's Ferry from this place. When this arrangement shall have been affected, one of the most delightful pleasure trips this country can any where afford, will be on the Chesapeake and Ohio Canal from Williamsport. The magnificence of the Canal and of the natural scenery of the Potomac, which have hitherto lay hidden from the view, and the wonders both of Nature and of Art at Harper's Ferry, cannot fail to render such a trip desirable, and when enjoyed, both exceedingly interesting and instructive. VIATOR.

RE, Tue. 11/22/36, p. 4. **Coal** – Our readers will recollect, that some time in 1832 it was announced, that in the neighboring county of Berkeley, Virginia, Mr. Purcell had discovered, in the vicinity of Sleepy Creek, Anthracite Coal; several specimens were exhibited, which, when compared with that from Pennsylvania, were found to be of

good quality. Not having heard, for a considerable time, of any movement to trace the extent and resources of the Coal region, we had supposed that it had been abandoned, under the impression that the veins were small and at too great a distance from the river to render the mines profitable. It gives us much pleasure, however, to state, that the proprietors are now, and have been, for some weeks, engaged in exploring, and have commenced making drifts on the Eastern side of the Ridge, with a prospect of success. The coal obtained, is pronounced by competent judges, to be of superior quality. The excavation is made by experienced miners, under the direction of a practical engineer, from Pottsville, Pa., who expresses himself in confident terms as to the results. The coal has been traced along the Ridge, ten miles nearer the river than when it was first discovered, and the point of present excavation and research, is within four or six miles of the Potomac. If the extent of the veins should be such as to justify the expense, a canal will be made, or if necessary, a dam across the river to connect with the canal, by rendering Sleepy Creek navigable by slack water. – The Chesapeake and Ohio Canal Company will be greatly benefitted by a successful result of this exploration, as it will form a most valuable item of trade, and render the stock available and productive. The bituminous coal of the upper country would alone compensate the stockholders for their enterprise, but this additional source of revenue, will make their prospects more flattering. We shall wait with some solicitude the progress of the examination, and will communicate the result to the public, as soon as it is satisfactorily obtained. – *Williamsport Banner*.

HM, Fri. 1/13/37, p. 2. *The Canal* – We have it from reliable authority, says the Annapolis Gazette, that there will be a

letting of the whole line of the Chesapeake and Ohio Canal – except those sections now under contract – from Hancock to Cumberland, in April.

HM, Fri. 3/24/37, p. 2. The *Williamsport Banner* of Saturday last, says: - We are informed that about 40,000 bushels of coal have already reached this place from Allegany – much of it passed on, part remains here, besides about 15,000 bushels purchased for this market. The price of this article has been somewhat reduced in consequence of the liberal supply, and the inconvenience under which we labored has been removed. It is expected that there will be a further supply during the present freshet. The navigation is now completely resumed in the Canal, and a brisk and active trade enlivens our town. Should our neighbors of Berkeley county be successful in their exertions to find large veins of anthracite coal, this article can, from the short distance for transportation, be furnished here on moderate terms; thus making this place the deposit of an extensive and profitable trade in this valuable mineral.

HM, Fri. 4/14/37, p. 2. The \$8,000,000 Loan – We learn that the Commissioners appointed to negotiate the Internal Improvement Loan, authorized by the Legislature of this State, at the extra session in May last, are making arrangements to visit Europe for that purpose. We learn, further, that an agreement has been concluded between the Chesapeake & Ohio Canal Company and the Commissioners, for the three millions appropriated to the Canal. The following resolutions were passed at a recent meeting of the stockholders of the Canal Company: -

“*Resolved*, That the President and Directors are hereby instructed to inquire into the practicability, and cost, of Slackwater navigation, either in whole or in

part, on the Potomac river, as a temporary or permanent work, so as to complete the navigation from Dam No. 6 to Cumberland.

*“Resolved, That they also inquire into the expediency and necessity of constructing the Basin at Cumberland during the early part of the ensuing summer; and that, in case the plan of Slackwater navigation ‘in whole’ shall not be hereafter adopted, they also inquire into the propriety of putting under contract the canal from said basin down to such point as may be designated by the Board, at the first letting of contracts.”*

MG, Thu. 5/11/37, p. 2. CHESAPEAKE AND OHIO CANAL – The Metropolitan speaks thus eloquently upon the subject of the Chesapeake and Ohio Canal.

The Chesapeake and Ohio Canal Company, we feel confident in saying, is untiring in its exertion to prosecute the grand work entrusted to its direction. The aid of Maryland has been procured, and we have not the slightest doubt but that the work will be completed to Cumberland in the course of two years; and when it arrives at that immense treasury of nature, who can calculate the benefits that will flow into our hands? Already speculation has been busy in the Allegany Companies formed, of enterprising gentlemen, to whom we wish all success; and we are certain that they will obtain it; and large tracts of coal country have been purchased, in the expectation of the completion of the canal. We have had five samples of the quality of coal already, from these mines; and it will be an auspicious day to our people, when the trade is regularly opened between this and Cumberland, in that and other commodities.

To secure to ourselves the advantages derivable from the accomplishment of the canal, what course should we pursue? Certainly, it will not be wise for us, at this crisis, to commence an expansion of our business; but the storm will

blow over, and we trust that every thing will once more be righted in the ancient channels of trade and commerce. But we deferentially suggest, that our men of capital, and surely we have such among us, should, at least, be preparing for the event. We hear no talk of factories, of steam mills or water mills. We see no foundations laying for foundries and forges, no whisper of the receptacles of the commerce of the western sections. But we should do all this. We should not wait until the moment comes upon us like thunder from a cloudless sky; but we should be prepared to welcome the deeply laden gondolas, wafted to us, with their rich freights.

If we commence early, it will not only put us in readiness – we will not only be like a well drilled company, prepared for the battle and the triumph, but our vigilant position, our warehouses, or factories, will induce the trade to flow higher. There is no doubt but that it would have a great effect in bringing about that most desirable end. But if we idle our time away – continue to be afraid of shadows that steal up to our fancies whenever we look over our bank books, and feel the depth of our purses, we may as well give up all hopes. Enterprise is the parent – the proud and mighty parent of commerce. It is enterprise that sends the hardy boatman from Nantucket into seas whose names he had never heard of – which serves him amid the floating icebergs of the Northern Ocean – and stimulates his arm when he hurls the deadly dart into the back of the slumbering whale; and if it is enterprise that brings him back loaded with the wealth he has acquired in his gallant voyages – and commerce, with the golden horn, awaits him on the beach, and welcomes the adventurer with the ample reward of his toil.

It is enterprise that has built spire after spire in New York; that has pulled down streets and created palaces in their stead, almost in a night, which enabled the

people of the “burnt district” to rise, phoenix like, from the ashes of the ruin; and the same genius will bear the merchant of New York through the darkest hour of his life. And is there no spirit here? Nothing to enter into our souls and warm us into action? Nothing to make our wharves hum with commerce, and cover our vacant lots with manufactories! There is no place in the United States, we repeat it for the hundredth time, that possesses superior advantages to our District for all the purposes of trade and business. Nature has been liberal in her gifts. She has made the hills ready to receive the engine; and all that is wanting to set the ball of industry and prosperity in motion is cheerful and harmonious energy.

How long have we been the expectants on Government? Every year we have said to Hercules, “Our wagon is in the ditch;” and every year Hercules has lent us a helping hand. It is now time for us to set up for ourselves; we are old enough; we have arrived at maturity, and acquired wisdom in the school of suffering. Depend upon it we will always remain in our impoverished condition, unless our men of capital will step forward – will take their money into their own hands, and direct it to the different purposes of improvement; and until that is done, we must always be pained with the sight of grass growing in our streets – of houses tottering to decay – of tenantless palaces – of roofless hovels – of idle wharves, and of impoverished people.

HM, Fri. 6/9/37, p. 3. **The Canal** – The Georgetown *Metropolitan* states that a break occurred in the Chesapeake and Ohio Canal on the 30<sup>th</sup> ult. in consequence of which the trade is at present interrupted. It was occasioned by a culvert on the level on this side of the Monocacy, about eighteen miles above Seneca, giving way in consequence of the heavy rains. It is expected to be repaired in about ten or twelve days. The culvert was

noticed as being in a precarious state last winter.

-----  
**Loan Commissioners** – The *Baltimore Chronicle* says – Among the passengers who sailed from New York last week in the packet ship *Columbia*, for Liverpool, was the Hon. John Buchanan, Chief Judge of this State. Judge B. goes out to England as one of the commissioners empowered to negotiate the loan authorized by the General Assembly of Maryland to pay the State’s subscription to the Baltimore and Ohio Rail Road, and Chesapeake and Ohio Canal Companies, and two other works of Internal Improvement. Gen. Emory, another of the Commissioners, will sail in about two weeks. Mr. Peabody, the other Commissioner, is already in England.

MG, Thu. 6/22/37, p. 2. **CHESAPEAKE AND OHIO CANAL** - The Ninth Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company to the Stockholders, presented on the 12<sup>th</sup> inst. is interesting and satisfactory to all concerned in this truly national work. The Towing-path now, and for some time in progress of construction, between Dam No. 4 and Williamsport, is advancing rapidly towards completion; two miles are nearly finished and now in use, and the balance will be completed during the summer. The progress made in the arrangements for the erection of Dam No. 6, has fully realized the expectations of the Board, and the utmost confidence reposed in the energy and ability of the enterprising contractors, Messrs. Holloman & Reynolds, to finish the work in the time specified. The extent of water power developed, and at the disposal of the company, will be a productive source of revenue, and will be realized to advantage at no distant period. The receipts for tolls on the Canal during the year ending 31<sup>st</sup> May, 1837, are stated to be \$24,177.54. The



disbursements during the same period amounted to \$805,528. We shall make extracts from the Report in a succeeding paper as may appear to be most interesting and worthy of publication. – *Williamsport Banner*.

NA, Sat. 8/19/37, p. 3. More than three thousand men are employed on the Chesapeake and Ohio canal, above Hancock – and eight corps of engineers stationed on the line between that place and Cumberland. Common laborers get from \$1.12 to \$1.31 per day; black smiths and rough carpenters about \$1.50, and stone masons from \$1.25 to \$3.

*Sun*, Thu. 8/24/37, p. 2. *Accident at Clear Spring* – The correspondent of the Patriot at Clear Spring, writes to that paper, under date of Aug. 22, as follows: - At the Tunnel of the Chesapeake and Ohio canal, twenty-eight miles from Hancock, an accident occurred on Friday last, which was near being attended with serious consequences. The English miner there ordered some of their attendants to remove some earth at the base of a rock. By some mishap, the rock, a ton in weight, became detached and descended among the men; wounding and bruising several of them very severely, but, it is hoped, not dangerously.

*Sun*, Thu. 8/31/37, p. 2. The miners at the tunnel of the Chesapeake and Ohio Canal, 28 miles above Hancock, have struck upon a rich bed of lead ore. Its yield is said to be upwards of 70 percent.

TM, Fri. 10/27/37, p. 3. **ITEMS**  
The contractors on the line of the Chesapeake and Ohio canal from Cumberland eastward are preparing for active operations. The number of hands now employed is computed at 6,000.

MG, Thu. 1/4/38, p. 2. Mr. Alexander submitted the following orders, which were twice read and adopted, -

Ordered, that the commissioners appointed under the provisions of the act of the General Assembly, entitled, and act for the promotion of internal improvement, passed at the adjourned May session, 1836, chapter 395, be and they are hereby required to suspend all further proceedings in execution of the contract entered into between the said commissioners and the Chesapeake and Ohio Canal Company, and the Baltimore and Ohio Rail Road Company, for the sale or transfer to the said companies respectively, of the portions of the public stock which is by the aforesaid act authorized to be issued and sold by the said commissioners.

Ordered, that the said commissioners be and they are hereby directed to make an immediate report to this house of all their proceedings in execution of the trusts reposed in them by the aforesaid act, and that the said commissioners enter into no further or other contracts or agreement for sale of any portion of the public stock, authorized to be created and sold as aforesaid, until further action is had on the subject by this house.

RE, Thu. 1/4/38, p. 1. LEGISLATURE OF MARYLAND – **The Loan** – On Thursday last the Governor transmitted to the Legislature a communication from Judge Buchanan and Gen. Emory, commissioners appointed to negotiate the State Loan, authorized by the act of May session, 1836, stating that they had failed to obtain the loan in Europe, but since their return they have contracted with the Chesapeake and Ohio Canal Company, and the Baltimore and Ohio Railroad Company, for three million each, of said loans, at the required premium six percent. Copies of the contract accompany the communication.

Yesterday on motion of Mr. Alexander the House of Delegates adopted an order directing the Commissioners who negotiated the above loan, to suspend all further proceedings in execution of the contract entered into by them with said Railroad and Canal Companies for the sale or transfer of the public stock, and requiring said companies to make an immediate report to the House, of all their proceedings in the premises, and to enter into no further contract for the sale of stock, until further action is had by the House.

A call was also made by the House upon the Executive for all the information in their possession in relation to this subject, which may enable the House to determine whether this State is in law or equity bound by any subscription to the capital stock of any one or more of the Improvement Companies interested in said act, under color of the provisions thereof? And whether the said act or any other part thereof may be lawfully repealed or modified by this General Assembly?

HM, Fri. 1/12/38, p. 2. *Riot on the Canal* – We learn from the *Cumberland Civilian* that on New Year's Day sundry outrages were committed at Oldtown, by laborers from the Canal. The Cumberland Guards were called out to suppress the riot, and succeeded in arresting eight or ten of the rioters.

NA, 1/13/38, p. 3. A letter has been received from the Chief Engineer of the Chesapeake and Ohio Canal company, saying that upon hearing of the disturbances upon the line of the Canal, he went to the Tunnel and ordered the principal of the rioters, about 50, to be discharged. The remainder of the hands, however, about 50 in number, made common cause with them, and said that if any were discharged, the whole should be. In the meantime, the volunteer company of Cumberland *Guards*,

with many of the inhabitants from the Maryland and Virginia sides of the river, assembled in Old Town, all well-armed; and the Chief Engineer accompanied them back to the Tunnel. Most of the workmen dispersed as soon as the troops appeared. Twelve of them, however, were arrested and lodged in jail in Cumberland, and at the time the letter was written the excitement was already over.

There is no doubt that this outrage is to be attributed solely to the feuds which have so long subsisted among the laboring Irishmen in this country, between the "*Fardonians*" and "*Corkonians*," and that Ryan (the person whose house was destroyed at Old Town) was considered as belonging to one of these parties.

NA, 1/20/38, p. 3. The Irish laborers along the line of the Chesapeake and Ohio Canal, have lately become outrageous, and have assembled in large numbers, committed depredations upon the inhabitants, and driven some of them from their houses. The Governor of this State has ordered 300 stand of arms to be sent to the counties in the northwest, to be put into the hands of the people, that they may prevent any similar aggression from these Irish laborers.

Would it not be good policy to send arms to the counties lying along the line of James river and Kanawha improvements? – The Irish laborers are so pugnacious a set of beings that we may expect that they will some day muster their forces and give the inhabitants battle. In peace we should be prepared for war. – *Jeffersonian Republican*.

RE, Tue. 1/23/38, p. 4. A letter has just been received in this city from the Chief Engineer of the Chesapeake and Ohio Canal Company, saying that upon hearing of the disturbances upon the line of the Canal, he went to the Tunnel, and ordered the

principal of the rioters, about 50, to be discharged. The remainders of the hands, however, about 500 in number, made common cause with them, and said that if they were discharged, the whole should be. In the "mean time, the volunteer company of *Cumberland Guards*, with many of the inhabitants from the Maryland and Virginia sides of the river, assembled in Old Town; all were armed, and the Chief Engineer accompanied them back to the Tunnel. Most of the workmen dispersed as soon as the troops appeared. Twelve of them, however, were arrested and lodged in jail in Cumberland, and at the time the letter was written the excitement was already over.

There is no doubt that this outrage is to be attributed solely to the feuds which have so long subsisted among the laboring Irishmen in this country, between the "Fardonians" and "Corkonians," and that Ryan (the person whose house was destroyed at Old Town) was considered as belonging to one of these parties. – *Nat. Int.*

HM, Fri. 2/2/38, p. 1. **THE \$8,000,000 LOAN** – To the Governor and Council of Maryland – The undersigned, two of the Commissioners appointed under the act for the promotion of Internal Improvement to negotiate a loan of \$8,000,000, beg leave to report, in compliance with the assurance given in a communication heretofore made, that, when making arrangements to proceed to Europe in execution of the trust reposed in them and their colleague, George Peabody, Esq., then in England, they received proposals by the Baltimore and Ohio Rail Road, and the Chesapeake and Ohio Canal Companies, for taking three millions, respectively, of the contemplated loan, on the terms proposed by the law authorizing it, which, for a time, they hesitated to accede to; but that reflecting that the State of Maryland not only held in those institutions a considerable amount of stock,

which, in the unfinished condition of their works, was yielding little to no interest on the capital so invested, and would, of necessity, continue to be unproductive until they were completed, and become wholly worthless if they should never be finished, but was also a creditor of the Canal Company, to the amount of \$2,000,000, lent to the Company, making together with the stock it held, a stake in the two institutions, amounting to between three and five millions of dollars which they believed would be lost, and the people of the State subjected to taxation for the payment of the interest, and the ultimate redemption of the amount raised by the State on loans for those purposes, if the companies should be stopped for the want of funds to complete their works, and which it was supposed they would have no means of raising except by taking portions of the loan themselves if it could not be negotiated elsewhere. Considering also, the promotion of internal improvement as having become settled and favorite policy of the State, manifested by the act of the Legislature under which they received their appointment, the loan of two millions of dollars to the canal company, and the liberal subscriptions to the stock of each; and impressed with the belief that no injury would accrue to the state from any sacrifice that the companies might possibly be under the necessity of making on a sale of the stock, (if any should be necessary) equivalent to the loss it would sustain from the falling through, or even the subscription for any considerable length of time, of those great works, promising, when accomplished, highly beneficial results to the State and its citizens at large, and the early completion of which is looked to with anxiety commensurate with the magnitude and importance of the respective undertakings, and having no expectation that, in the then state of things, both at home and abroad, they would be able to negotiate the proposed

loan in Europe on the restricted terms of the law; they came to the conclusion that the interest of the State would be promoted, and its fostered policy and the views of the Legislature carried out, by letting a portion of the loan to each of those companies, as the only supposed means of extending to them the intended benefit of the law, rather, that such schemes of improvement, should fail to be accomplished, - which, when the works shall be completed to the respective points of their proposed termination, are supposed, by those best informed upon the subject, and most conversant with the practical results of similar works elsewhere, to be calculated to elevate the character, and promote the strength and resources of the State, by drawing to its emporium the commerce of the Western States, which some of the sister States are making such vast exertions to divert from it, and invite to their own bosoms; to bring into active and productive operation one of the richest mineral regions in the world, otherwise valueless and heretofore unproductive, and to promote the convenience, wealth and prosperity of its citizens generally, by furnishing increased facilities of intercourse, and a cheap and expeditious means of transportation of foreign articles of commerce, and of all the products of domestic labor and industry; and the failure of which, it was feared, would not only be followed by a diversion from Maryland of the western commerce and travel to other States, by means of similar institutions, but draw after it a loss to the State of two millions of dollars, lent to one of the companies, and the whole amount vested in the stock of each; disappoint the hopes and expectations of the advocates of internal improvement; whither the prospects just beginning to open of permanent advantages flowing thro' those channels to the State which appeared to them to be the object of the Legislature to secure; and involve an

number of its enterprising citizens, who have vested their capitals in the stock of those institutions, if not in ruin, in great and irreparable loss; and not apprehending any loss to the State, or either of the Companies, from the possibility of their being driven to the necessity of disposing of the State's Stock at a reduced price; looking to the heavy commercial debt then due to foreign creditors, which it was necessary for the debtors here to make provisions to meet, and to the high rate of exchange then prevailing, and which it was supposed would be increased; and, confidently believing, that instead of being subjected to any loss, the companies would be enabled to wield it to advantage, by disposing of it to merchants, who might use it by way of remittance in payment of debts, in the place of specie, of bills of exchange, not easily nor always to be obtained, the premium on which, it was thought, would be at least equivalent to any reduction of price, on which the stocks so remitted would be received.

And, thinking that the stock in question would be accepted by European creditors in payment of debts, if not at the price given for it here, at as much more than its par or nominal value as would reduce the loss to the merchant here to less than that which would probably be incurred by the purchase of specie for remittance, of bills of exchange, at the then prevailing premium, and thereby render it a desirable remittance, they were led to the belief that it would be eagerly sought after for that purpose, and thus have the effect, besides, to prevent the exportation of specie to the same amount, or that, if the companies should not dispose of it to the merchants, they would have no difficulty in selling or hypothecating it without loss, to the banks; to which, during the suspension of specie payments, (and none could calculate the time of probable resumption,) as an active capital in their

possession, yielding an interest payable quarterly, it would be of much more value than the same amount of specie lying dead and unproductive in their vaults; with the probability that whenever the banks should be under the necessity of disposing of it to raise specie, with a view, or preparatory to a resumption of specie payments, (if that necessity should ever arise,) the interest received upon it would greatly exceed in amount any sacrifice (if any) that they would be obliged to make on the sale of it, independent of the profits on intermediate issues that might be based upon that productive portion of their capital, they, under the influence of these considerations, (now just and sound it is not for them to determine) in the anxious discharge of the trust reposed, and in the exercise of the discretion vested in them by the last clause of the 11<sup>th</sup> section of the act for the promotion of internal improvement, to negotiate said loan or any part thereof in this country, if in their judgment the interest of the State would thereby be promoted, on the 31<sup>st</sup> day of March, 1837, entered into contracts with the Baltimore and Ohio Rail Road, and the Chesapeake and Ohio Canal Companies, for the sale and transfer to each, in the event of their not being able to negotiate the projected loan to Europe, or elsewhere, to others than the said companies, or within thirty days after their return from Europe, of certificates of stock, or bonds of the State, to be issued for portions of the loan, amounting to three millions of dollars at the par sum of such certificates or bonds, to be paid for by the said companies respectively on delivery thereof, at the rate of one hundred and twenty dollars net for every hundred dollars of the bonds or certificates of stock; that sum (three millions of dollars) being the amount authorized to be subscribed on the part of the State to the capital stock of the said companies respectively. By which it

will appear, that no less can accrue to the State from any inability of the companies to pay the stipulated price, as no portion of the stock is to be delivered to either of them, before it is paid for; and, consequently, that they cannot become debtors to the State for one dollar of the amount – which contracts, copies whereof have heretofore been transmitted, were made under the impression that they would be respectively entitled to receive from the treasury out of the money to be paid by them for the bonds or certificates contracted for, the whole amount authorized to be subscribed on the part of the State to the capital stock of each, if that sum should be found necessary to the completion or their respective works, in such proportions, not exceeding one millions of dollars a year, as their necessities may require; and that neither of the other companies mentioned in the law would be entitled to claim or receive any portion of it, on account of the sums subscribed on the part of the State to the capital stock of said other companies.

That to prevent a suspension of operations, which it was thought could only be attended with ruinous results to every interest concerned, and to encourage and enable the Baltimore & Ohio Rail Road and the Chesapeake & Ohio Canal Companies to proceed with activity in the prosecution and completion of their respective works, in the full confidence that they would have the intended benefit of the law authorizing the loan, in the event either of success or failure of efforts to negotiate it elsewhere or with others, (which the undersigned deemed it their duty and determined to make, at the heavy expense of going to Europe for that purpose,) were, (with the fact, that when completed, or from the expiration of three years after the payment to the companies respectively, of each instalment of the stock, even if they should be obliged to sell it at a premium less than that contracted to be

given, an interest of six percent, on the investment is secured to the State as a preferred stockholder by the provisions of the law, whatever may be the amount of the profits earned, whereby it is protected from loss,) among the considerations, that induced then to enter into the contracts already stated with those companies.

That having, as they believed, thus secured the speedy completion of those important works, in a manner best suited in their judgment, under the then existing circumstances, to promote the interests of the State, and of all concerned, was arranged between them, that one should, with all convenient dispatch, proceed to Europe in execution of the trust, and the other remain behind for a short time, for the purpose of collecting and communicating to his associate in the commission, on his arrival abroad, any information, that might be useful, or tend to regulate the course of the commissioners in the progress of their negotiation.

That, having, after consultation with the Treasurer, caused sixteen hundred certificates of stock to be prepared, for five thousand dollars each, amounting in all to eight millions of dollars, the first named of the undersigned, taking with him authenticated copies of the law, and the whole of the certificates so prepared, embarked at New York on the first of June last, and landed at Liverpool on the morning of the 20<sup>th</sup>; and on reaching London, (having first made every necessary and proper exertion in Liverpool without effect,) in conjunction with Mr. Peabody, the other commissioner, a gentleman in all respects worthy of the trust and confidence reposed in him, opened without delay communication with the bankers and capitalists of that place; and finding, after the most persevering and untiring efforts, it was impracticable to negotiate the loan there on the restricted terms of the law, they

proceeded towards the latter end of August, to the Continent, where at Paris, Antwerp and in Holland, they made similar exertions, but with no better success.

That, failing in their purpose on the Continent, they returned to London, where being joined by the last named of the undersigned, who had arrived in their absence, they renewed their efforts associated with him, to accomplish the loan, but to no purpose.

That, failing to negotiate the loan in Europe, and with no prospect at that time, of being able to effect it, the undersigned embarked at Liverpool for the United States on the 25<sup>th</sup> October last and reached New York on the 3<sup>rd</sup> or 4<sup>th</sup> of December, leaving Mr. Peabody in London.

That on reaching Baltimore, they deposited the Certificates in the Union Bank of Maryland; and on or about the 24<sup>th</sup> December in fulfilment of their engagements before mentioned with the Baltimore and Ohio Rail Road and the Chesapeake and Ohio Canal Companies and by which they held themselves bound, endorsed twelve hundred of them, amounting to six millions of dollars, and caused them to be again deposited in the same bank, subject to the orders of those Companies respectively, whenever they shall severally comply with the provisions of the law, and the terms of their contracts.

That information of the engagements with the Baltimore and Ohio Rail Road and the Chesapeake and Ohio Canal Companies, was promptly communicated to Mr. Peabody in London, which the undersigned are authorized by him to say, received his entire approbation and concurrence.

That in the opinion of the undersigned, the restricted terms of the laws requiring a minimum premium of twenty percent on the par value of the stock, formed originally the principal cause of the failure to effect the load in Europe, there being at

the time in market, and all below par, large amount of direct six and five percent stocks, of several of the States, none of the six percent stocks exceeding 98 or 99 percent, and the most favored of the five per cents at less than 90, and some of them much below; the principal of some of which and the interest on all payable in Europe, and on some in sterling money. – Whereas the premium required on the proposed loan by this State through nominally a six percent stock, reduces it in effect to something less than a five percent stock, and that getting worse every day, as the time of redemption approaches, as the premium is never to be returned. But that whatever a six percent, or direct five percent stock of this State might otherwise have commanded, Maryland stocks being generally preferred, particularly in Holland, the omission or refusal to pay the interest on the existing loans in specie or its equivalent, had the effects as soon as it was known in Europe, to impair the credit of the State, and to reduce the price of its stocks, then afloat in market 3 or 4 percent, and would alone, in the opinion of the undersigned, have operated to prevent the accomplishment of the contemplated new loan.

The undersigned take the liberty here to suggest, that judging from their various communications with the European dealers in stock, the effort of a six or five percent stock of the State, with the interest made payable there in Sterling money, would have been favorably received; and that they have good reason to believe that a three percent stock, with the interest payable there in like money might have been readily and advantageously disposed of certainly before information had been received of the refusal to pay the interest on existing loans in specie or its equivalent.

The y beg leave further to report that when in London, they received a proposition from the Eastern Shore Rail-road company,

for taking one million of the loan, on the terms of the contracts with the Baltimore and Ohio Rail Road and the Chesapeake and Ohio Canal Companies, being the amount authorized to be subscribed on the part of the State, to the capital stock of that company, and that at the time of entering into the engagements with the Baltimore and Ohio Rail Road and the Chesapeake and Ohio Canal Companies, they were (without sufficient reflection) disposed to make a similar contract, with that company. But that on more full consideration they declined doing so, on the ground that in their judgment, there was nothing appearing sufficient to show, that the interest of the State would thereby be promoted, not being advised of any expenditure by the State, or stake in the institution, requiring to be protected, to save the State from loss, which in their opinion presented a clear distinction between the connection of the State with that company, and its relative condition to the Baltimore and Ohio Rail Road and the Chesapeake and Ohio Canal Companies. Besides, that circumstances came to the knowledge of the last named of the undersigned, which he communicated to the first (connected with the organization and the condition of the Eastern Shore company) that seemed to them to require being corrected or explained to the satisfaction of the proper authorities, before they could feel themselves justified in letting any portion of the loan to that company, or in doing any thing to hasten the payment of the subscription on the part of the State.

And that, having received no proposition for tasking the other million of the proposed loan or any portion of it, from the other companies, or either of them, mentioned in the law, nor from any other quarter, there are remaining undisposed of certificates of stock amounting to two millions of dollars.

All of which is respectfully submitted.

JOHN BUCHANAN,  
THOMAS EMORY,

*Annapolis, Jan. 13, 1838.*

HM, Fri. 3/9/38, p. 3. **TRANSPORTATION**

The subscribers are prepared to receive Flour, Whiskey, Grain, &c., &c., &c. for freight to Baltimore or Georgetown.

The arrangements we have made for getting up goods, makes the Canal a cheap, safe and speedy conveyance for merchants and others. Persons consigning goods to us, will please observe the following directions:

Goods consigned from Baltimore to this place via Georgetown, will have them marked W. & R. T. Hollyday, care of W. T. Compton, Georgetown; and from Baltimore via Point of Rocks, marked care of W. & R. T. Hollyday, Point of Rocks.

W. & R. T. HOLLYDAY

Williamsport, March 9, 1838.

HM, Fri. 3/23/38, p. 2. *The Canal* – The Williamsport *Banner* of Saturday last says, the navigation is now open, and for a few days past our wharves have presented a brisk business-like appearance. The following boats left on Thursday last, for Georgetown: - DeWitt Clinton, Union, Potomac, Charlotte and Jane, laden with 3,022 bushels of corn, 248 bushels wheat, 1,039 barrels of flour, 1,100 bushels oats and 410 barrels of whiskey.

RE, Sat. 4/21/38, p. 4. *Office of the Chesapeake and Ohio Canal Company.*

Washington, April 7, 1838.

**Proposals** will be received at the Office of the Commissioner of the Canal at Hancock, until Tuesday, the 8<sup>th</sup> day of May next, and at this Office in Washington until Thursday, the 10<sup>th</sup> day of May next, for constructing the following described works upon the line of the Chesapeake and Ohio Canal, viz:

An Aqueduct, (No. 9,) of 50 feet span, across Fifteen Mile Creek,

Locks Nos. 57, 58, 59,60, 61,62, 63, 64, 65, 66 and 67,

Forty Culverts,

And twenty-three Sections of the Canal, most of them of very heavy work.

The line upon which the above-mentioned work is located extends from the Great Cacapon river to Cumberland.

Specifications will be furnished upon application either at this Office, or at the Office of the Commissioner in Hancock.

As the means in the hands of the Company will justify a rapid prosecution of the work, those to whom contracts may be let will be required to commence operations within thirty days after the letting.

A more particular description of the works which are to be let will be published in the *National Intelligencer* on Tuesday, the 24<sup>th</sup> day of the present month.

JOHN P. INGLE,

*Clerk of the Chesapeake and Ohio Canal Company*  
April 20.

HM, Fri. 4/27/38, p. 2. *Canal Trade* – The Georgetown *Advocate* says: “within the last week more than 20,000 bushels of grain have been shipped by our merchants to northern ports. Daily our canal is pouring into our limits boat load after boat load; and it is a fact that it accumulates so fast that tonnage is not found sufficient to send it away.”

*Sun*, Sat. 5/5/38, p. 2. **Accident** – We learn from a correspondent at Georgetown, D.C., that a young man named James Mullen, was drowned in the Chesapeake and Ohio Canal, about 20 miles from Georgetown, by accidently falling from a canal boat in which he was proceeding from the latter place to Harper’s Ferry. Mr. Mullen was a stone mason by trade, and had been a resident of Baltimore for several years.

HM, Fri. 5/18/38, p. 2. **Disturbance on Canal** – There has been considerable



excitement in our town and neighborhood, for some days past, in consequence of a call having been made upon, and orders given the military, to march against a body of Irish laborers on the Canal, near Clearspring. It is said that these laborers have been, or are likely to be cheated out of their hard-earnings, and that they have in consequence threatened to destroy some of the works upon the Canal. To prevent them carrying their threat into execution the call has been made upon the military. On Wednesday morning, Capt. Artz's Infantry, Capt. Robertson's Riflemen, and a company of Infantry from Smithsburg left this place for the theater of the disturbance; where, it is said, they were to be joined by Maj. Barnes' troop, and one or two other companies – the whole under the command of Col. Fitzhugh.

We have learned from gentlemen of Clearspring, that the laborers, and their families, are almost in a state of starvation. They have the public sympathy, and it is hoped that something will be done for their relief.

From the many rumors afloat, it is impossible to say whether blame is to be attached to the Canal Company or not. We find the following in the "Torch Light" of yesterday:

NOTICE

In order to remove unfavorable impressions made on the public mind, against the Canal Company, in relation to their controversy with the Contractors, and which have given rise to the belief, that in consequence of representations made to the laborers on the Canal, by *interested* individuals and others, they will attempt to destroy the work on the line, and commit other outrages. It is advised that the following *extract* from a letter, received a few days ago, from the President of the Company, be published, which it is hoped will allay the prejudice which exists against the Company on that account.

Washington, May 12<sup>th</sup>, 1838.

Dear Sir: - "You can best judge of the amount of force necessary to protect the works, and to guard them whilst any danger impends.

The Board has used every means within its power to avert this occurrence, and has offered the most liberal terms to the Contractors, deemed so by their *own counsel* Mr. William Schley, who recommended their *acceptance*. We could go no farther, with a proper regard to the trust confided to us by the Company, and without submitting to dictation from Contractors, presuming that our judgments and conscience could be influenced by the apprehension of violence to the works. I am satisfied that you will promptly take the necessary steps for the protection of this important work and of the community."

GEO. C. WASHINGTON, *Pres't.*

C. & O. C. C.

Gen. O. H. Williams, Hagerstown

NA, 5/19/38, p. 3. *Chesapeake and Ohio Canal Company* – This Company is about to resume operations with vigor. Notice has been given that proposals will be received by the company, until the tenth of May inst., for the construction of an aqueduct, eleven locks, forty culverts and twenty-three sections of the Canal, most of them very heavy work.

It is also stated, "by authority" that an arrangement has been made, in virtue of which, the notes issued by the Company, and made payable six months after date, are to be paid at the Bank of Washington, where holders of those notes are requested to present them at maturity, as no interest will be paid thereon beyond that time. *Balt. Pat.*

HM, Fri. 6/1/38, p. 1. VALEDICTORY DINNER – Major George bender, having recently retired from the important post of Commissioner of the Chesapeake & Ohio

Canal, and having discharged the delicate and responsible duties of that station, so much to the satisfaction of the numerous persons transacting business with the Commissioner's office at Hancock, Md. and by his social virtues so endeared him to the citizens generally, that universal regret was felt at his resignation.

His fellow citizens to express their regretful feelings towards him, convened a public meeting, which was held at B. Bean's Hotel, in Hancock, Md., on the 11<sup>th</sup> day of May, 1838, and was most respectably attended.

[Transcriber's Note: the actual dinner was held on Thursday, May 17<sup>th</sup>, at Mr. B. Bean's Hotel, and was well attended.]

*Sun*, Sat 6/30/38, p. 4. Washington City, June 29, 1838. – It is reported here that a duel was fought, with muskets, loaded with slugs and buckshot, on the banks of the Chesapeake and Ohio Canal. I know the parties quite well enough; and as I have not seen them today, it may be that they have had a set-to "on the Canal street plan." When last seen, they were as bitter as rue and as rampant as bed bugs.

HM, Fri. 7/6/38, p. 2. **Chesapeake & Ohio Canal** – We have received a copy of the 10<sup>th</sup> Annual Report of the Directors of the Chesapeake & Ohio Canal Company, made June 4<sup>th</sup> 1838. From it we learn that the sum of \$5,643,978.22 had been expended on the construction of this Canal, up to the 1<sup>st</sup> December, 1837, - and that it will require something like \$3,750,299 more to complete the work to Cumberland. It is given as the decided opinion of the chief engineer and board that the entire Canal to Cumberland will be opened by the close of the year 1839, or, at the farthest, in time for the spring trade of 1840.

The \$3,000,000 certificates of debt of the State of Maryland, have not yet been rendered available to the company. – Soon after the adjournment of our Legislature, the Board advertised for sale, in this country, \$1,500,000 of the certificates, - and forwarded a like amount to an agent in London, to be disposed of in the European markets. On the 15<sup>th</sup> May, the day fixed for receiving proposals in this country, no offer was made which the Board felt justified in accepting. Intelligence of the arrangements made in London, was expected during the month of June.

The receipts from the tolls for the past year, amounted to \$30,000 – being an increase of about \$6,000 over the preceding year.

*Sun*, Thu. 7/19/38, p. 2. **Chesapeake and Ohio Canal Company** – The stockholders of this company assembled in Washington, on Monday last, and the following gentlemen were chosen to conduct the business of the company for the ensuing year: - George C. Washington, president; John Haze, R. H. Henderson, Wm. Gunion, Phineas Janney, J. J. Sheet and Walter Smith, directors. A general report upon the proceedings of the last year was made, which was received as highly satisfactory.

HM, Fri. 7/27/38, p. 3. **Carpenters and Laborers** – WANTED – The subscribers wish to employ immediately, at Dam No. 6, on the Chesapeake and Ohio canal, 11 miles above Hancock, a number of Carpenters and Laborers to whom the highest wages will be given. HOLLMAN & REYNOLDS  
July 20 – 6w.

*Sun*, Fri. 7/27/38, p. 2. **Accommodation** – It may not be generally known that the small bills of Frederick, Hagerstown, Westminster, Annapolis, Chesapeake and Ohio Canal Co. and the Patapsco Bank, will

be received on deposit until the 10<sup>th</sup> August, at the Banking House of Messrs. J. L. Cohen, Jr. and Brothers. We understand that such is the fact. This is a great accommodation to those who may desire to get rid of the "shin-plasters" before the resumption.

*Sun*, Mon. 8/6/38, p. 2. **Effects of the Heat** – The laborers on the line of the Chesapeake and Ohio canal are suffering extremely with the intensely hot weather. We see the deaths of five mentioned in the Williamsport and Cumberland papers, from this cause.

*Sun*, Tue. 8/7/38, p. 3. **150 MEN WANTED** – The subscriber will give immediate employment to the above number of hands, for which he will pay \$1.25 per day. – His work is on Sections No. 229 and 230, Chesapeake and Ohio Canal. The great Western Turnpike road from Baltimore to Wheeling passes immediately alongside the above named Sections – the work is 93 miles west of Baltimore and 4 miles east of Hancock immediately in the Mountains, where we have good board, good water and good health. For further information apply to JOHN W. WATKINS, at the Custom House, corner Water and Gay streets.

R.W. WATKINS

*Sun*, Wed. 8/8/38, p. 2. **More Swindling** – There are some rogues infesting the city, who have been so far but too successful in their villainies. A Mr. Bydeman, contractor on the Chesapeake and Ohio Canal, at Hancock, became yesterday the victim of two of them. He had come to the city and drawn the final amount of his estimate. While he had the money about him, he fell in company with two very genteel-looking persons, who prevailed themselves as merchants in the city, and being very agreeable in their manners, he was induced to accompany them. They went with him to

a hotel and called for wine, of which all drank. One of them pretended business called him out and departed; the other remaining with Mr. B. After a time, the absent one returned and requested Mr. B. to lend him a thousand dollars, as he had an opportunity of making a very advantageous bet, offering Mr. B. fifty dollars for the loan and tendering him as security a check on the Commercial Bank for \$11,000. Mr. Bydeman accepted the check and paid the thousand dollars. The two fellows then went off, and that is the last Mr. B. has seen of them. He presented the check at the bank, but it was pronounced worthless and on examining the signature it was found to be an unmeaning scrawl, which no one could decipher. The rogues who have so successfully swindled a worthy man out of his money, have so far eluded detection.

*Sun*, Sat. 9/1/38, p. 2. **The Potomac Aqueduct** – The Alexandria *Gazette* speaks in the most flattering terms of the progress of the Aqueduct across the Potomac, which is to lead the Chesapeake and Ohio Canal to that ancient city. The fourth pier is nearly completed and has been built in water measuring from the foundation to the top, at high tide, thirty-eight feet deep.

*Sun*. Wed. 9/19/38, p. 2. **Criminal Court, Washington**, - On Monday, Clement B. Weston was convicted of grand larceny, in feloniously taking away seventeen dollars in silver, and nine dollars in Chesapeake and Ohio Canal notes, the property of Sophia Brase. He obtained the money from her under pretense of changing it into gold, contrary to her wishes.

*Sun*, Mon. 10/1/38, p. 2. **Chesapeake and Ohio Canal** The navigation of the Chesapeake and Ohio Canal, which had been suspended at Williamsport, for two weeks past, on account of necessary repairs,

has, we learn from the *Banner*, been resumed. Though the Potomac is very low, there is every prospect of a sufficient supply of water for ordinary purposes. The *Banner* says it has every reason to believe that the trade, during the remainder of the season, will far exceed that of previous years, in consequence of the products of the late harvest proving so abundant.

*Sun*, Thu. 10/18/38, p. 2. **Chesapeake and Ohio Canal** – We are always pleased to observe the evidences of the utility and success of this, to Maryland, great work. We have viewed it as of immense importance, the reality of which, no calculations or estimates could compass. The last Williamsport *Banner* states that it is at present, notwithstanding the excessive draught, amply supplied with water, and the past season has fully confirmed the opinion heretofore expressed, that the Potomac, at all times, would afford an abundant supply of water, without resort to auxiliary streams. The whole line to the coal region is slowly but surely progressing to completion; the division immediately above Williamsport, comprising twenty-nine miles, will shortly be ready to receive the water. Apropos, how much of the Cross-Cut Canal, which was to connect the Chesapeake Bay with the eastern terminus of the Chesapeake and Ohio Canal, is finished? How much under contract and how long will it be until it is entirely completed? Can any one inform us? The work is conducted with such secrecy, that we, in Baltimore, who were to be so especially benefitted by it, can learn nothing of its progress.

*Sun*, Mon. 10/22/38, p. 4. **Drowned** – The body of an unknown man was found drowned in the locks of the Chesapeake and Ohio Canal, about six miles below Williamsport, on Thursday last. The *Banner* says he was an entire stranger, about twenty-

five years of age, light hair and about five feet six inches high.

NA, Sun. 10/27/38, p. 2. *Chesapeake and Ohio Canal* – The Canal is amply supplied with water, and the repairs made at the upper Dam appear to have been efficient, as the supply was sufficient before the rains. This fact confirms the opinion heretofore entertained by the most scientific and intelligent engineer, that the Potomac will afford resources in this way, without resort to any auxiliary streams and places the success of this great work on the most sure foundations. We hope in the augmented trade, that the resources will be such as to justify the most sanguine calculations which the friends of this truly national work have entertained. We learn the division of Canal, extending 29 miles above this place, is nearly ready to receive the water. – *Williamsport Banner*.

HM, Fri. 11/9/38, p. 2. *Outrage* – We learn from the *Cumberland Civilian*, that on the night of the 28<sup>th</sup> ult. Mr. J. Burbridge, living about 5 miles below Cumberland, was most inhumanly beaten by some 15 or 20 Irish laborers on the canal, - because he had sent his negroes to one of the shanties to retake some turkeys that had been stolen from him that evening. On the following day the two volunteer companies of Cumberland marched down and arrested thirteen of those supposed to have been conspicuous in the outrage.

*Sun*, Sat. 11/10/38, p. 2. **Chesapeake and Ohio Canal** – The *National Intelligencer* says, the stockholders of this company assembled in general meeting on Wednesday last, according to adjournment; and, after passing the following two resolutions, the meeting was further adjourned until Wednesday, the 19<sup>th</sup> day of December next.

*Resolved*, That the President and Directors of the Chesapeake and Ohio Canal Company be and they are hereby authorized and requested to apply to the Legislature of the State of Virginia for aid to connect the Chesapeake and Ohio Canal with the south branch of the Potomac, the Great Cacapon and the Shenandoah rivers, and to improve the navigation of said rivers.

*Resolved*, That the President and Directors of the Chesapeake and Ohio Canal Company be and they are hereby requested to confer with the President and Directors of the several companies named in the act for the promotion of internal improvements, passed by the General Assembly of the State of Maryland, on the 4<sup>th</sup> of June, 1836, with reference to the aid granted to or required by said companies, or to such modifications of the provisions of said act, or of the resolutions subsequently passed by the General Assembly of said State, concerning the aid granted to said companies.

*Sun*, Tue. 11/13/38, p. 4. **The Potomac Aqueduct** – This magnificent work, which is to furnish a passage for the water of the Chesapeake and Ohio Canal across the Potomac, is rapidly progressing to completion. The *Alexandria Gazette* announces the completion of the fifth pier, and states that the whole will be done by the time the Canal reaches Cumberland. The citizens of Alexandria anticipate a great revival of trade to that ancient city, when the Canal shall have been completed, particularly in the coal business, as the harbor is large enough, and the water sufficiently deep to accommodate fleets of colliers almost as numerous as those of London.

HM, Fri. 11/16/38, p. 2. **Chesapeake and Ohio canal** – We learn from the *National Intelligencer* that the stockholders of the Chesapeake and Ohio Canal Company,

assembled in general meeting on Wednesday last, according to adjournment; and, after passing the following two resolutions, the meeting was further adjourned until Wednesday, the 19<sup>th</sup> day of December next.

*“Resolved*, That the President and Directors of the Chesapeake and Ohio Canal Company be and they are hereby authorized and requested to apply to the Legislature of the State of Virginia for aid to connect the Chesapeake and Ohio Canal with the south branch of the Potomac, the Great Cacapon and the Shenandoah rivers, and to improve the navigation of said rivers.

*“Resolved*, That the President and Directors of the Chesapeake and Ohio Canal Company be and they are hereby requested to confer with the President and Directors of the several companies named in the act for the promotion of internal improvements, passed by the General Assembly of the State of Maryland on the 4<sup>th</sup> of June, 1836, with reference to the aid granted to or required by said companies, or to such modifications of the provisions, of said act, or of the resolutions subsequently passed by the General Assembly of said State, concerning the aid granted to said compromise.”

*Sun*, Thu. 11/29/38, p. 2. **Breach in the Canal** – We learn from the *National Intelligencer* that a breach has taken place in the embankment of the Chesapeake and Ohio Canal, near the Great Falls of Potomac. On Saturday night, one of the walls, near forty feet high, on the margin of the river, gave way, and a gondola passing near the spot at the time was carried through the breach. The persons engaged in navigating the gondola escaped unhurt. This accident will suspend the use of the canal for a short time. The Board, however, had given notice that the canal would be closed on the 15<sup>th</sup> of December, for the purpose of making repairs.

RE, Fri. 11/30/38, p. 3. The navigation of the Chesapeake and Ohio Canal, between Harper's ferry and Seneca, will be suspended on the 15<sup>th</sup> day of December, and continue so until the end of the year, for the purpose of making repairs. It is probable that the other portions of the Canal will also be closed for a part of the time.

HM, Fri. 12/28/38, p. 3. **To Farmers, Millers and Others** – The subscriber respectfully informs the Millers and Farmers, and the public generally, that he has his Warehouse (on the Chesapeake and Ohio Canal) in complete order for the reception of FLOUR, GRAIN OR ANY OTHER ARTICLE OF PRODUCE destined for the District Market; and all Produce entrusted to his care will be forwarded *by the earliest opportunity in the Spring.*

He will also bring up, to order, Plaster, Salt, Fish or any other Merchandize.

His Warehouse is about two miles below Sharpsburg, and ten miles below Mercerville. His prices will be regulated by the Mercerville prices in proportion to distance.

-----  
He also begs leave to inform the public that he has commenced the

**Grocery Business,**  
in Sharpsburg. His stock on hand consists of Plaster, Ground Alum and Fine Salt, Fish, Loaf and Brown Sugar, Coffee, Sugar-house and Orleans Molasses, Tea, Chocolate, Tobacco, Linseed and Sperm Oil, Spirits of Turpentine, White Lead and Whitening, Window Glass, Sheet Iron, Cedar Ware, Pepper, Allspice, Lemons, Raisins, Powder, Lead, Shot, and many other articles belonging to the Grocery line – all of which he will sell at the most reduced prices for Cash or Country Produce.

JACOB MILLER

December 28 – tf.

*Sun, Tue. 1/8/39, p. 2. **Chesapeake and Ohio Canal*** – The Williamsport *Banner* of Saturday last says – “We are much pleased to hear that Dam No. 6 on the Canal, above Hancock, is finished and there is every prospect of the navigation on the new work below, being fully established early in the spring. This addition will give a great impulse to the increasing trade and tend more fully to realize the just expectations of the Company, as to the value and importance of this noble work. The revenue of the Company will also enhance in a corresponding ratio, and enable the Directors to press toward execution the remainder of the line now under contract.” By the way, how much of the celebrated Cross Cut Canal is finished?

*Sun, Thu. 2/7/39, p. 4. Washington City, Feb. 6, 1839.* – The weather is as cold as the icy seas and blue noses and ruddy cheeks are the order of the day. – The Chesapeake and Ohio Canal is again frozen over, and if any of our good friends who are in the habit of “going about to do good” on the south banks of it, happen to tumble in, they may get their crown cracked, but will not get drowned. There is some consolation in the reflection, and hence it must be admitted that the influences of the winter god, are not always unproductive of good.

HM, Fri. 2/15/39, p. 1. **The Coal Lands in Allegany** – the *Swartwout property* – A correspondent of the *Journal of Commerce* writing from Washington under date of Feb. 3, says – “The English agent who was sent over by English capitalists to examine, and report upon the prospects of the Chesapeake and Ohio Canal Company, and the value of the Allegany Coal region, which is penetrated at Cumberland, by the canal, has completed his examination, aided by some of the agents of the Canal Company, and is

prepared, as I understand, to make a most favorable report. He speaks enthusiastically of the value of the Cumberland Coal Seams, and says that British capitalists will, without doubt, advance any money that the company may want for the completion of the canal. Mr. Swartwout's coal land near Cumberland, which is under government attachment, must soon be of some value according to this."

-----  
*Ibid*, p. 2. *Flour in Williamsport* – The *Banner* says, it is estimated, by those capable of judging, that there are at this time, in Williamsport, 12,000 barrels of flour, and a large quantity of other produce, destined for the markets below on the opening of the Canal.

*Sun*, Tue. 2/26/39, p. 2. **Chesapeake and Ohio Canal** – The Williamsport *Banner* of Saturday says: "The mild weather for the last week or ten days has nearly freed the Canal of ice and in a few days, it is presumed the entire navigation from Cacapon to the District (140 miles) will be open."

HM, Fri. 3/1/39, p. 2. *Chesapeake and Ohio Canal* – The *Potomac Advocate* states it says, upon the best authority, that the breach in the Canal, near the Great Falls, is so far completed, that, if the boats were down from Harpers Ferry, the water could be let into the Canal immediately; and that no delay can possibly occur in the work, to prevent the navigation of the Canal being resumed by the first of March.

*Sun*, Tue. 3/19/39, p. 2. **Chesapeake and Ohio Canal** – In reference to the bill recently reported in the Maryland House of Delegates to make the Canal a Maryland work exclusively, the *National Intelligencer* remarks: "We dare say that the canal interest would lose nothing by Maryland's taking the

work into her own hands exclusively; for she has already too deep a stake in the work, through the amount of money she has advanced towards it, not to go on and make it *productive* by completing it. But there are so many difficulties in the way of this purpose, in the shape of vested rights, which can only be overcome by negotiation with individuals and by the action of the National Legislature and the Legislature of Virginia, that it appears to us it would be the height of improvidence in the state of Maryland not to lend at once all necessary aid, without reference to such contingencies, for the vigorous prosecution of the work." Maryland should have the whole, sole and entire control of that work. To use a homely adage "Too many cooks spoil the broth." and the canal unfortunately is held and bound by too many sovereignties to get along as it should. With the public works in her borders exclusively her own, rapid progress might be made under the superintendence of a faithful and competent board of Internal Improvement, appointed by her Legislature.

HM, Fri. 3/22/39, p. 2. **MD. LEGISLATURE – Chesapeake and Ohio Canal** – A report has been made to the House, by the committee of ways and means, in relation to this work. The committee say their deliberations induce them to present for the decision of the Legislature two cardinal propositions:  
 "1<sup>st</sup>. Either to provide, during the present session of the Legislature, pecuniary aid to such an amount as will secure the most vigorous prosecution of this mighty enterprise to its accomplishment, which will cost, according to the *last revised estimates*, nearly three millions of dollars; or  
 "2<sup>ns</sup>. To suspend all further appropriations of money on the part of the State until the General Government and the cities of Washington, Georgetown and Alexandria

will have surrendered their entire interest in this work to the State of Maryland, *on condition* that this work shall be extended to Cumberland by this State with all convenient expedition.”

The committee recommended the adoption of the second proposition, and have reported a bill in accordance thereto. This bill authorizes the Governor to open a negotiation with the Executive of the United States and the Corporations of Washington and Georgetown, for the surrender to the State of the stock held by them, without other remuneration than a pledge that Maryland will assume to complete, at as early a day as practicable, the Canal to Cumberland. The bill also provides for the purchase of the stock held by individuals, at a rate of fifty percent, on its par value.

*Sun*, Sat. 3/23/39, p. 2. The trade on the Chesapeake and Ohio Canal is brisk, and warrants the conclusion that, when finished, the canal will be found to be a most profitable investment for the stockholders. During the week ending on Tuesday, thirty-six boats descended, bringing down, among other produce, 8,466 barrels of flour. In the same period, forty-six boats ascended, carrying back groceries, &c.

HM, Fri. 3/29/39, p. 2. From the Williamsport *Banner*.

TRADE ON THE CANAL

Trade on the Chesapeake and Ohio Canal for three weeks, ending March 22<sup>nd</sup>, 1839, at Williamsport, Md.

<i>Descending</i>		<i>Ascending</i>	
10,483	bbls. Flour	335	tons, Plaster
5,003	bu. Wheat	452	bu. Potatoes
388	bbls. Whiskey	10,600	bu. Groceries
15	bbls. Apples	408	bu. Salt
874	lbs. Lard	45	bu. Oysters
2,777	feet Plank	75	kegs Powder
3,000	Laths	8	bbls. Tar
12	bu. Flaxseed	6	bbls. Fish
1,300	lbs. Furniture	8	bu. Cloverseed
360	lbs. Rags	602	lbs. Sundries

W. M. IRWIN, *Collector*.

*Sun*, Thu. 4/4/39, p. 4. **Canal Transportation** – The *National Intelligencer* of Tuesday morning, publishes an interesting letter from a gentleman in New York, who has taken pains to possess himself fully and accurately of all the details of Canal transportation, with the latest European improvements upon it. Estimates are embodied from Mr. Erickson, of London, to show what may be affected by the use of the newly invented propeller for Canal boats. By this mode of transportation on the Chesapeake and Ohio Canal, the entire cost of delivering one ton of coal, of 2,240 pounds, at Georgetown, including *mining*, railroad to Cumberland, and a canal toll of one-half a cent per ton per mile, with a large allowance for wear and tear of capital employed in engines, cars and boats, will be \$1.83; at Baltimore, through the cross cut canal, \$2.28; at Philadelphia, through the Chesapeake and Delaware Canal, \$2.56’ and at New York, through the Delaware and Raritan Canal, \$3.39. – He allows for fifteen miles of railroad, in this computation. In all cases where the coal is transshipped, a proper allowance must be added for waste and wharfage, &c. No allowance is made for *back* freight, which would in all probability much reduce the actual cost. The writer continues, “By the preceding you will perceive that the most sanguine of the calculations heretofore made will, by this mode of transportation, be more than realized. The extraordinary facilities which this mode gives, and the great improvements in the American locomotive engines, will enable three-fold the amount of work to be accomplished in the same time, and with the same capital required for animal power. – Instead of the slow movement of the horses or mules up the railroads with the empty cars, at the rate of two or three miles an hour, one of Norris’ engines, of the second class, will take up a



grade of 75 feet to the mile, a train of thirty or forty cars, weighing 65 to 70 tons, at the rate of 15 miles [per hour]. A trip on the canal to Georgetown and back to Cumberland, with horses, would require twelve to fourteen days. With the propeller, it will be accomplished in four or five. If the canal is open forty weeks in the year, each tow-boat could perform sixty-two trips, with her three barges, would transport 24,800 tons of coal. Four tow-boats and twelve barges would carry in a season from the mines to Georgetown 100,000 tons. This simple operation with the old mode which, for the same result, would require a *regiment* of men and horses, and you at a glance will see the great importance of this invention, not merely to the owners of mines, but to the State of Maryland as principal proprietor of the canal, the trade of which is thus insured to reach the limit of its present capacity almost as soon as it shall be completed.” Of the ability of the propeller to do this, there appears but little ground to doubt, from the many experiments made during the last six months. This is truly a gratifying contemplation to all concerned, and should urge the friends of the canal to renewed exertions for its accomplishment.

HM, Fri. 4/5/39, p. 2. **Chesapeake and Ohio Canal** – A long communication was presented to the Legislature on the 26<sup>th</sup> ult. by Geo. C. Washington, President of the Canal Company, in relation to the posture of that work. The following is the concluding paragraph:

The undersigned respectfully submits, that the true policy of the State, would seem to point out as her surest course, the additional subscription to the stock, necessary to secure the completion of the work, and as we are now on the last division, and the most correct revised estimates have been made, based on the existing maximum prices of work, labor and

provisions, we believe they may be confidently relied on as correct. But should this plan not be favorably received, the undersigned would take leave to suggest an alternative plan. – That the State increase her subscription in the sum of \$1,375,000 thereby becoming a subscriber in the gross amount of \$5,000,000, and that the company be authorized to negotiate loans for the completion of the work, to an amount not exceeding \$2,000,000 should so much be found necessary for that object, and for the payment of interest, until the revenues of the canal be adequate for that purpose. – That the new loan be placed on the same footing and with the same guaranty as to payment of interest and the creation of a sinking fund from the revenues of the company, as is provided for in the act granting the \$2,000,000 loan to the company – that the property and revenues of the company be first pledged for these loans and then to the States as a preferred stockholder, until she receives her six percent.. The loan might be made redeemable in thirty years or at a later date if thought more advisable. On these terms we have reason to believe, negotiations can be effected in time for the operations of another year. – The suspension of the works, would involve consequences so serious as to be felt by every citizen of the State, and which may be summed up in a few words. – The delay in the completion of the work, which would be about five instead of two years, even supposing that in 12 months it is determined to resume it; - more than 12 months would elapse thereafter, before the same number of contractors and amount of labor could be obtained. In the meantime, we lose men of long experience in canal construction, who cannot remain in idleness, until their services are again required. You defer for that time, the dividends on the State’s subscription – you incur great injury to the unfinished sections from freshets and other causes – the

suspension of the Tunnel, and loss of its operatives, many of whom are miners from Europe – the re-letting of the works at enhanced cost – the inability of the company longer to pay interest to the State on the \$2,000,000 loan, and the necessity of the State, to resort to direct taxation, and involving altogether as is believed, the loss of at least \$2,000,000. But if we advert to the vast interest connecting with this work in the mineral region and dependent on its early completion, the great amount of foreign capital about to increase the wealth and swell the resources of the State, it will indeed be difficult to estimate the loss both public and private which would result from a measure so disastrous. To avert consequences so serious and *so certain*, nothing more is required, than the further extension of the credit of the State, and without imposing the slightest burthen on her citizens, this magnificent work, the earliest object of her affections, as it is the proudest monument to her public spirit will be achieved, dispensing its favors to posterity forever.

In conclusion, we conjure the Legislature by every incentive to State pride, consistency and fortitude of purpose, by every consideration for the public welfare and private interests; by the hopes of the present and blessings of future generations, not to abandon this great work to uncertain and contingent events, to a sickly existence, or certain destruction.

It is now nearly five years since the undersigned was invited by the unanimous vote of the company to assume the responsibility of presiding over its concerns, and the same flattering testimony of confidence has been annually extended to him. Every energy of his mind and body has been devoted to its interests, and his every aspiration has been for the success of that great enterprise, projected by his venerable relative, who was its first President, when it

bore the title of the Potomac Company – an enterprise, the consummation of which, is now within our reach, if we do not relax in our exertions, or falter in our purpose.

*Sun*, Thu. 4/11/39, p. 2. **Small Notes** – The small notes of the District of Columbia were at a terrible discount in our market yesterday. Scarcely anybody would take them. So with the Chesapeake and Ohio Canal notes.

HM, Fri. 4/12/39, p. 2. **Our Legislature** adjourned on Saturday last, after a session of ninety-nine days – having passed 418 laws and 85 resolutions. The last few days of the session were occupied almost exclusively in the consideration of bills relating to the Internal Improvements of the State; several of which passed both houses by decided majorities. Among the number, a bill authorizing a change in the character of the State Stock of 1836, (the \$8,000,000 loan,) to make it available in the foreign market. – A bill making an additional appropriation of \$1,325,000 to the Chesapeake and Ohio Canal, - and a bill appropriating \$750,000 to complete the Baltimore and Susquehanna Rail Road.

NA, Sat. 4/13/39, p. 3. The *Alexandria Gazette* states that the Corporation is prepared to redeem its notes on presentation and therefore cautions holders against selling them at a discount. The same paper says: “Thanks to the liberality of Congress and the indomitable spirit of our people, the Aqueduct and Canal are drawing near to their completion; and, by the time the Chesapeake and Ohio Canal is completed to Cumberland, we shall be able to waft the coal-barges over an aqueduct high above ‘where Great Potomac sweeps his lordly bed.’ to ‘where (in the words of General Bernard, in his report upon the survey of the main canal) the canal boat can safely meet

the sea vessel' in a channel 1,500 feet wide, and six fathoms deep.”

*Sun*, Fri. 4/26/39, p. 2. **Chesapeake and Ohio Canal** – One hundred and thirty-seven miles of this work are now completed and in successful navigation, the water having been let into twenty-seven additional miles, but very recently finished. But fifty miles now remain to be finished to connect it with the town of Cumberland, the immediate vicinity of the coal region, and we may be permitted to add, the *summit level* of the first desires of its projectors. The evidences of its prosperity so far, are highly flattering, and its friends have not the least reason to doubt that it will accomplish all that was promised or expected. Not a moment should now be lost in getting the cross-cut canal under way. Although Baltimore is in some degree interested in the welfare of the Chesapeake and Ohio Canal, yet her interest lies more immediately in the early construction of the canal, which is to connect the eastern terminus of that great work with the waters of the Patapsco. She will never be able to reap the permanent advantages which are her due, until this result is accomplished.

NA, Sat. 4/13/39, p. 2. **The Chesapeake and Ohio Canal.** – We learn with great pleasure that the water has been admitted into the twenty-seven miles of this Canal lately finished, and that boats are now navigating that, as well as the older portions of the line.

This completes *one hundred and thirty-seven miles* of this great work, leaving but fifty miles to finish, in order to connect the town of Cumberland with tide-water, by the most perfect canal navigation which this country can boast of.

We may now expect a great increase to the trade of the Canal, because the portion in use connects with the national road at Hancock, at which point the descending

trade will take the boat. Already several boats, freighted with potatoes, fish, salt and other merchandize, from this District, have passed through this one hundred and thirty-seven miles of canal, to points on the river above the 6<sup>th</sup> dam, which is at the mouth of Great Cacapon river.

Owing to the unusual low stage of the water at this season of the year, the river navigation between Cumberland and the point to which the Canal is finished is very dangerous; so much so, that out of seven coal boats which left Cumberland lately, during a small rise in the river, but three reached the Canal, the others being lost. This fact shows how important the completion of the Canal is to the People of Maryland, as well as the advantages which the People of this District may reasonably anticipate, upon the accomplishment of that event. – *National Intelligencer*.

MG, Thu. 5/2/39, p. 2. In excavating the bank of the Potomac on the Virginia shore, opposite this place, for one of the abutments of the Dam for the Chesapeake and Ohio Canal, at the depth of about 20 feet, we understand a rock was found that had been drilled and evidently filled with powder, as if intended to be blasted. How long since this must have been done, will never be known. – *Cumberland Civilian*.

HM, Fri. 5/3/39, p. 2. **Salaries and Fees** – The Cumberland *Alleganian* is publishing a series of paragraphs upon the subject of the expenditures of the Internal Improvement Companies of this State. We give below several items, which, to say the least of them, show that those having the management of affairs are chargeable with extravagance and profligacy.

**Salaries of the Officers**

attached to the Board of the Chesapeake and Ohio Canal Company

PRESIDENT	\$3,000
Directors, six in number, about	1,218

Canal Trade 1830 - 1840

Chief Clerk	1,800
Assistant Clerk	1,000
Junior Clerk	1,000
Treasurer and Accountant	1,400
Messenger	200
First and Second Superintendent	1,250
Commissioner	<u>2,000</u>
Making in all	\$14,868

**Fees to Attorneys**

By the Chesapeake and Ohio Canal Company, during the last three and a half years:

Cash paid Joseph I. Merrick for aiding to obtain title to lands	\$2,615
Cash paid Joseph I. Merrick for services rendered in obtaining the two million loan from the State	3,000
Cash paid Joseph I. Merrick for services in obtaining the Three Million Loan	<u>10,000</u>
Total from Canal Co.	\$15,615

(Mr. M. received during the same session, assurances from the Rail Road Company for \$10,000, part of which has been paid.)

Total from the two companies for Mr. Merrick	\$25,612
Benjamin Price, received	225.00
Thomas S. Alexander	250.00
Clement Cox	197.85
John Murling	240.50
William Price	5,544.00
Richard Cox	<u>500.00</u>

    Making a total of \$33,761.34

The "Alleganian" says – "In addition to this, we learn that others received money from the Companies for various services, - such as aiding in obtaining loans from the State. But of their authenticity we know nothing."

**Chesapeake and Ohio Canal**

We learn with great pleasure that the water has been admitted into the twenty-seven miles of this Canal lately finished, and that boats are now navigating that, as well as the older part of the line.

This completes *one hundred and thirty-seven miles* of this great work, leaving but fifty miles to finish, in order to connect the town of Cumberland with tidewater, by the most perfect canal navigation this country can boast of.

We may now expect a great increase to the trade of the Canal, because the portion in use connects with the national road at Hancock, at which point the descending trade will take the boats. Already several boats, freighted with potatoes, fish, salt and other merchandise, from the District, have passed through this one hundred and thirty-seven miles of canal, to points on the river above the 6<sup>th</sup> dam, which is at the mouth of the Great Cacapon river.

Owing to the unusual low stage of the water at this season of the year, the river navigation between Cumberland and the point to which the Canal is finished is very dangerous; so much so, that out of seven coal boats which left Cumberland, lately, during a small rise in the river, but three reached the Canal, the others being lost. This fact shows how important the completion of the Canal is to the People of Maryland, as well as the advantages which the People of this District may reasonably anticipate upon the accomplishment of that event.

*Nat. Intelligencer.*

MG, Thu. 5/9/39, p. 2. **Hancock**, Washington Co., May 2, 1839. – The Chesapeake and Ohio Canal is now perfectly navigable to Dam No. 6, but the *boats* are like angel's visits, and its banks are more *stable* than was expected, considering the location in a rough limestone country.

Sun, Tue. 5/14/39, p. 2. **Chesapeake and Ohio Canal** – We learn from the *Intelligencer* that the stockholders of this company, in general meeting, on Saturday last, assented to the conditions upon which the late Act of the General Assembly of Maryland directs a further subscription of \$1,375,000 on the part of the state to the stock of the company. – They also agreed to the proposal of the state to exchange \$3,200,000 of 5 percent, sterling stock for the \$3,000,000 of 6 percent stock heretofore

issued by the state in payment of its former subscription to the company.

*Sun*, Fri. 5/15/39, p. 4. **The Canal Trade** – The Georgetown *Advocate* states that a more stirring business spirit has never been witnessed in that town, than within the few days last past, owing to the opening of the Chesapeake and Ohio Canal. It adds that on Saturday last, ten thousand barrels of flour were landed at the wharves. Thirty-seven boats descended in the day and a half preceding the 11<sup>th</sup> at 12 o'clock, with cargoes as follows: 11,548 barrels of flour; 1,176 barrels of offal; 35 barrels apples; 50 perches limestone; 65 barrels whiskey; 18 bales hay. Butter, eggs, wood, &c., quantity small. During the same time twenty-eight boats ascended with the following cargoes: 323 tons plaster; 15,500 shingles; 13,050 feet plank; 659 bushels potatoes; 21 barrels molasses, sugar and liquor; 10 barrels ale; 486 empty barrels; 70 bushels oysters; 5 barrels oil; 5,089 lbs. groceries. How much greater would be the trade and how much more regular were the Canal extended to this city; and what immense results may not be apprehended when the main branch shall be extended to the coal region of the Alleghanies! It is cheering even in anticipation.

*MG*, Thu. 5/16/39, p. 2. **THE CHESAPEAKE AND OHIO CANAL COMPANY** – We learn from the National Intelligencer that the Stockholders of this Company, in General Meeting, on Saturday last, assented to the condition upon which the late Act of the General Assembly of Maryland directs a further subscription of \$1,375,000 on the part of the State to the stock of the Company.

They also agreed to the proposal of the State, to exchange \$3,200,000 of 5 percent sterling stock for the \$3,000,000 of 6 percent stock heretofore issued by the

State in payment of its former subscription to the Company.

*HM*, Fri. 5/17/39, p. 2. *Trade on the Canal* – The Georgetown *Advocate* states that the first canal boat from Hancock, laden with produce, arrived in that town on the 7<sup>th</sup> inst. This, says the Advocate, “is the first arrival from that section of the country, and will doubtless be followed by many more, flooding our town with the rich products of the Potomac region.”

-----  
**Canal and Rail Road** – At a meeting of the stockholders of the *Baltimore and Ohio Rail Road* and *Chesapeake and Ohio Canal* companies, held on the 10<sup>th</sup> and 11<sup>th</sup> instant, the several acts passed at the recent session of the Legislature of Maryland, to aid those works, were accepted.

*HM*, Fri. 6/7/39, p. 2. **The Chesapeake and Ohio Canal Company** – The Stockholders of this Company assembled in general meeting in Washington on Monday last, when the President and Directors presented their eleventh report; after which, the following gentlemen were elected President and Directors of the Company for the ensuing year:

FRANCIS THOMAS, President  
**Directors**

Phineas Janney    James Carroll  
John J. Abert    Jacob G. Davis  
Thomas Perry    Joseph White

As might have been expected, the Whigs are not at all pleased with the election of Mr. Thomas, - and the National Intelligencer, Baltimore Chronicle and other organs of the party are out against him. They are opposed to connecting politics with out Internal Improvements, and Mr. T. they allege is a *politician*. His predecessors, Messrs. Mercer and Washington, were not politicians? Oh no – they were Whigs.

Mr. Thomas will make an energetic President, and we doubt not that there will be an improvement in the affairs of the Company under the new direction.

We learn from the Baltimore Post that it is probable the office of the Company will be removed to Baltimore.

NA, Sat. 6/8/39, p. 3. *The Chesapeake and Ohio Canal Company* – The Stockholders of the Company assembled in general meeting on Monday, when the President and Directors presented their eleventh Report; after which, the following gentlemen were elected President and Directors of the Company for the ensuing year:

Francis Thomas, President  
*Directors*

Phineas Janney    James Carroll  
John J. Abert    Jacob G. Davis  
Thomas Perry    Joseph White

This is a clear sweep (with the exception of two) of the old board of President and Directors. The change was affected by the large vote of the State of Maryland.

We believe it is but justice to Mr. Washington, late President of the Company, to say, that he made a very valuable and efficient officer – and that he will be parted from with regret.

We wish the new President and Directors every success in the prosecution of the work, and shall give them our heavy support in all their efforts for its advancement and prosperity, and for the advancement of the interests of the Stockholders. The new members will find in the two old members of the Board who remain with them, gentlemen whose experience will aid them in the commencement and prosecution of their labors, and we trust that every thing may move on satisfactorily and harmoniously. – *Alex. Gaz.*

-----

At the general meeting of the stockholders of the Chesapeake and Ohio Canal Company in Washington on Monday last, a proposition was made to remove the office of the Company to Baltimore, but, with some other matters, was left to be decided at the adjourned meeting to be held on the 30<sup>th</sup> inst. As one-half of the new Board of Directors reside here, and as one of the remaining three lives in Allegany, it strikes us that the location of the office in Baltimore would certainly prove more convenient to the majority of those who are charged with the transactions of the Company's business, than if it were kept elsewhere. – *Baltimore American.*

We wish the *American* would answer us one thing: upon what principle have one-half of the Directors of a Company operating on the Potomac been selected from Baltimore, which is not within forty miles' distance of the Potomac? Answer us that! The argument for a removal of the Canal Company's Office to Baltimore on that account is just about as reasonable as would be an argument of removing the Baltimore Post Office from the center of the City to Howard's Park or Fell's Point, because a newly appointed Postmaster resided there, and it would be more convenient for *him* to have a short distance to walk to it. The ridicule of such an argument would at once strike every one, and none more forcibly than the worthy Editors of the *American*, whose demure paragraph stands at the head of these lines.

Now, we repeat to those whom it concerns what we suggested yesterday; as they cannot transfer the Canal to Baltimore, they ought to come to the Canal. When the mountain would not go to Mahomet, he went to the mountain. We recommend to our esteemed friends at Baltimore to draw instruction from that example.

*National Intelligencer.*

HM, Fri. 6/14/39, p. 2. **Canal Office** – The citizens of Frederick held a meeting on Saturday evening last, for the purpose of taking into consideration the expediency of procuring the location of the office of the Chesapeake and Ohio Canal Company in their town. They resolved that the public convenience, and the interests of the company would be promoted by such location; and appointed a committee to adopt such measures as in their judgment may be best calculated to accomplish the object of the meeting.

Would not Hagerstown be a better location?

HM, Fri. 6/21/39, p. 2. From the Democrat.  
Hagerstown, June 17.

Whilst so much is being said in reference to the location of the office of the Chesapeake and Ohio Canal Company, by the citizens of Washington, Baltimore and Frederick; it is somewhat surprising that our own citizens have not shown a disposition to urge the claims of Hagerstown – which are unquestionably greater than those of either the other places.

It is a subject of greater importance to our citizens than anything which has occurred for many years. The location of the office at this point, would enliven the trade and increase the prosperity of the town, more perhaps than anything, there is any probability of taking place. To say nothing of the distribution of money among the people of this county, in the way of accommodations, which our banks would be able to give, if they were the depositories of the money of the Company – and to which our banks have a more equitable right than any other banks in the state – the money expended by contractors and other attracted to this point, would be a great benefit.

Let us then inquire if we have not a just claim to the establishment of the office. The work is now essentially a Maryland

work – the office should therefore be within the territory of Maryland – to continue it in Washington is not to be thought of – first, because it would be unjust to our own people – and secondly, because the feeling of the District is unkind towards Maryland, and vindictively hostile to her interests. The very beneficence of the state towards the Company – which is beneficence towards the district cities – receives their malignant denunciations – Maryland could not leave the deep interest she has in this work, under the control of people so unkindly affected towards her.

Is Baltimore then, or Frederick, the point of location marked out by the interest of the state and of the company? It appears to me not! The location at Baltimore is not only inconvenient, but it is unjust to that section of the state which has the most immediate interest in the work – and is opposed to the usual courtesy (if you please to call it so) which the state has exercised towards every other portion of her people, in the vicinity of any of her public works. The Eastern Shore, has by universal consent been allowed the direction of her work – the rail-road – and the people of the other sections of the state have not thought of interfering with it. Baltimore has the management of all her works, and their offices are located in that city – no other portion of the state has thought of asking for them elsewhere. Are not the people of the upper counties, as much entitled to the exercise of a common principle of justice, as either the people of the Eastern Shore or the Baltimoreans? Baltimore has not in fact any more interest in the Canal, than the Eastern Shore, and she has no more right to ask the location of the Company there. It has been too much the habit to slight the interest and the right of the upper counties – which it ought to be the pride of the state to foster – but it appears to me that such a proceeding is too flagrantly unjust.

Who are so capable of managing the affairs of the Canal Company as those who live convenient to it, and who can give it their personal attention? Can the Baltimoreans do this? They could as well manage the affairs of the Bank of England. The present directors in the city of Baltimore are discreet and efficient men, of intelligence and skill in most affairs of business – but what of that, if they live so remote from the work, that they can know little of it. – The convenience of all persons having business with the Company, it appears to me is also matter of very high consideration – are the contractors who reside and are at work in Washington and Allegany counties, to be required to go all the way to Baltimore, when they have business to transact? and when anything occurs on the line of the work which requires immediate attention, is it to be delayed until a journey of from one hundred to one hundred and fifty miles shall be made to Baltimore and back again? This is requiring too much for the gratification of Baltimore, unless it be admitted that the Baltimoreans are the only people in the State capable of managing business – an admission which I presume, justice to the people in the counties forbids.

If it be established that according to the common justice and courtesy of the state, the office ought to be located in the upper counties – the next question is, at what place? I think that general convenience emphatically points out Hagerstown. A majority of the directors ought to be located in Allegany, Washington, Frederick and Montgomery; which are the only counties touched by the work, and a sufficient number of them to attend to business, at any time, ought to be in, or convenient to Hagerstown – this location would answer the convenience of persons engaged in the work, and at the same time enable the Canal Counties east of

Allegany, to participate in the direction. – To accomplish this, certain changes will be necessary in the directory, which an expression of public sentiment only can procure. If the people of this county are awake to their interests, they will not neglect so good an opportunity of promoting their welfare.

Yours, &c.

ONE OF THE PEOPLE

HM, Fri. 6/28/39, p. 2. The Williamsport *Banner* states that his excellency Gov. Grason, the Hon. F. Thomas, the Hon. George C. Washington, and a committee of the stockholders of the Chesapeake and Ohio Canal Company, arrived at that place on Friday last for a tour of inspection along the line of the Canal. The Governor passed through this place on Tuesday, on his return to the seat of government.

We understand that Mr. Thomas has not disposed of a portion of the State Bonds, as reported. He has borrowed money by giving the bonds as security.

MG, Thu. 8/1/39, p. 2. A very heavy rain fell in Washington and vicinity on Wednesday night last, flooding the streets, inundating cellars, and swelling the small streams to torrents. We learn with regret, from the National Intelligencer that the embankment on the Chesapeake and Ohio Canal, opposite the foundry, near Georgetown, was very seriously damaged, about sixty or seventy feet having given away.

HM, Fri. 8/2/39, p. 2. **The Tunnel** – A recent tour of inspection was made by a committee of the Stockholders of the Chesapeake and Ohio Canal, and a long account of it furnished the National Intelligencer by one of the members of the committee – from which account we make the following extract: - The Tunnel at the



Paw Paw Bend is a stupendous work, the mere view of which is worth a journey from Washington. It is cut out of a solid rock at a depth of nearly 400 feet from the top of the mountain, and will be 3,118 feet in length, 24 feet high and 24 feet wide. The material through which this tunnel is to pass, is blue slate in elliptical strata, with little or no mixture of earth. – A deep cut has been made through a similar material to the upper and lower entrance, which, with the tunnel, will save a distance of 5 miles in the length of the canal. The work at the tunnel has been carried on at both ends; and, with a view to facilitate the operations and afford an opportunity for an advantageous division of labor, two shafts have been let into the mountain near its center, thus enabling them to work at the center and both extremities of the tunnel at the same time. We learn that about one third of the whole distance, or 1,000 feet, only remain to be excavated, which, from the progress heretofore made, will be accomplished in 18 months. The worthy and meritorious contractor has fulfilled his obligation with great fidelity and to the entire satisfaction of the Company. When completed, it will reflect great credit on the engineers, contractors and company, and be a work that will excite the wonder and astonishment of all who visit it.

NA, Sat. 8/3/39, p. 2. A new route for the transportation of goods to the western market has been adopted by the New York merchants, which is by way of the Chesapeake and Ohio Canal and National Road. Goods are now shipped by water to Georgetown, where they are forwarded by canal to Hancock, and then wagoned to the Ohio river. The freight for the whole distance, from Georgetown to the Ohio, will be about one dollar and seventy cents per hundred. This fact should urge our Baltimore friends on with their Cross-Cut Canal, in order to compete with their

northern rivals for the western trade. – *Potomac Advocate*.

HM, Fri. 8/16/39, p. 2. *Canal Office* – A meeting of the stockholders of the Chesapeake and Ohio Canal Company was held at Washington on the 5<sup>th</sup> inst. The meeting adjourned without having taken any steps towards the removal of the Company's office, and the *National Intelligencer* says the subject has, in effect, been indefinitely postponed.

*Canal Notes* – The President and Directors of the Chesapeake and Ohio Canal Company, have issued a notice expressing their desire to withdraw from circulation the notes heretofore issued by said company; and they have deposited funds in the Bank of Washington for their redemption.

NA, 8/24/39, p. 3. *Riots on the Canal* – The *Annapolis Republican* of Tuesday states that information was received on Sunday at the Department of State that a conflict had taken place between the Irish and German laborers on the Chesapeake and Ohio Canal, and that a number were killed. An express was sent off immediately to Gen. O. H. Williams.

HM, Fri. 8/30/39, p. 2. **Chesapeake and Ohio Canal** – The *National Intelligencer* of yesterday contains a protest, or counter-report from Jervis Spencer, Esq., a member of the committee selected to investigate the affairs of the company and which (with the exception of Mr. Spencer) reported very favorably a few days since. Mr. Spencer is one of the Commissioners of the State of Maryland, and professes to act in this with a conscientious regard for a “sense of Justice to himself, the State and to the present President and Directors of the Company.”

Mr. Spencer considers that instead of an investigation of the affairs of the company, the committee have been too easily satisfied with the mere *ipse dixit*, and

flowery representations of the officers themselves; and considering that men are prone to over-estimate their own productions, Mr. Spencer is not disposed to place much reliance on such statements. He thinks that four or five days exploration of the line of work of one hundred and eighty miles, does not appear sufficient to ascertain int minute details with much particularity and hints that the “material” upon which such high commendations is given to the engineer department, could have been obtained from no other source than that “efficient officer” himself, the chief engineer.

Mr. Spencer enters into no definite charge of a want of diligence, fidelity or skill, but is induced to withhold his sanction from the report, in consequence of what he thinks a very superficial examination, and one which could not afford results sufficient to justify such general and elaborate eulogium. He anticipates embarrassments in the proceedings of the Company and very properly intimates that, in such an event, the present unqualified report of the flourishing condition of the Company will have a direct tendency to increase the weight of censure which must fall upon the new board of directors, while it will confer by implication an unmerited degree of credit on the prudence, judgment and skill of the old.

Mr. Spencer quotes from the report of the committee on Internal Improvements, appointed by the legislature in March last, and which presents the affairs of the company at so recent a date in a position quite the reverse of that which they now assume to occupy; and after all his experience he closes his report by stating that he cannot concur in the report of the committee, because he believes the difficulties and embarrassments of the company as great as they have ever been. The Company have great debts, contracted by the late Board, for loans at short dates,

now run out. They have little or no other means to provide for them and the expenses of constructing the work, except the bonds of the State. In a time of great embarrassment in the money market, when all Europe is flooded with similar securities from other States, the negotiation of any of which is extremely difficult, thinks it will require great diligence and skill to keep the company in operation, and provide for the accumulated liabilities, until the money market shall have been relieved and the bonds negotiated. – *Balt. Post.*

-----  
*Ibid*, p. 3. **NOTICE**

**Having** put our Mill in thorough repair we are now prepared to do any amount of **SAWING**. – Persons wishing to procure lumber can do so on reasonable terms. Owing to the improved condition of our Mill, we are now enabled to do country sawing, at less than the usual charges.

Desirous of turning our entire attention to the Milling Business, we will sell on moderate terms, our CANAL BOAT *William Wirt*; she is a 525- barrel boat, almost new, and built of first-rate materials, and of convenient burthen. – Also, two excellent Boat Horses.

We will also Rent our Brick Warehouse, situated on the Canal at Fenton. To a person who will take charge of our Boating Establishment, we will give the freighting of our Plaster, and all other articles connected with the business.

E. W. & H. E. BEATTY  
Fenton, near Williamsport, Aug. 30 – 6w

RE, Fri. 8/30/39, p. 4. **OUTBREAK AND BLOODSHED ON THE CANAL** – Hagerstown, (Md.) August 23. – On Saturday last, a messenger arrived in this place with a requisition from the civil authorities of Allegany county on Gen. Williams, requiring him to order out a military force from his brigade to “suppress and insurrection or riot proceeding from

armed bodies of laboring men, amounting to about 100, who, with guns, clubs, and other deadly weapons, came to section 293, on the Chesapeake and Ohio Canal, and broke open all the shanties occupied by Germans, destroyed all their property, beat the men with great violence, and threw one of them in the fire, several of whom are not expected to live; they then went to section 281, and pursued the same course of cruelty, and plundered and destroyed property to a large amount.”

Immediately upon receipt of the requisition, the Brigadier General took the necessary measures to detail a sufficient force to check the rioters, and ordered several corps to be held in readiness to march on short notice; and as varying conflicting reports reached here, a small corps of videttes from Col. Hollingsworth’s cavalry was detailed and sent, on Saturday last, to the line, as a corps of observation, who returned on Monday, and reported that the line was quiet, but that great apprehensions of continual danger exist among the citizens of Old Town and its neighborhood, that several Germans have been severely wounded, and that the laborers are represented as violent and lawless. Other reports represent that several have been killed; and the general opinion prevails in the neighborhood that a stationary military force along the line of the canal near the tunnel will be the only means of producing order among the hands, and quieting the fears of the neighborhood.”

The Governor, we understand, has authorized and directed the Brigadier General to order out as many of the militia of his brigade as may be necessary to suppress the riot, arrest the persons engaged in it, and preserve the public peace.

The militia of Allegany, it is said, are on alert, and we expect to hear in a few days that a demonstration has been made upon the rioters – *Torchlight*.

HM, Fri. 9/6/39, p. 2. **Return from the Canal** – The “Hagerstown Horse Guards” returned home on Tuesday last, from the theatre of the late disturbances on the line of the C. and O. Canal. We understand that the military destroyed some 50 or 60 barrels of whiskey, together with the shanties wherein the “poison” was kept, - seized a considerable number of firearms, - and captured about 30 prisoners, who have been lodged in the Cumberland jail. We regret to add that one of the rioters, in attempting to make his escape, was fired upon and killed.

NA, 9/7/39, p. 2. **From the Line of the Canal** – From a gentleman immediately from the line of the Canal, we learn with pleasure that the loss of life, &c. caused by the movement of the Militia against the persons who have been engaged in disturbing the peace along the line of the Chesapeake and Ohio Canal, has been exaggerated by public rumor. Of the laborers upon the Canal one was killed, and it is not known that any were wounded. Of the citizens, a man by the name of *Robey* was killed in the night by one of the guards placed by a contractor around his stable and shanties, being mistaken for a person seeking to execute some threats that had been made against the owner of the property. About thirty shanties had been torn down or burnt, being reputed either as grog shops or disorderly houses. Twenty-seven of the rioters have been apprehended and are now in Cumberland jail; and a quantity of arms and whiskey, concealed on the Virginia side of the river, has been seized. Everything appeared quiet when our informant left; the military had returned home, and the laborers had resumed their usual employments.

HM, Fri. 9/20/39, p. 2. The Whigs seem to be sorely grieved that Mr. Thomas procured

funds to pay off the laborers on the Chesapeake and Ohio Canal. With all their professed friendship for that great work they are its worst enemies. If we may judge them by their conduct, they would willingly have seen the work stopped – the laborers discharged without pay – the company bankrupted – and the credit of the State wholly destroyed, that they might enjoy the hope – the delusive hope – of defeating Mr. Thomas. The arrangements entered into by the late board of directors, together with the pressure in the money market, make the present condition of the Canal Company a critical one, but so far, the persevering exertions of Mr. Thomas have been, and it is hoped will continue to be, crowned with success.

-----  
**\$6,544** – Mr. Price received the enormous sum of six thousand five hundred and forty-four dollars, for acting as Attorney in the inquisition of lands for the Chesapeake & Ohio Canal Company. Perhaps after having fleeced the Company to this amount Mr. Price is satisfied to be content with but “one office at a time.”

Mr. Thomas, if he ever receives the sum at the head of this paragraph as President of the Company, will have to perform years of unremitting toil and labor, yet we have not a doubt on our minds, but that Mr. Thomas earned the round sum of *Six thousand five hundred and forty-four Dollars*, in less than an aggregate of one month’s pleading. After having been so highly favored by the Company, a pitiful mouth comes with a bad grace from our Billy. Will the federalists now stop their whining about two officers and a double per diem? – *Alleganian*.

Sat. 9/21/39, p. 3. *From the Alexandria Gazette*, HON. FRANCIS THOMAS, *President of the Chesapeake and Ohio Canal Company* – I took the liberty, a few

days since, of asking a question with regard to this gentleman, in connection with his official station, and to answer the question, at once, by an apt and well written article from a Maryland paper, which a friend was kind enough to send me. The answer unhesitatingly asserted, and I, as unhesitatingly admitted, that my opinion entirely coincided with the answer, that the election of Mr. Thomas, as President of the Chesapeake and Ohio Canal Company, was brought about to aid political views, and to put money in his pocket! In fact, the responsible office of head of this important corporation was now made an article of barter in the market; and was used as a means of recruiting the private fortune of a demagogue! – Since then, I have heard other things about Mr. Thomas, which increase my displeasure at his election, and satisfy me, more than ever, that he is unfit to hold the station that he does.

I would ask that gentlemen if he is not busy in representing the affairs of the Company to be in a most deplorable condition – if he does not take every opportunity of deriding and decrying the past actions of his predecessor, and the Board of Directors – and if he does not, with seeming pleasure, dampen the ardor and depress the hopes of the friends of the Canal, by representations adverse to any idea of a speedy accomplishment of the work!

And, if these things are so, as I believe they are, I would further ask him, if he thinks such conduct either dignified or *fair*?

But I have more and worse to say.

It is known that, of late, serious disturbances have taken place on the line of the Canal, amongst a portion of the workmen employed thereon; and that, in order to suppress the riots, preserve the public peace, protect the property of the Company and guard the property of the

community, a military force had to be called out. My information induces me to believe, that this necessary step has given great offence to these laborers, and their friends. They are VOTERS, and an important election is coming on in Maryland. The President of the Chesapeake and Ohio Canal Company, of course, is *ostensibly* responsible for the calling out of the military. Instead of boldly meeting this responsibility, and with manly courage, defending the propriety of the measure, my information further leads me to believe, that this officer basely truckles, and meanly yields, deprecating the wrath of the Canal rioters, and begging for their "sweet voices!" Nay, the party journals in his District, as I am further informed, are making a scape goat of Mr. Fisk, the accomplished Engineer of the Company, and are declaring that **he** called out the military; and that, for so doing, and as an expiation for his offence, at a convenient season, he is to be REMOVED!!!

So monstrous is this, so utterly disgraceful, that I hesitated to believe it; but my information is such that I cannot resist the conviction which was forced upon me. The paragraphs excusing the President of the Company, denouncing Mr. Fisk, and promising his ejection from office, which first appeared in the party papers in Mr. Thomas' District in Maryland, are, I am told, copied into the *Globe*, at Washington, and the way prepared and made smooth for the contemplated sacrifice!

Will honorable men countenance this nefarious proceeding? Will the public submit to such an outrage? Will the Chesapeake and Ohio Canal Company suffer itself to be thus *used*, for the purposes, the mention of which cause the cheek to redden with shame!

Mr. Thomas has commenced his administration of the affairs of the Company inauspiciously. So far, he has not made a

favorable impression. On the contrary, his course has been such as to increase the fears of those who boded no good from his elevation. I think his election a *severe blow* at the best interests of the Company. Others have scrupled to say so. I affect no such scruples, for I feel none. I speak what I think, through the columns of an independent journal, whose editor, whatever may be his personal objections to the expediency of my conduct, I am sure, will not refuse me the liberty to speak out plainly upon this, as well as any other subject, important to the public. I am not disposed to sit calmly and see my interests sacrificed by a demagogue, who is filling his pockets, partly at my expense, without rendering me an equivalent; and, as I believe, without the *disposition* to advance the prosperity of the work, at the head of which he has been *foisted*.

Mr. Thomas is, constitutionally, and, by habit, unfitted to be President of the Company. He ought not to be there. He has been, for years, delving in the mire and mud of the lowest kind of politics, and there let him delve still. He does not, and cannot, earn \$3,500 a year, as President of the Canal Company. – The money will go into his pockets, and there will be the end of it. He has none of the knowledge and experience of Mercer – none of the kindness and good nature of Eaton – none of the urbanity and fine feeling of Washington. He is inexperienced, ignorant, (of this particular subject,) cross-grained, conceited, arrogant and morose. This is his character, according to my judgment.

I set down nothing in *malice*. What I say I feel. I will not harbor sentiments, and not express them

A VIRGINIA STOCKHOLDER  
*Virginia, Sept. 18, 1839.*

HM, Fri. 10/4/39, p. 2. **The Canal Rioters**  
– A preliminary examination of the

prisoners taken by the military on the line of the Chesapeake and Ohio Canal during the late disturbances has been held at Cumberland with the following result. – John Atwell, John O’Donnell, Patrick Reynolds, Hugh Agan, James Ferguson, Edward Kelly and Hugh Murray were committed for riot and robbery. John O’Donnell committed for assault, with intent to kill. John Doud and Timothy Marrison also committed for assault with intent to kill – a case of aggravated character. Patrick Brady for arson, committed, and to be sent to Hagerstown for trial. – Peter McNally and Patrick Morgan, committed for attempting to destroy a dwelling house. – John Shan, John Joice, Felix Mallon, Daniel Guigan and John Kelly, for riot; James Murray, for robbery, and Martin Horton and Timothy Kelly, for assault with intent to murder, all committed for trial. John Carr required to give \$1,000 security to keep the peace; and six or seven discharged.

HM, Fri. 11/1/39, p. 2. **The Canal Rioters** – A considerable portion of the time of the Allegany County Court, during its late session, was occupied with the trials of persons charged with participating in the recent riots on the Chesapeake and Ohio Canal. The Cumberland *Civilian* of Saturday last states that of those who have had their trials, twelve have been found guilty on various indictments, and received sentence to the penitentiary – one for 18 years; seven for 16 years; two for 9 years and 8 months; one for 4 years and 8 months, and the others for a lesser term! Others found guilty of minor offences, have been sentenced to imprisonment in the county jail for different periods. Several were acquitted.

RE, Wed. 11/6/39, p. 3. NOTICE  
*Office of the Chesapeake and Ohio Canal Co.*  
 Washington, Nov. 5, 1839.

**The President of the Chesapeake and Ohio Canal Company** having received from James Carroll and Thomas Perry, Esqs., letters proposing to resign their appointments as Directors of the Company, and there being no power in the President or the Board of Directors to accept their resignations, or to fill the vacancies which their acceptances will create – I am directed by the President of the Company to give notice, according to the provisions of the charter, that a General Meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at the City Hall, in the city of Washington, on Saturday, the 7<sup>th</sup> day of December next, to commence at 12 o’clock, M.

JOHN P. INGLE  
*Clerk, C. & O. C. Co.*

HM, Fri. 11/8/39, p. 2. **Allegany County Court – Canal Rioters** – At the late term of the Court for this county, which adjourned on Tuesday evening last, the following persons were charged, convicted and sentenced as follows: John Atwell, Hugh Agan, Edward Kelly, Patrick Reynolds, Edward Kelly, otherwise called Ned Kelly, John O’Donnell, Charles Devine, Felix Mallon and James Ferguson were charged and convicted of an assault with intent to kill Henry Knapp.

*John Atwell* was sentenced to the penitentiary for the term of 17 years and 8 months. – *Hugh Agan, Edward Kelly, Patrick Reynolds, Ned Kelly, John O’Donnell, Charles Devine* and *Felix Mallon* for 15 years and 8 months, each, and *James Ferguson* for 9 years and 8 months.

*John Doud* and *Timothy Mannion* were charged and convicted of an assault with intent to kill James Hughes, and both were sentenced by the Court to be confined in the penitentiary for 9 years and 8 months each.

*Patrick Donniho* was charged and convicted of an assault with intent to kill

Edward Swerey, and sentenced to the penitentiary for 4 years and 8 months.

*James Murray* was charged and convicted of robbing Stephen Stump and sentenced to the penitentiary for 6 years and 8 months, and to make restitution to the value of the money taken.

*John Martin* was charged and convicted of an assault with intent to kill Adam Reimer, and sentenced to the penitentiary for 17 years and 8 months.

*John Sloan* was convicted of an assault on James Finney and sentenced to be imprisoned in the county jail for 60 days and pay a fine of \$50 and costs.

*Daniel Guignen* and *John Kelly* were convicted of an assault on Henry Wineberger and sentenced to be imprisoned 60 days in the county jail and pay a fine of \$30 each.

*Timothy Kelly*, *Anthony Hart*, *Patrick Flynn* and *James Kelly* were convicted of an assault upon Thomas Malloy, Patrick Coulehan and Christopher Russel, and sentenced to 60 days imprisonment in the county jail and to pay a fine of \$50 each.

*Patrick O. Contey* was convicted of an assault upon Thomas Higgins and fined in the sum of \$25.

*Timothy Kelly* was convicted of an assault upon John Brady and fined \$25 and costs.

*John Miller* was convicted of an assault on Mrs. Jane Donniho and sentenced to pay a fine of \$10 and costs.

*Cumberland Civilian.*

NA, Sat. 11/16/39, p. 3. Georgetown, (D. C.) Nov. 13, *The Canal* – We understand that information was received in town yesterday that the breach mentioned as having been just repaired, immediately on the water being let into it again broke way, thus cutting off all probability of the large quantity of flour and other produce now

accumulated at Williamsport reaching the District before the canal is closed by ice. We have not heard the extent of the breach, but it is rumored that it is very large. – *Advocate.*

HM, Fri. 11/22/39, p. 2. *Chesapeake and Ohio Canal* – It is stated in the *Georgetown Advocate* that the breach in the canal, mentioned as having been just repaired, had, as the water was being let in, again broke away; and it is said, is now so large, that fears are entertained of its not being repaired, so as to admit of the bringing down of the large quantity of flour and other produce, now at Williamsport, before the close of the canal navigation by the cold weather.

-----  
**Coal Region** – N. S. Roberts, Esq., one of the engineers on the Chesapeake and Ohio Canal in his report to the Board of Directors thus calculates the length, breadth and quantity of the inexhaustible coal region of Allegany county.

“The coal district would be not less than 5 miles wide, covering a surface of more than 200 square miles. Over at least one-fifth of this, it is believed, the thick vein of coal extends, which measures, where it is now opened, at least 13 feet thick.

“Each square mile of the great vein would yield more than two hundred million bushels of coal, or sixty millions of tons, and if it could be exported at the rate of five hundred tons per day, it would require four hundred years to exhaust one square mile of the great coal vein.”

HM, Fri. 11/29/39, p. 2. From the *Baltimore Chronicle*. **Chesapeake and Ohio Canal.**

It is with regret that I have witnessed on the part of a portion of the opposition press a disposition to embarrass the administration of the President of the Chesapeake and Ohio Canal Company.

Whatever may have been thought of his political principles and actions, all must accord to Mr. Thomas' energy and zeal in behalf of the Chesapeake and Ohio Canal, and it is no less a matter of surprise than of regret that I find his issue of the scrip of that company assailed as an irredeemable paper currency, inconsistent with his opinions and principles.

Mr. Thomas has at all times been the zealous advocate of that work – when chosen to administer its affairs he immediately gave instructions to the agent in London to make sale of the State bonds, and urged upon him the necessity of selling at any price which the bonds would then command in the market. Sales until then had been made at 85 and 90, which with the present rate of exchange would have been more than par. The agent, in his discretion, did not make sale, because he believed he would do better. In this extremity, without funds, and unable to sell or borrow at home or abroad, Mr. Thomas was compelled to meet his monthly payments by an issue of the Company Scrip, payable at six months; or in other words, the company being in debt, gave to its creditors an acknowledgement of its indebtedness in that form which made the claim of its creditors most available. Is this inconsistent with Mr. Thomas' political opinions? Is this incomparable with his objection to “shin plasters,” or to an “irredeemable paper currency?” What citizen of the State can justify any attempt to disparage the credit of the Chesapeake and Ohio Canal Company on party grounds? Mr. Thomas, in what he has done, has acted as the President of the Canal Company, and to assail what he has done is to assail that Company. It is to impair its credit and in doing this to depreciate the credit of the State itself, so large a share-holder of the Company.

If Mr. Thomas could have suspended the work, then he might have been called to

account for continuing it, after the resources of the company had failed – But he ascertained that the contracts had so far progressed, that the damages and the loss to the State would be greater by a suspension than the whole cost of the completion of the Canal. – He, therefore, had no alternative. He could not relieve the company from indebtedness. He was compelled to issue the obligations of the company to its creditors. If he suspended the contracts then he must issue its obligations for damages. If he continued the work and completed the canal, then he must issue the obligations to pay the contractors, and he cannot pay them until he is in funds. In the mean time the Legislature will be in session, and no one can doubt that her ample resources will be brought to his aid, unless indeed, a party can be raised in the State to defeat the measure, under the hope that by defeating it they may throw on Mr. Thomas and his political friends, the responsibility for the failure of the system, and the odium which will attach to those who defeat the great scheme of internal improvement in which the State has now so far progressed, that she cannot recede. Knowing that you Messrs. Editors, are among those who would bring the energies of the State to consummate her great undertaking; and believing that this is a crisis in her affairs when personal and party feeling should give place to public duty, I would invoke you to use the deserved influence of your pen and your press to sustain Mr. Thomas in the zealous discharge of his official duty. I am sure you will admit that Mr. Thomas, as the President of the Canal Company, has done well, and that no personal or political considerations will prevent your doing him that justice which in that capacity he is entitled to.

BALTIMORE.

TM, 12/7/39, p. 3. TO LET – An excellent large Stone Ware House, at the south



extremity of 17<sup>th</sup> street, W. at the junction of the Chesapeake and Ohio Canal with the City Canal, where the former passes through the basin of the latter into the Potomac river. This building has long been in the occupation of the Quarter Master's Department, which having at present no further use for the establishment in this place, it will be surrendered on the 31<sup>st</sup> inst. after which immediate possession may be had by a good tenant, applying in season. – The numerous advantages of this situation must be obvious to any man in business. Apply to: JOHN P. VAN NESS

HM, Fri. 12/20/39, p. 3. **The Canal** – The Williamsport *Banner* of Saturday last says: – “The breach in the Chesapeake and Ohio Canal, lately referred to, has been repaired, and for some days the trade to the Atlantic borders has been quite active. The large amount of produce, which had been previously accumulated at this place, has, we understand, all been forwarded. The balance, which is not yet in a state for transmission, will during the winter take the route of Frederick, and the R. Road. The navigation may yet be kept open for some time, unless the weather should prove unusually severe – our southern latitude giving this section of the country decided advantages over our northern neighbors, in the protracted intercourse by canals.”

NA, Sat. 12/21/39, p. 3. *Chesapeake and Ohio Canal* – The Williamsport *Banner* of Saturday says: “The breach in the Chesapeake and Ohio Canal, lately referred to, has been repaired and for some days the trade to the Atlantic borders has been quite active. The large amount of produce, which had been previously accumulated at this place, has, we understand, all been forwarded. The balance, which is not yet in a state for transmission, will, during the winter, take the route of Frederick and the

railroad. The navigation may yet be kept open for some time, unless the weather should prove unusually severe. Our southern latitude gives this section of the country decided advantages over our northern neighbors, in the protracted intercourse by canals.”

RE, Fri. 12/27/39, p. 3. **On Mr. Ramey's** motion, the Board of Public Works were instructed to transmit to this House such information as the said Board may be possessed, touching the construction of certain locks along the line of the Chesapeake and Ohio Canal, required to be constructed agreeable to the act entitled “an act to authorize a subscription on the part of the State of Virginia to the stock of the Chesapeake and Ohio Canal Company,” passed February 20<sup>th</sup>, 1833.

HM, Fri. 2/7/40, p. 2. *Chesapeake and Ohio Canal* – The Cumberland (Md.) *Civilian* of Saturday contains a call, to which are appended nearly 450 names, for a county meeting in that place on the 6<sup>th</sup> inst. with a view to an expression of opinion, as to the importance of an early completion of the Canal to Cumberland, and the propriety of a legislative appropriation, for that object.

HM, Fri. 2/14/40, p. 2. **Report in Part**  
*Of the Committee on Ways and Means*  
The committee on ways and means report in part, that the chairman of the committee being desirous, at as early a day as possible, to place the committee in possession of such information as would develop the condition of the State, in reference to its public debt, and the probable deficiency of the treasury for the current year, addressed a letter to the Hon. Francis Thomas, President of the Chesapeake and Ohio Canal Company, and to the Treasurer of the Western Shore. The committee deeming the information contained in the

answers to the letters of their chairman of great importance, consider it a duty which they owe to the House of Delegates, to report the same without delay. They are therefore, herewith submitted.

W. A. SPENCER  
Chairman.

-----  
House of Representatives  
January 29<sup>th</sup>, 1840.

*Dear Sir:* - The committee of ways and means, of which you are the chairman, may safely assume, that *all* the bonds issued by the State for the benefit of the canal company, will be in the hands of purchasers before the first day of July next. The sales made in the United States, and made and about to be made in London by Mr. Peabody, will leave under control of the directors of the canal company, bonds to the amount of about £150,000. A part of these bonds will be conveyed to trustees for the redemption of canal scrip and due bills, and the balance will be sold to pay other debts of the company to contractors and others.

The Canal Company have provided for the payment of the interest due on the 1<sup>st</sup> January, on *all* the bonds issued under acts 386 and 396 of the last session of the Maryland Legislature, which have been sold. But the company will not be able to pay the interest due to the State on the \$2,000,000 loan, or the bonds above named, hereafter, unless further appropriations for the benefit of the company shall be made by the Legislature.

The contract entered into by the State with the Canal Company for the payment of its interest, is deceptive. The whole yearly income of the Canal Company does not exceed \$50,000, and double the amount of that sum was expended in the year ending June 1, 1839, in payment of repairs of canal and officer's salaries. The interest to the State has heretofore been paid by a sale of the bonds issued for constructing the canal. From this statement you will perceive that I

was justified in notifying the treasurer and Governor Grason that the Canal Company could not pay the interest; at that time, State bonds would not sell for more than \$70 in the hundred. And as the treasurer was authorized to use for the payment of this interest the State's surplus in the Baltimore banks, it appeared to me that the canal board would not be justified in making sale of State bonds at an enormous sacrifice, to raise the money for that purpose.

I have written in great haste. You are at liberty, however, to show this to the members of your committee, if its contents are thought to be useful in the performance of their duties.

I am yours, &c.  
FRANCIS THOMAS

*Sun, Sat. 2/15/40, p. 2. Breaches in the Canal* – We regret to learn from the *Intelligencer* that a number of breaches have been caused in the Chesapeake and Ohio Canal, between Georgetown and Seneca, by the late general thaw and breaking up of the accumulated ice and snows of the winter.

HM, Fri. 2/21/40, p. 2. *The Canal* – The *National Intelligencer* states that a number of breaches have been caused in the Chesapeake and Ohio Canal between Seneca and Georgetown, by the late general thaw and breaking up of the accumulated ice and snows of the winter. The *Williamsport Banner* states that some little injury was done to the tow-path of the Canal, both above and below that point, but to so small an extent that the necessary repairs can soon be made.

-----  
*Canal Meeting* – A meeting of the citizens of Allegany county was held at Cumberland, on the 13<sup>th</sup> inst. at which it was resolved to memorialize the Legislature for aid to complete the Chesapeake and Ohio Canal to Cumberland. Col. C. M. Thruston, Thomas

Perry and Samuel M. Semmes were appointed a committee to repair to Annapolis, and, acting in the name and behalf of the people of Allegany county, to use such efforts as may seem best in their judgment, to effect the objects of the meeting.

HM, Fri. 3/6/40, p. 1. **Maryland Legislature**  
Letter from Francis Thomas,  
President of the Chesapeake & Ohio Canal  
Company, to Wm. A. Spencer, Chairman of  
the Committee of Ways and Means.

House of Representatives  
February 12, 1840

Dear Sir: - The appearance of my letter to you of the 20<sup>th</sup> of January in the newspapers, was unexpected by me. It was not written for publication. Hence it is not so explicit on one point as it ought to be, to guard against misapprehension.

In the second sentence of the letter I have said, "The sales made in the United States, and made, and about to be made in London, by Mr. Peabody, will leave under control of the directors of the canal company, bonds to the amount of £150,000." If I had foreseen that the letter was about to be published, I would have explained what amount of sales of bonds were "about to be made in London."

When my letter was written, we had advices from Mr. Peabody that he had sold to Baring Brothers & Co. £300,000 and was *under* a promise to deliver to them, under a certain contingency, an amount not to exceed £300,000 more, by the first of January last. Previous to entering into this contract, Mr. Peabody had exchanged £70,000 of Maryland Bonds for Ohio and Pennsylvania Bonds, and was in treaty for the sale of the latter. When I wrote to you, I did not know what portion of the last mentioned £370,000 were actually sold. - The last advices from London, are of the 9<sup>th</sup> of December last; Mr. Peabody had been

contracted for £200,000 only of the £370,000. Hence in my letter to Governor Grason, of the 10<sup>th</sup> inst. I have stated the amount of bonds unsold to be £818,175, differing in the amount named in my letter to you.

You will find the Bond account accurately stated in the table, which accompanies my letter of the 10<sup>th</sup> inst. to the Governor.

I perceive that the disclosures made in my letter have, as he states, "dismayed and amazed" the Treasurer of the Western Shore. If Mr. Mackubin was known to me as a violent partisan politician, I could readily account for these strong phrases. In that event it might be very reasonable to suppose, that there was some little affectation in his exclamations. I might conjecture that he desired to make the impression that a most awful public calamity had befallen Maryland, in consequence of that civil revolution which brought into power the present party dominant in that State; and changed the directors of the canal company. But as the Treasurer is not a mere agent of party, willing to throw upon others unjustly the responsibilities that do not properly adhere to them, we must imagine that the "dismay and amazement" which he has given utterance is unaffected.

Proceeding upon this supposition, I cannot but feel surprised, that the information contained in my letter, was unexpected to the Treasurer. He knows that sales of Maryland Bonds, issued for the benefit of the Southern Shore rail road and Baltimore and Susquehanna rail road, could not be effected. A portion of those bonds had been at his request taken to London by Mr. McLane, and could not be sold. - He knows that Mr. Jabdon, the agent of the Bank of the United States, has had in his possession, in London, for a long time, Maryland bonds to the amount of \$1,000,000, issued for the benefit of the Susquehanna and Tide Water

Canal; and has not been able to make a sale of them at any price. He knows, that the 5 percent bonds of the State of Indiana, were sold in New York during the last summer at 50 in the 100; - that Illinois 6 percent bonds were sold as low as 60 in the 100; and that a very small amount could be disposed of at that sacrifice. He knows too that Indiana and Illinois, are much more able, without inconvenience, to pay the interest on the bonds, than Maryland is to provide for the interest on fifteen millions of dollars, (\$15,000,000) the whole amount of her debt. He knows, therefore, that capitalists, who are shrewd and cautious in such matters, would be more ready to give a reasonable price for the bonds of the two States first mentioned, than for those issued by the latter. Mr. Mackubin is well informed as to the extent of the debts of the Canal Company, to pay which the Sterling Bonds of the State were issued. He knows that those debts amounted on the 10<sup>th</sup> of June last, when the present board of canal directors qualified, to more than \$2,900,000. He knows that this debt was then increasing at the rate of \$100,000 per month. He knows, moreover, that the new board of directors had no power to postpone at their pleasure, the payment of these very large sums of money. He knows that the new board of directors were forced to sell the 5 percent bonds, or others would dispose of the 6 percent bonds which they held hypothecated, and which the Legislature had directed should be redeemed and cancelled. – Bearing these facts in mind, it would seem to me that the intelligent observer of passing events, ought to have been prepared to hear that all the 5 percent bonds had been sold for a sum less than that due by the canal company on the 10<sup>th</sup> of June.

The whole of that debt exceeded on that day, \$2,900,000. The State issue of 5 percent at the last session, was to be \$4,695,000. If measures had not been

adopted to keep them out of market until after the crisis produced by the Bank of the United States and its assailants had passed, these bonds could not have been sold above the rate of Indiana and Illinois bonds, or for more than 50 in the 100, making in the aggregate \$2,347,500; a sum much less than that required to pay the old debt of the canal company. By untiring attention to the deeply embarrassed affairs of the canal company on the part of the president, a sale of the 5 percent bonds was postponed until an opportunity offered to turn them into money, at a rate equivalent to 82½ in the 100 of the current bank notes of Maryland, and nearly 75 in the 100 gold and silver, being the standard of value. Instead of being “dismayed and amazed” at such an issue of the many dangerous speculations into which Maryland has been madly urged, by those who have ruled her destinies for years past, I must insist that the treasurer ought to be gratified that the losses are not much beyond any we have realized.

It may be that the treasurer supposes I ought not have disclosed the true character of the contract between the State and the canal company for the payment of the interest. If so, I believe but few will concur with him in opinion. Maryland is aiding at one and the same time, five companies, engaged in constructing very expensive rail roads and canals. With that view, bonds are issued to a large amount; and if the works are completed, the whole debt of the State will be \$30,000,000. No suitable provision is made for the payment of the interest on the bonds. Taxation for that purpose is avoided, in the apprehension that a cautious people might arrest the whole system. It is readily foreseen that a proposition to authorize the transfer to borrow money to pay the interest on other money borrowed, might shock well established opinions. To escape these risks, an ingenious devise (I must so characterize it,) is resorted to.

Contracts are entered into with companies, to pay the interest on money borrowed by the State for their benefit, with a knowledge that the companies thus contracting have not an income justifying such engagements. This being done, the State then issues a sufficient amount of bonds, not only to pay the advances made to the several companies, but to create the means to pay the interest on such advances. I honestly believe that such proceedings are not wise and prudent. I have been educated in a political school which inculcates great caution in the use of public credit. Having these opinions, and it being my duty *to act* in this matter, I hope to be pardoned for taking a course calculated to test the opinion of the people who are deeply interested. If the people of Maryland are disposed to persevere in the system, I shall watch its progress with the deepest anxiety, and be much rejoiced if future events dissipate my apprehensions.

It is very obvious that the policy pursued and which has received, I presume, the sanction of the treasurer, as he has silently witnessed its progress, would have postponed for several years the crisis now possibly produced in the financial affairs of Maryland. But was such a postponement desirable? By husbanding the resources of the State and limiting the objects to which they are to be applied, Maryland may now command the means to meet all her engagements without much difficulty. Can this be the case five years hence, unless there is a change in public policy? By that time we could complete (if, indeed, we can continue to borrow money without limit,) perhaps all the great works now unfinished. But what would then be the condition of the State? The public debt would be increased to \$30,000,000; borrowing to pay the interest would be abandoned; and unless the income on the roads and canals should be equal to the sanguine expectations of their projectors, the people of the State would be

subjected to a burdensome system of taxation, to which they could see no termination. That I may not be accessory to measures ending, as I most sincerely believe, to such a public calamity, I have told the truth, and shall tell the truth touching all the affairs of the company committed to my charge, regardless of the “dismay and amazement” which my course may occasion to anyone, who has, by acts of omission or commission, contributed to produce that grave condition in the affairs of Maryland, which must arrest the serious attention of all who love the revolutionary renown, or more modern enterprise of that noble old State.

Allow me to say, in conclusion, that however the calamities with which Maryland has to contend may “amaze” its authors, the undersigned, who has uniformly resisted the measures tending naturally to such a catastrophe, is not “dismayed.” He bears a heart that never qualified under any degree of responsibility. Whatever may be the course of others, he is prepared to aid, to the full extent of his humble powers, to maintain, unsullied, the credit and honor of his own much loved and native land.

The credit, the honor, and the integrity of Maryland can be, and will be maintained, without aid from any foreign quarters, if each and all of her citizens will do their duty.

I am, very respectfully, yours.

FRANCIS THOMAS

Wm. A. Spencer, Esq.

Chairman of the Com. on Ways & Means.

NA, Sat. 3/21/40, p. 2. NEWS OF THE WEEK – The Canal is open from Williamsport to Georgetown, and the trade on it is resumed.

HM, Fri. 4/10/40, p. 2. **Canal Meeting** – We give below the proceedings of a meeting held in the Court House, on Saturday last. –

Mr. Thomas, President of the Canal, having been called upon, addressed the meeting at some length. He stated that the present means of the Company were not more than sufficient to pay its debts, and that without a further appropriation he must stop – contended that a stoppage of the work, even for a time, would materially affect the credit of the State, and ruin many of her citizens – gave a history of the several bills, proposing further aid to the Canal, which were lost at the recent sitting of the Legislature – and expressed the belief, that if an extra session were called, such a bill might be framed as would pass. Mr. Gaither followed, and talked long and loud against the Canal, Railroad, etc. Mr. Thomas made a brief reply, and was followed by Mr. Tidball on the same side. The meeting was unusually large, and the resolutions adopted by a decisive majority.

-----  
**Canal Meeting** – A meeting of the friends of the canal was held in Cumberland, on the first instant. An address was adopted by the meeting directed to Governor Grason, requesting him to call an extra session of the Legislature “for the purpose of taking into consideration the question of granting immediate aid to the canal.”

TM, Thu. 6/11/40, p. 2. PROCEEDINGS OF THE CHESAPEAKE AND OHIO CANAL MEETING – In looking over the proceedings of the meeting of the stockholders in the Chesapeake and Ohio Canal Company, on Tuesday last, I was not a little surprised to find that the company, representing the corporation of Washington, not only voted *against* the reduction of the salary of the president of the company, but *in favor of removing the office to Frederick*. What could have been their motive for doing so, I am at a loss to conceive. They certainly were not, in my humble opinion, consulting the interests of the company or of

the city which they were appointed to represent, by voting as they did. It will be recollected that when the salary of the president was raised to \$3,000, it was done on the express condition that this officer was not to remain in Congress; but to devote his *whole time* to the duties of the office. With that understanding, the late amiable and excellent president, ceased to be a member of the House or Representatives, and gave his whole attention to the business of the company, when the present president was elected, it was by a party vote and the reward of party services – but, still, under the expectation that he would not remain in Congress; and what has been the consequence? Dissatisfaction, embarrassment, disorder and an almost entire stoppage of the work, thus rendering the capital vested in it unproductive and postponing, for some time, all the advantages that may reasonably be expected to flow from the completion of the canal. The salary of \$1,500, proposed by Mr. Mason, would be more than a just compensation for the services of a man who is, or ought to be, at least 8 months out of the 12, in the House to which he has been sent to do the business of his constituents and the nation. How is he to perform, at one and the same time, the duties of the president of the company and member of Congress? Will he not be obliged to neglect the one or the other? Can he be by any possibility, at Frederick and Washington at the same time? and are the business and interests of the company to be sacrificed to those of his constituents; or the latter to be neglected or laid aside for the demands of the former? The board of directors meets weekly, and how can he leave the House two days in each week to preside at its meetings, for he cannot conveniently go to and return from Frederick in one day, and must, therefore, while he remains a member, lose the one-third of the time he is, in honor,

bound to devote to his legislative duties, or he must, equally neglect the important duties devolving upon him as president of the Chesapeake and Ohio Canal Company. I do not ask, if under these circumstances, Mr. Thomas will demand his per diem allowance for the days he loses, or, if he loses none, his full compensation from the company for neglecting their business. That he must settle with his conscience. But it is very extraordinary that the corporation's committee should, by their vote, have aided Maryland in placing this individual in so awkward a condition, and have manifested such anxiety to shuttle off this company to Frederick. The citizens of Washington, have always thought that some little advantage was derived from the meetings of the board of directors being held in this city, and have, therefore, been so kind as to furnish the company with office room gratuitously for 12 years past. The board has not only had rooms in the City Hall, for its own accommodation and that of its clerks and treasurer, but also for the accommodation of the stock-holders, when they thought proper to meet; and these rooms have been furnished, by the corporation, free of expense. Mr. Key's notions of economy, in proposing the removal, were very much those of the party to which he belongs – mere humbug. He talks about economy, and advocates and votes for high salaries; - he blusters about retrenchment in the expense of a committee, that, except in particular cases, cost the company *nothing*, and move for the removal of the office to Frederick, where the *annual* rent, in all probability, will be 3 or 400 dollars. But did he and our committee not see that they were excluding the private and corporate stock-holders of the District, from all participation in the affairs of the company; or if their interest required them to attend, to great inconvenience and considerable expense? And why was all this done? Was it to

accommodate Mr. Thomas to the injury of the District, where near two millions of dollars have been subscribed, or to afford the committee a chance of visiting the *city* of Frederick two or three times a year at the expense of the corporation? The stock, too, amounting to near 3 millions of dollars owned by the General Government, the three corporations of the District, and private individuals, is not represented in the board of directors. There is, I believe, but a *single director* from the whole District, and he is not its choice, Maryland has assumed, through its Loco Foco agents, the entire control of this work, and like everything else this party has touched, has blighted its prospects, and retarded and checked its progress, by the introduction into its concerns, of the baleful and poisonous spirit of party. Under such management, the stock-holders have nothing to expect, and, till a change in the policy of that State shall take place, all hope of a successful completion of the canal, will be entirely vain. From so thorough and complete a party hack as the present president of the company, nothing but disaster and folly need be expected; and from the inexperience and ignorance of his associates in the affairs of the company, it will be absurd to look for anything but subservience to his wishes, with an indifference and apathy to the best interest of the company.

A STOCK-HOLDER

HM, Fri. 6/19/40, p. 2. *Chesapeake and Ohio Canal Company* – At the general meeting of the stockholders, held week before last, the following gentlemen were elected to manage the concerns of the Company for the ensuing year:

FRANCIS THOMAS, President	
R. P. Dunlop	Jno. McPherson
Fred A. Schlry	Wm. Lucas
James Symore	Wm. Tyler

HM, Fri. 6/26/40, p. 2. *Canal Tunnel* – By a letter from the contractor on the canal tunnel, in Allegany county, Md., addressed to President Thomas, under date of the 6<sup>th</sup> inst. it appears that the miners have opened the tunnel from end to end. The contractor says – I have this morning passed through it, and I find that the lines and levels agree admirably. The Engineers deserve great credit for the accuracy of their work. We shall have it squared and trimmed up in a few days, and then it will afford a delightful passage.

NA, Sat. 7/11/40, p. 3. J. P. Ingle has resigned his office of Secretary of the Chesapeake and Ohio Canal Company, and Thomas Turner, Esq., appointed in his place. The office of the Company is to be removed to Frederick City, Md., on the 1<sup>st</sup> of August next.

HM, 7/17/40, p. 2. *Chesapeake and Ohio Canal* – We learn from the *National Intelligencer* that John P. Ingle, esq., has resigned his office as Clerk of the C. & O. Canal Company, and that Thomas Turner, esq., of Georgetown, has been appointed his successor. On the 1<sup>st</sup> of August the office of the company is to be removed to Frederick.

NA, Sat. 8/1/40, p. 3. WASHINGTON CORPORATION – Board of Aldermen, Monday, July 27, 1840. The Board met. A communication was received from Thomas Fallebrown, Jr., Secretary, communicating to the Board a resolution adopted at a General Meeting of the Stockholders of the Chesapeake and Ohio Canal Company, on the 22<sup>nd</sup> instant, tendering the thanks of the said Company to the Corporation authorities of this city for the gratuitous use of the apartments in the City Hall from the first organization of the company to the present time.

NA, Sat. 9/26/40, p. 3. NEWS OF THE WEEK – *Potomac Aqueduct* – The dam of the last pier of the aqueduct has been pumped out, and the laborers are now busily engaged in excavating the mud. It is probable therefore, that the erection of the pier from the rocky bed of the river will be commenced by the masons next week. – *Alex. Gaz.*

TM. 11/17/40, p. 3. The damage by the fire in Georgetown last week, is estimates at \$15,000 to \$20,000. The principal sufferers are the Alexandria Canal Company and the Fireman's Insurance Company. Much of the timber Kyanized for the use of the Potomac Aqueduct, 200 barrels of cement and Mr. Brown's bakery fell a prey to the flames.

HM, Fri. 12/11/40, p. 2. The case of Patrick McLaughlin vs. the Chesapeake and Ohio Canal Company, which has been going on for some days in the Circuit Court, was decided on Monday. The case was given to the Jury about 7 o'clock in the evening, and between 11 and 12 o'clock they agreed upon a verdict of damages for the plaintiff, to the amount of \$3,500. The suit was brought by McLaughlin, in consequence of damages sustained by him in the destruction of his property during the Canal riots, when his goods were used and destroyed by the troops who were sent to quell the rioters and secure peace. – *Balt. Rep.*