

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
A Cumberland, Md. newspaper
and
THE SUN
A Baltimore, Md. newspaper
and
DAILY NATIONAL INTELLIGENCER
THE WASHINGTON SENTINEL
THE DAILY REPUBLIC
THE EVENING STAR
Four Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va., newspaper
1853

Compiled by
William Bauman
C & O Canal Association Volunteer
wdbauman@visuallink.com

Revised SEPTEMBER 2015
Revised JANUARY 2019
Revised NOVEMBER 2020

A. PREFACE

In this compilation, articles were transcribed from *The Alleganian*, a Cumberland newspaper, *The Sun*, a Baltimore newspaper, *Daily National Intelligencer*, *The Washington Sentinel*, *The Daily Republic*, *The Evening Star*, four Washington, D. C. newspapers and *Alexandria Gazette*, an Alexandria, Va. newspaper. Articles from *The Alleganian* are identified by CA appearing before the article, articles from *The Sun* are identified by Sun appearing before the article, articles from the *Daily National Intelligencer* are identified by NI appearing before the article, articles from *The Washington Sentinel* are identified by WS appearing before the article, articles from *The Daily Republic* are identified by DR appearing before the article, articles from *The Evening Star* are identified by ES appearing before the article and articles from the *Alexandria Gazette* are identified by AG before the article, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. No records were found of boats arriving in Cumberland. Also note that no boats loaded on Sunday; if it was just that the newspaper did not publish on Sunday, then the Monday edition would have listed the Sunday traffic. It does not. Some dates during the boating season were missing. *The Alleganian* newspaper was found on microfilm at the library at Frostburg State University, Frostburg, Md. while the others were found on-line. The research continues because the reader may yet find a missing date.

Boat Registry 1851- 61 is a transcription of the original, now part of Record group 79, at National Archives, College Park, Md. An effort has been made to spell-check that boat register information with this canal trade information.

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
Revised September 2015
Revised January 2019
Revised November 2020
wdbauman@visuallink.com

Canal Trade 1853

Sun, Sat. 1/1/53, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland Journal:

Canal Boats. - The Cumberland Coal and Iron Company have issued proposals for the lumber to build one hundred canal boats.

New Wharf. - We understand that the Messrs. Shriver and A. Stewart, heirs of the late David Shriver, intend soon erecting a wharf for the unloading of coal, on the large and capacious basin, situated on their property, in the lower part of this town.

NI, Sat. 1/1/53, p. 5. **CITY OF WASHINGTON** - The deepening and walling of the Canal from 15th street to the Anacostia has been completed, and several cesspools made along its margin for the reception of the sediment from drains. The excavations west of 15th street, by dredging, are still unfinished, and vessels which can get to 17th street cannot get thence to the deep water at 15th street, thus continuing the necessity of unloading at 17th street, or of scowling up to the business portion of the city. The work on the Canal should have been begun from the two extremes in sections, and, on the completion of each section, the vessels been admitted bringing in wood, coal, lumber, &c., and thus affording an immediate revenue from wharfage. The Canal itself ought to have been kept free for vessels to pass up through draws in the bridges at 14th, 12th and 10th streets, to the Centre Market. Had this been done, a lively and active business would have been created, and the revenue from rental more than trebled, to the great relief of the General and Ward funds; but instead of this, a narrow, contracted policy has been pursued, to the great injury of the centre portion of the city, by depriving the inhabitants the free use of the natural highway, and confining the business to boats alone.

The Chesapeake and Ohio Canal is doing a good business, producing a lively trade in

Georgetown, and the town is steadily growing in importance. Adjoining to it the new Cemetery on Rock Creek, laid out on a most romantic site, with great taste and judgment, by Mr. De La Roche, is worth visiting.

Sun, Fri. 1/7/53, p. 1. **GOVERNOR'S MESSAGE. - To the Legislature of Maryland - January Session, 1853.** [Excerpted]

Misfortunes seem to attend the Chesapeake and Ohio Canal. But a year ago I congratulated you upon its final completion, and expressed the hope that it would at last begin to realize a long-deterred prosperity; and now I am again called upon to refer to a new calamity. In the midst of the spring trade of last year an unprecedented freshet swept over the work, disabling it so completely as to suspend navigation from April until the close of July, thereby occasioning the loss of three of the best months of the business season of the year. An expenditure of one hundred thousand dollars, it is estimated, will have been caused by that freshet. In reply to a letter addressed by me to the president of the company, a statement has been furnished, in which it is said that, to the cost of repairs rendered necessary by the disaster mentioned, "must be added the loss of revenue during the suspension of the navigation; the general interruption to business connected with and, in some cases, diverted from the canal; the postponement of arrangements contemplated for the coal trade, and the want of confidence, to some extent, in the canal as a reliable source of transportation." The whole loss is put down at two hundred thousand dollars. The freshet of April was followed by two or three breaches in the embankments, which occurred during the months of August and September, and by which the navigation was further suspended for one month. Since that time the navigation has not been interrupted, and the amount of tolls were greater than those received in the corresponding period of any previous year. You will be able, with these facts before you, to account for the unsatisfactory results which this company

exhibits for the past year. It is proper, however, that I should here remark that the work is represented to be in a better condition than it was before the freshet of April, and that the repairs made have been projected upon a scale which is deemed sufficient to guard against like disasters in the future.

The canal during the past year was navigated for only about six months. The tolls collected from the first of January to the thirtieth of November, 1852, amount to \$78,486.55, which, with the estimate for December, will swell the aggregate to about ninety thousand dollars. To this may be added three thousand dollars for water-rents, which will give the gross revenue for the year. The whole tonnage of all articles transported, for various distances, from January to December, was, ascending, 13,548 tons; descending, 127,447 tons; which, with the estimate for December, will show the aggregate of 160,000 tons for the year. Of that quantity ninety thousand tons are claimed as "*equivalent tonnage*," within the meaning of the act of 1844, chapter 281, which requires an average annual transportation of 195,000 tons of tonnage upon the entire line from Cumberland to Georgetown for five years, dating from the end of six months after the completion of the work. The whole quantity of coal transported to various points on the canal during the year, (allowing 10,239 tons as the estimate for December,) will not exceed 63,000 tons. This is to be attributed not only to the causes already named, but also to circumstances connected with the operations of the mining companies of Allegany county, over which the Canal Company had no control. It will be perceived that, notwithstanding the many untoward events of the year, the revenue fell but twenty thousand dollars below that of 1851; and the president estimates that the actual receipts would have been one hundred percent greater than they were but for the unfortunate accidents of April, August and September. He adds: "the same causes will affect the revenues of 1853 to some extent, but the probability is that it will amount to \$250,000, if nothing should happen to

interrupt the navigation of the canal, in which case the company will be able to resume the payment of interest on its preferred debts on the first of January, 1854."

After the disaster of April, and before it was ascertained that sufficient funds could be negotiated for the repair of the damages, the preparations, previously commenced for increasing the means of transportation, were immediately arrested; which seriously affected the general business of the Canal, after navigation had been resumed. There are now two hundred and thirty-seven boats registered, and it is estimated that of that number one hundred and sixty are engaged in the coal trade, capable of carrying from one hundred to one hundred and thirty tons of coal to the load, and of making two full trips per month, which, in a navigation of nine months, would secure the transportation of about three hundred and forty thousand tons of coal, over the whole line to tide water.

Although the operations of this company, for the past year, must cause disappointment, nevertheless my confidence in the ultimate success of the work is still unshaken.

Ibid, p. 4. **Affairs in Allegany County.** - The Cumberland Telegraph has the following item:

The Coal Trade. - For the week ending Wednesday noon, 9 boats have passed down the canal, laden with 653 9/20 tons of coal, and 313 6/20 tons of coke. During the past year, while the canal was navigable, 63,766 tons of coal and 2,380 tons of coke have passed down.

During the year ending the 31st ultimo, 174,892 tons of coal have been transported over the Mount Savage Railroad, and during the week ending the 1st instant, 2,827 tons were transported over the Cumberland Coal and Iron Company's road. - There were also dispatched over the Eckhart Railroad, now owned by the Cumberland Coal and Iron Company, for the year ending 31st December, 145,492 tons.

The total amount of coal forwarded during the past year, from Allegany county, was

320,384 tons. This was a large amount when we consider the various causes which have occurred to prevent a larger transportation, among which was the damage sustained by the canal from the freshet last spring, and the failure of the Maryland Mining Company.

AG, Fri. 1/7/53, p. 3. **Canal Commerce**

Arrived, Jan. 6.

Boat Augusta, Cumberland, coal to Fowle & Co.

Departed.

Boat Old Dominion, Cumberland, by Fowle & Co.

Boat Helen Bruce, Cumberland, groceries from Wm. & Chas. Bayne.

DR, Tue. 1/11/53, p. 2. The Bill introduced into the Virginia Senate authorizing a loan by the Board of Public Works to the Chesapeake and Ohio Canal Company, for the purpose of paying the interest on bonds guaranteed by the State of Virginia, has been passed to a third reading.

AG, Tue. 1/11/53, p. 3. **Canal Commerce**

Arrived, Jan. 10.

Boat American Flag, Cumberland, coal to Fowle & Co.

Departed.

Boat American Flag, Cumberland, by Fowle & Co.

AG, Wed. 1/12/53, p. 3. **Canal Commerce**

Arrived, Jan. 11.

Boats Gen. Cass and Gen. Washington, 659 bbls. flour to D. F. Hooe.

Sun, Thu. 1/13/53, p. 1. **LOCAL MATTERS.** - *Cumberland Coal and Iron Company.* - *The First Barge.* - The first of the fleet of eighty-three 200-ton barges, being constructed by the Cumberland Coal and Iron Company to transport their coal from Baltimore to New York and intermediate points, was loaded on Monday at Locust Point, and dispatched for her port of destination. We are informed that, between now and the first of March next, fifty-six barges will be completed

and placed in this line by the route of the Chesapeake and Delaware, and the Delaware and Raritan canals. We learn that the same company are now constructing eleven schooners, capable of transporting from 300 to 500 tons of coal each. This fleet it is said to be the company's design to immediately increase to twenty-five, which, together with two 600-ton steamships owned by the Cumberland Coal and Iron Company, will be exclusively employed (while the Chesapeake and Ohio Canal is navigable) in transporting their coal from the company's wharves at Washington city to points north and east of New York. The back freights from the north and east of these vessels, it is anticipated by the company, will be of much advantage to the two great works of Maryland - the Baltimore and Ohio Railroad and Chesapeake and Ohio Canal. In case of interruption to the navigation of the Chesapeake and Ohio Canal, either from ice, freshets, or scarcity of water, the whole of the transporting power (nearly equal, it is estimated, to 1,000,000 tons per annum) will be employed from Baltimore alone. The cost of the system of transportation, constructed by the Cumberland Coal and Iron Company, it is said, will exceed \$650,000 - the funds being provided without encumbering the company with a dollar of debt. This sum includes the construction of one hundred additional boats for the Chesapeake and Ohio Canal, which boats the company have ordered to be ready by the opening of the canal next spring.

Sun, Fri. 1/14/53, p. 2. **Maryland Coal Trade.** -

The Cumberland Telegraph says the canal is in good navigable order. On Wednesday they had a fall of snow, but the ground was too wet for it to lay any length of time. For the week ending Wednesday noon, 15 boats have departed, laden with 1,519 4/20 tons of coal and 80 15/20 tons of coke. During the week ending the 8th instant, 3,605 tons of coal were transported over the Mt. Savage Railroad, and 3,428 tons over the road of the Cumberland Coal and Iron Company,

AG, Sat. 1/15/53, p. 3. **Canal Commerce**
Arrived, Jan. 14

Boats Good Intent, A. C. Green and Hope,
Cumberland, coal to D. B. Smith & Co.

ES, Mon. 1/17/53, p. 3. The Chesapeake and
Ohio Canal has done an excellent business
during the past month.

AG, Mon. 1/17/53, p. 3. **Canal Commerce**
Arrived, Jan. 15.
Boat Osprey, Cumberland, coal to Fowle & Co.

Sun, Tue. 1/18/53, p. 4. *Georgetown, D. C.,
Monday, 4 P. M.* - Arrived by canal, boats Miles
Standish, Cumberland coal; J. A. Annan,
Williamsport, flour, clover seed, whisky; C. F.
Mudge, Cumberland coal; G. W. Riggs, do do;
S. Booth, Williamsport, flour; Caroline, Seneca,
flour; Ohio, Edward's Ferry, flour, wheat, meal;
Star, 20 miles, hay; N. J. Berston, Cumberland
coal. No boats left today.
Mercury.

Sun, Sat. 1/22/53, p. 1. **Affairs in Allegany
County.** - We select the following items from
the Cumberland Telegraph: -

The Coal Trade. - The cold weather of
the past few days has formed ice on the canal, of
about five inches in thickness, and navigation
may therefore be considered closed for the
season. - During the week ending the 15th
instant, there were transported over the Mount
Savage Railroad 3,037 tons of coal, and over the
road of the Cumberland Coal and Iron Company,
2,746 tons.

Sun, Thu. 1/27/53, p. 1. **The Chesapeake and
Ohio Canal** was navigable, during the past year,
only about six months, yet the descending
tonnage reached 151,369 tons, and the ascending
tonnage to 16,226 tons - total tonnage 167,595
tons. The tolls collected for the year amounted
to \$92,248.90. The National Intelligencer says
the following are some of the leading articles
transported upon the canal during the year:

Descending - Flour 267,550 barrels;
wheat 382,200 bushels; corn 190,200 bushels;
coal 63,289 tons; coke 2,246 tons; whisky 2,700
barrels; mill offal 83,200 bushels; lumber 2,610
tons; fire wood 4,308 cords; tanner's bark 679
cords; pig iron 1,650 tons; lime and cement
1,112 tons; limestone 10,260 perch; rough stone
20,136 perch. Ascending - Fish 455 tons;
hardware 199 tons; groceries 402 tons; salt 2,851
tons; lumber 1,484 tons; plaster 5,489 tons;
manures, as guano, &c., 1,325 tons.

Sun, Fri. 1/28/53, p. 2. **Cumberland Coal
Trade.** - We learn from the Cumberland (Md.)
Telegraph that, during the week ending the 22nd
instant, there were transported over the Mount
Savage Railroad 2,504 tons of coal, and over the
road of the Cumberland Coal and Iron Company,
2,412 tons.

Sun, Sat. 2/5/53, p. 2. **Maryland Coal Trade.** -
We learn from the Cumberland Telegraph that
from the 1st to the 29th ult., there were
transported over Mount Savage Iron Company's
railroad, 11,678 tons of coal, and over the
Cumberland Coal and Iron Company's railroad,
10,790 tons - total, 22,468 tons; of which 2,317
tons descended the Chesapeake and Ohio canal,
and 20,151 were transported over the Baltimore
and Ohio railroad. It will be recollected that the
canal was closed by ice on the 15th of January,
which accounts for the small business done upon
it.

Sun, Fri. 2/11/53, p. 1. **Affairs in Allegany
County.** - We copy the following items from the
Cumberland Telegraph:

The Coal Trade. - During the week
ending the 5th inst. there were transported over
the Mount Savage railroad 2,204 tons of coal,
and over the road of the Cumberland Coal and
Iron Company 2,143 tons.

The Canal. - The rains during the last
week, having cleared the Potomac and the canal
of ice, it may be expected that in a little while
navigation will be resumed.

Sun, Sat. 2/12/53, p. 1. **Affairs in Allegany County.** - The Cumberland (Md.) journal has the following items:

The Canal. - The Chesapeake and Ohio Canal is now entirely free from ice, and in consequence of the recent rains, in fine boating order. The chief engineer informs us that, if nothing happens, it will be open for navigation throughout its whole length on the 20th of the present month. We look for a lively business on the canal this season.

Contract for Lumber. - Henry T. Weld, Esq., of Mount Savage, has taken the entire contract to furnish lumber for one hundred canal boats for Cumberland Coal and Iron Company, and has already commenced its delivery at this place. The contract calls for, we believe, nearly 2,000,000 of feet of the various kinds adapted to the purpose.

ES, Mon. 2/14/53, p. 2. **The Canal** – The Cumberland Journal says! “The Chesapeake and Ohio canal is now entirely free from ice.”

Sun, Tue. 2/22/53, p. 1. **Cumberland Coal and Iron Company.** - We extract the following report from the New York Commercial Advertiser of 17th instant:

We have received a copy of the report of the directors of the Cumberland Coal and Iron Company, made on the 11th instant. It is a document of more than fifty pages, going very fully into the affairs of the company, and imparting much information relative to the coal trade generally. Without attempting to make a complete synopsis of the document, we have gathered the following particulars from it.

The Cumberland coal field is so called because of its propinquity to the town of Cumberland. It is approached by two great avenues of trade, the Baltimore and Ohio Railroad, which brings the town named within 179 miles of Baltimore, and the Chesapeake and Ohio Canal, which gives it access to Washington city, 184 miles distant. These works are

connected with the Cumberland coal by two lateral locomotive railways, one of eleven miles, owned by the Cumberland Coal and Iron Company, and the other of fourteen miles, owned by the Mount Savage Iron Company. These are the only railroads yet constructed in the Cumberland region. The George's Creek Coal and Iron Company are now engaged in making a railroad of ten miles, from the vicinity of Lonaconing, to connect with the Baltimore and Ohio Railroad at Westernport, twenty-eight miles west of Cumberland. It is presumed that this work will be finished during the approaching spring or summer.

The locomotive road of the company, connecting its miles with the Baltimore and Ohio railroad and the Chesapeake and Ohio Canal is thirteen and four-fifths miles in length, including the sidings and branch road to the canal at Cumberland. It is laid with heavy rails and is in good repair. There have been laid inside the mine 26,825 feet of horse track railroad, and outside 17,067 feet, equal together to eight and one-fifth miles. The company own three first class and two second class locomotives, and forty-one horses and mules. The equipment of the road includes 442 mine cars, 4 truck cars and 68 from seven to ten tons iron hopper, gondola scow and passenger cars.

The present cost of coal, placed on board a canal barge at Baltimore is \$2.44 a ton. The cost at Washington is \$2.10½. The present average price at which the coal is sold at the two places is \$3.28 per ton. Improvements are now in progress by which the cost of the coal delivered at Washington [*sic*, Baltimore] will be reduced 8 to 13, and at Washington 15 cents per ton.

The company has concluded a contract for transportation of its coal over the Baltimore and Ohio Railroad, for five years, at \$1.75 per ton. In addition to a just proportion of the coal transporting power furnished by the equipment of the railroad, the company is to have exclusive use of 180 ten-ton iron hopper cars, which with the requisite locomotive power, are now in the

course of construction, and will be completed by the 1st of April. The contract between the two companies also contemplates the investment of one hundred thousand dollars by the Cumberland company in barges, to convey coal from Baltimore through the Chesapeake and Delaware, and Delaware and Raritan canal. This arrangement will lessen the cost of freight of the coal to New York, by its permitting the barges to be used for return freights from that city to the valley of the Ohio, in connection with the cars of the Baltimore and Ohio Railroad.

The Chesapeake and Ohio Canal company has also covenanted to reduce its tolls from 46 to 36 cents, so soon as one hundred additional boats are placed on that work. These boats have been ordered, and will, if possible, be constructed in time for the coming spring trade.

Contracts have been entered into for 42 barges, of 200 tons each, to be employed in conveying coal from Baltimore, by way of the Chesapeake and Delaware and Delaware and Raritan canals, for the supply of New York and intermediate markets, and those on the Hudson river. Also, for ten schooners of 300 to 500 tons capacity each, to be used in coastwise transportation from Washington to ports east of New York, and South of the Potomac. It is intended to increase the number of barges to 60, and the schooners to 15, as soon as favorable contracts can be made. These, together with the two steamers of 600 tons each, owned by the company, it is estimated, will be capable of carrying 500,000 tons of coal per annum.

Sun, Sat. 2/26/53, p. 1. **Affairs in Allegany County.** - The Cumberland Journal has the following items:

The Canal. - Several boats, laden with coal, have already left here by canal for tide-water. There is great activity about the wharves, and the shippers are getting ready for a well sustained business throughout the season. Among those who have made most extensive preparations, we may mention Dr. R. S. McKaig, who has some twenty boats and eighty mules in

readiness for the service of the Borden Mining Company.

Boat Timber. - We noticed the other day a lot of splendid lumber at the boat yard of H. T. Weld, Esq. It is a part of that furnished by him for the boats of the Cumberland Coal and Iron Company.

Sun, Tue. 3/1/53, p. 1. **Georgetown.** By canal, arrived boats Eldorado, Baltimore, Gen. Pierce, Baltic, William Fowle, Maryland, Union.

AG, Tue. 3/1/53, p. 3. **Canal Commerce**
Arrived, February 28.

Boat General Washington, from Elizabeth Mills, 412 bbls. flour to D. F. Hooe.

AG, Thu. 3/3/53, p. 3. **Canal Commerce**
Arrived, March 2.

Boat Ellen Bell, Cumberland, coal to Borden Mining Co.

Departed.
Boat General Washington, Goose Creek, lumber for Kephart & Barker.

Sun, Fri. 3/4/53, p. 2. **Maryland Coal Trade.** - The Chesapeake and Ohio Canal, the Cumberland Telegraph says, is in excellent navigable order throughout, and should it continue so for the season, it is supposed that the coal trade will be double that of last year. Transportation commenced on the 21st February, and for the week ending February 26th, seven boats departed laden with 707 9/20 tons of coal. Six new boats have been built during the winter, and there are several upon the stocks. From the 29th of January to February 26, inclusive, there were transported over Mount Savage Iron Company's railroad 8,262 tons of coal, and over the Cumberland Coal and Iron Company's railroad 7,974 tons - total 16,236 tons. The total number of tons transported over these roads from the 1st of January to the above period, was 38,704.

AG, Sat. 3/5/53, p. 3. **Canal Commerce**

Departed, March 4.

Boat Ellen Bell, Cumberland, by Borden Mining Co.

AG, Mon. 3/7/53, p. 3. **Canal Commerce**

Arrived, March 5.

Boat Mountaineer, Cumberland, coal to Cumberland Coal and Iron Company.

Boat Cumberland, Cedar Point, limestone to Thomas Smith.

Boat Laura Flanagan, Rock Hill, limestone to Thomas & Dyer.

AG, Tue. 3/8/53, p. 4. **Canal Commerce**

Arrived, March 7.

Boats Mary R. Zimmerman and Old Dominion, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Canonicus, Cumberland, coal to Borden Mining Co., and hay to Master.

Boat Charles Arthur, Cumberland, coal to Borden Mining Co., and hay to Master.

Boat A. S. Borden, Cumberland, coal to Borden Mining Co., and hay to T. M. McCormick & Co.

Boats Southampton, Old Dominion and Josiah H. Davis, Cumberland, coal to Alleghany Mining Co.

Boat Reporter, Cumberland, coal to Parker Vein Coal Co.

Boat J. F. Wheatley, Harper's Ferry, flour and leather to D. F. Hooe, and leather to G. H. Markell, and clover seed to Addison & Meade.

Departed.

Boats Southampton, Old Dominion and Mount Vernon, Cumberland, by Alleghany Mining Co.

Boat Niagara, groceries, &c., for Weverton and Grove's landing, Md., and Shepherdstown, Va., from McVeigh & Chamberlain, and boots, shoes, &c., from Wells A. Harper & Co.

Boat _____, groceries, &c., for Martinsburg, Va., from McVeigh & Chamberlain, and boots, shoes, &c., from Wells A. Harper & Co.

AG, Wed. 3/9/53, p. 3. **Canal Commerce**

Arrived, March 8.

Boat J. Terrell, Cumberland, coal to Parker Vein Company.

Boat S. Perry, Cumberland, coal to Parker Vein Company.

Boat J. G. Stone, Cumberland, coal to Fowle & Co.

Boat R. G. Violet, Williamsport, 1,000 bbls. flour and 100 bushels clover seed to R. G. Violet.

Departed, March 8.

Boat Josiah H. Davis, Cumberland, by Alleghany Mining Co.

Boat J. F. Wheatley, groceries from William & Charles Bayne, for Winchester.

Boat Canonicus, groceries from William & Charles Bayne, for Cumberland, Md.

Sun, Thu. 3/10/53, p. 4. At Alexandria, Va. during the year 1852 three hundred and thirty vessels loaded and departed with cargoes of Cumberland Coal, viz: 1 ship, 21 barques, 25 brigs, 239 schooners, 1 sloop and 43 barges, in all 58,945 tons. The Cumberland Coal and Iron Company are making arrangements by which five boats will arrive at this place daily from Cumberland, loaded with coal, and vessels of 500 tons will be freighted in 48 hours.

AG, Thu. 3/10/53, p. 3. **Canal Commerce**

Arrived, March 9.

Boat Isaac Motter, Cumberland, coal to Alleghany Mining Co.

Departed, March 9.

Boat J. G. Stone, Cumberland, by Alleghany Mining Co.

Sun, Fri. 3/11/53, p. 2. Maryland Coal Trade. -

The coal trade upon the Chesapeake and Ohio Canal has been very brisk for the week ending 5th instant, when 24 boats had departed laden with 2,462 1/20 tons of coal. The Cumberland Telegraph says there are about 120 boats engaged in the trade. During the week ending the 5th instant 3,338 tons were transported over the Mount Savage Railroad, and 2,732 over the road of the Cumberland Coal and Iron Company.

Total transportation for the week, 6,070 tons, and since the 1st of January last 44,774.

AG, Fri. 3/11/53, p. 3. **Canal Commerce**

Arrived, March 10.

Boats C. B. Tisdale and Sarah Ann, Cumberland, coal to Borden Mining Co.

Departed, March 10.

Boats A. S. Borden and C. B. Tisdale, Cumberland, by Borden Mining Co.

Boat Isaac Motter, Cumberland, by Alleghany Mining Co.

Sun, Sat. 3/12/53, p. 4. **Affairs in Allegany County.** - We learn from the Cumberland Journal, that the Board of Public Works have refused to ratify the action of the Chesapeake and Ohio Canal Company, to reduce the tolls on coal from Cumberland to Georgetown, from 46 cents, the present rate, to 37 cents per ton, to take effect *as soon as one hundred canal boats were added* to the trade. The tolls will therefore remain at 46 cents, until further action. The proposed reduction of tolls on other articles, was not considered by the Board. The Journal has also the following item:

Canal Boats. - A committee of the directors of the Cumberland Coal and Iron Company are now here to consult with the energetic superintendent of the company in relation to the increase of their facilities for the transportation of coal by canal. The company are now building 100 boats, and we regard it as certain that everything possible will be done to comply with their promises to the stockholders.

Sun, Mon. 3/14/53, p. 4. *Georgetown, D. C., Saturday Night.* - An enterprising fellow citizen, George Waters, Esq., has just commenced the erection of a new warehouse, 40 by 70 feet, three stories high. It is situated on the margin of our canal, at the bridge on High street. Quite a valuable improvement.

During the week, we have had forty-five arrivals by canal, 19 of which, from Cumberland, passed on to Alexandria, the remainder, from

various points, brought flour, grain, whisky, clover seed, &c. The tolls, for the week, up to noon today, amount to \$2,900.

By application of Mr. Collector Matthews, the canal office is removed to the brick house immediately at the bridge, and a pathway opened through on the South side of the canal.

AG, Mon. 3/14/53, p. 3. **Canal Commerce**

Arrived, March 12.

Boat Ohio, Cumberland, coal to Alleghany Mining Co.

Boats Helen Bruce and Massasoit, Cumberland, coal to Borden Mining Co.

Departed, March 12.

Boat Sarah Ann, Cumberland, groceries from William & Charles Bayne, and crackers from A. Jamieson & Co., and by Borden Mining Co.

Boat Charles Williams, Cumberland, by Alleghany Mining Co.

Boat Charles Perry, groceries for Boonsboro and Hancock, Maryland, and Waffordsburg, Pennsylvania, from McVeigh & Chamberlain, and boots, shoes, &c., from Wells A. Harper & Co.

AG, Tue. 3/15/53, p. 3. **Canal Commerce**

Arrived, March 14.

Boat Ann Gilleece, Cumberland, coal to D. B. Smith & Co.

Boat K. H. Lambell, Leesburg, 516 bbls. flour to Daniel F. Hooe, and 117 bbls. flour to P. H. Hooff.

Departed, March 14.

Steam Propeller Pennsylvania, groceries, &c., from McVeigh & Chamberlain, and shoes, hats, caps, &c., from Wells A. Harper & Co., for Shepherdstown, Va.

AG, Wed. 3/16/53, p. 3. **Canal Commerce**

Arrived, March 15.

Boats Star and Sarah Louise, Cumberland, coal to D. B. Smith & Co.

Boats Ella E. Voorhees, Ellen Bell and Annawan, Cumberland, coal to Borden Mining Company.

Departed, march 15.

Boats Massasoit and Ella E. Voorhees, Cumberland, by Borden Mining Co.

Sun, Thu. 3/17/53, p. 4. *Georgetown, D. C., Wednesday Afternoon.* - The decision of the court at Warrenton, Va., I learn, is in favor of Mr. W. R. L. Ward - the injunction on his new ferry line across the aqueduct being dissolved. Damages fall on the Alexandria Canal Company. The new ferry will be resumed shortly. This will be an immense saving of time and cost in conveying vehicles and animals between this town and the "Old Virginny" shore.

Propeller Pennsylvania, on the Ericsson plan, left here for Cumberland yesterday.

Arrived, boats El Dorado, Cumberland; General Taylor, 69 miles, limestone; Maryland, 42 miles, wheat; J. F. Wheatley, 61 miles, flour; Metacomet, Cumberland; Hope, do; Mary R. Hale and Juno, do; William Jackson, 62 miles, limestone.

The Juno made the entire trip to Cumberland and back in eight days - very short trip.

Boat El Dorado sunk in Alexandria canal - water drawn off at aqueduct - will probably be put on tonight.

AG, Thu. 3/17/53, p. 3. **Canal Commerce**

Departed, March 16.

Boats Star, Sarah Louise and Ann Gilleece, Cumberland, by D. B. Smith & Co.

Sun. Fri. 3/18/53, p. 2. **Maryland Coal Trade.** - We learn from the Cumberland Telegraph that the coal trade upon the Chesapeake and Ohio Canal for the week ending the 12th instant, has been greater than at any time previous - 34 boats having departed with 3,724 5/20 tons of coal. During the same week, there were transported over the Mt. Savage Railroad 4,683 tons, and over the road of the Cumberland Coal and Iron

Company 3,846 tons of coal making the transportation for the week 8,529 tons and since the 1st of January last, 53,303 tons.

AG, Fri. 3/18/53, p. 3. **Canal Commerce**

Departed, March 17.

Boats Ellen Bell and Annawan, Cumberland, by Borden Mining Co.

Boat General Cass, Goose Creek, lumber from Kephart & Barker.

ES, Sat. 3/19/53, p. 2. The Virginia House of Delegates, on Wednesday, passed the Senate bill providing for the payment of interest on bonds of the Chesapeake and Ohio Canal Company, guaranteed by the State. An amendment looking to the foreclosure of the mortgage held by the State was rejected.

AG, Sat. 3/19/53, p. 3. **Canal Commerce**

Arrived, March 18.

Boat Ohio, Cumberland, coal to Alleghany Mining Co.

Departed, March 18.

Boat Ohio, Cumberland, by Alleghany Mining Co.

AG, Tue. 3/22/53, p. 3. **Canal Commerce**

Arrived, March 21.

Boats Anna Marion and Osprey, Cumberland, coal to Alleghany Mining Co.

Departed, March 21.

Boat Anna Marion, Cumberland, by Alleghany Mining Co.

Boat Hugh Smith, groceries, &c., for Martinsburg, Va., from McVeigh & Chamberlain.

AG, Wed. 3/23/53, p. 3. **Canal Commerce**

Departed, March 22.

Boat Hugh Smith, groceries, for Winchester, Va., from William & Charles Bayne.

Boat Denton Jakes, groceries, for Clear Spring, Md., from William & Charles Bayne.

Boat Osprey, groceries, from McVeigh & Chamberlain, and shoes, boots, hats, &c., from Wells A. Harper & Co., for Old Town, Va., and Cumberland, Md.

AG, Thu. 3/24/53, p. 3. **Canal Commerce**
Arrived, March 23.

Boats Josiah H. Davis, Isaac Motter, William Fowle, A. W. Eastlack and Westmoreland, Cumberland, coal to Alleghany Mining Co.

Boats Sarah Ann, Helen Bruce and Massasoit, Cumberland, coal to Borden Mining Co.

Departed, March 23.

Boat Josiah H. Davis, Cumberland, by Alleghany Mining Co.

Boats Emily Francis, William Albert and Charles Arthur, Cumberland, by D. B. Smith & Co.

Boats Canonicus, C. B. Tisdale, J. A. Magruder and Denton Jacques, Cumberland, by Borden Mining Co.

Sun, Fri. 3/25/53, p. 2. **Maryland Coal Trade.** -

The coal trade upon the Chesapeake and Ohio Canal, for the week ending the 19th instant, was greater than at any previous time - 40 boats having departed from Cumberland, laden with 4,230 9/20 tons. The Telegraph states that during the week ending the 19th instant there were transported over the Mount Savage Railroad, 5,021 tons of coal, and over the road of the Cumberland Coal and Iron Company 4,339 tons. Total transportation for the week, 9,360 tons, and since the 1st of January last, 62,681 tons; of which 49,189 were transported over the Baltimore and Ohio Railroad, and 13,472 descended the Canal.

Steam on the Canal. - The steamer

Pennsylvania, from Alexandria, arrived at Cumberland on Sunday last. She will engage in the coal trade, and will load at the Cumberland Coal and Iron Company's wharf.

AG, Fri. 3/25/53, p. 3. **Canal Commerce**
Arrived, March 24.

Boats J. L. H. Baker, Eckhart, E. J. Neal, Lake Erie, P. B. Petrie, Thomas Silver, M. R. Zimmerman, M. L. Rawdon, M. Hoffman, Pioneer, James Boyce, C. H. Ohr, William B. Clarke, Cumberland, General Tyson, E. Hoffman, Colonel Young, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Mountaineer, Cumberland, coal to Alleghany Mining Co.

Boats Baltimore and Ann Gilleece, Cumberland, coal to D. B. Smith & Co.

Departed, march 24.

Boats Isaac Motter and William Fowled, Cumberland, by Alleghany Mining Co.

Boat Reporter, groceries, &c., for Keedysville, Md., from McVeigh & Chamberlain.

AG, Sat. 3/26/53, p. 3. **Canal Commerce**
Departed, March 25.

Boats Sarah Ann and Helen Bruce, Cumberland, by Borden Mining Co.

AG, Mon. 3/28/53, p. 3. **Canal Commerce**
Arrived, March 26.

Boat G. H. Grove, Cumberland, coal to Alleghany Mining Co.

Departed, March 26.

Boats A. W. Eastlack and Mountaineer, by Alleghany Mining Co.

Boat Baltic, groceries, &c., for Mercerville, Md., from McVeigh & Chamberlain, and shoes, boots, &c., from Wells A. Harper & Co.

Boat Belle, groceries, &c., for Shepherdstown, Va., from McVeigh & Chamberlain, and boots, shoes and caps from Wells A. Harper & Co.

AG, Wed. 3/30/53, p. 3. **Canal Commerce**
Arrived, March 29.

Boat John G. Stone, Cumberland, coal to Alleghany Mining Company.

Boats A. Cary and Charles Williams, Cumberland, coal to Alleghany Mining Co.

Boats Pacific and Sarah Louise, Cumberland, coal to D. B. Smith & Co.

Departed, March 29.

Boats A. Carey, Augusta and G. W. Grove, Cumberland, by Alleghany Mining Co.
Boats T. Inglehart and William J. Boothe, Cumberland, by D. B. Smith & Co.
Boat K. H. Lambell, groceries from William & Charles Bayne, for Leesburg, and Mt. Gilead, Loudoun County, Va.

Sun, Fri. 4/1/53, p. 2. **Maryland Coal Trade.** - We learn from the Cumberland Telegraph that, for the week ending the 26th,

41 boats, laden with 4,195 14/20 tons of coal descended the Chesapeake and Ohio Canal. This is a slight falling off compared with the previous week, and may be attributed to the sinking of two canal boats a few days since, which prevented boats from ascending. There were transported over the Mount Savage Railroad, during the week, 5,446 tons of coal, and over the road of the Cumberland Coal and Iron Company 4,549 tons. Total transportation for the week, 9,995 tons, and since the 1st of January last, 72,656 tons, of which 55,030 were transported over the Baltimore and Ohio Railroad, and 27,636 descended the canal.

AG, Fri. 4/1/53, p. 3. **Canal Commerce**
Arrived, March 31.

Boats Mount Vernon and Ann Caroline, Cumberland, coal to Alleghany Mining Co.

Departed, March 31.

Boat J. G. Stone, Cumberland, by Alleghany Mining Co.

Boat Emily Francis, Cumberland, by Frostburg Coal Co.

Sun, Sat. 4/2/53, p. 4. *Alexandria, (Va.) Friday Afternoon.* - The Alexandria Canal Company have leased their substantial and extensive coal wharf, and the adjoining land, to the Cumberland Coal and Iron Company, for twenty-seven years.

The one hundred canal boats to be placed upon the canal, are in a state of forwardness, and other companies are enlarging their business and increasing facilities for the coal business at this port.

Mercury.

AG, Sat. 4/2/53, p. 3. **Canal Commerce**
Arrived, April 1.

Boats Metacomet, Canonicus and William Albert, Cumberland, coal to Borden Mining Co.
Boats Star and Caroline B. Tisdale, Cumberland, coal to Frostburg Coal Co.

Boats Mount Vernon and Ann Caroline, Cumberland, coal to Alleghany Mining Co.

Departed, April 1.

Boats Ellen Bell, Annawan and Metacomet, Cumberland, by Borden Mining Co.

Boat Mount Vernon, groceries, from McVeigh & Chamberlain, and boots, shoes, hats, &c., from Wells A. Harper & Co., for Lovettsville, Va., and Sandy Hook, Md.

Sun. Mon. 4/4/53, p. 4. Owing to the ice, and repairs on the canal, it may be set down that the business of the whole quarter, ending March 31st, was done in one month - very well.

Again, during the week just closed, we have eighty-three arrivals by canal - 46 of which were from Cumberland. The tolls collected here by Mr. Matthews amount to \$3,300 - the greatest business ever done on the canal in one week.

AG, Mon. 4/4/53, p. 3. **Canal Commerce**
Arrived, April 2.

Boat Charles Arthur, Cumberland, coal to Frostburg Coal Co.

Departed, April 2.

Boats Canonicus and William Albert, Cumberland, by Borden Mining Co.

Boats Star and Caroline B. Tisdale, Cumberland, by Frostburg Coal Co.

NI, Tue. 4/5/53, p. 2. **The Chesapeake and Ohio Canal** during the past month has exceeded by ten percent the business of any previous month. At Georgetown about 40,000 barrels of flour paid tolls, and at least three hundred boats arrived. There were tolls paid at Georgetown on eight thousand tons of coal, but that is less than

one-half the coal tonnage for the month; other produce in proportion.

We have heard it stated as a matter of regret that so much delay has been experienced at Alexandria in unloading coal. Better accommodation at the outlet of the canal would be gratifying to the trade.

AG, Thu. 4/7/53, p. 3. **Canal Commerce**

Arrived, April 6.

Boats Mountaineer, Eldorado and Isaac Motter, Cumberland, coal to Alleghany Mining Co.
Boats Ann Gilleece and Three Brothers, Cumberland, coal to Frostburg Coal Co.
Boat J. McCoy, Hancock, tan bark to C. C. Smoot & Son.

Departed, April 6.

Boats Josiah H. Davis, Isaac Motter and Osprey, Cumberland, by Alleghany Mining Co.
Boats Sarah Ann and Ann Gilleece, Cumberland, by Frostburg Coal Co.

Sun, Fri. 4/8/53, p. 2. **Maryland Coal Trade.** -

For the week ending the 2nd instant, 40 boats laden with 4,213 tons of coal descended the Chesapeake and Ohio Canal, a slight increase over the previous week. The canal is in good navigable order. We learn from the Cumberland Telegraph that during the week ending the 2nd instant, there were transported over the Mount Savage Railroad 5,545 tons of coal, and over the road of the Cumberland Coal and Iron Company 4,065 tons. Total transportation for the week 9,610 tons, and since the 1st of January last 82,266 tons; of which 60,426 7/20 were transported over the Baltimore and Ohio Railroad, and 21,839 13/20 descended the canal.

NI, Sat. 4/9/53, p. 3. **Maryland Coal Trade** -

We learn from the *Cumberland Telegraph* that, for the week ending the 26th, forty-one boats, laden with 4,195 14/20 tons of coal, descended the Chesapeake and Ohio Canal. This is a slight falling off compared with the previous week, and may be attributed to the sinking of two canal

boats a few days since, which prevented boats from ascending.

AG, Tue. 4/12/53, p. 3. **Canal Commerce**

Arrived, April 11.

Boats Ellen Bell and Annawan, Cumberland, coal to Borden Mining Co.

Boat K. H. Lambell, Leesburg, flour to Daniel F. Hooe.

Boat John P. Smart, 3,000 bushels wheat, to Cazenove & Co.

Boats Wm. J. Boothe and Arch. Cary, Cumberland, coal to Alleghany Mining Co.

Departed, April 11.

Boat Sarah Louise, Cumberland, by Frostburg Coal Co.

Boat Ellen Bell, Cumberland, by Borden Mining Co.

AG, Thu. 4/14/53, p. 3. **Canal Commerce**

Departed, April 13.

Boat American Flag, Cumberland, by Alleghany Mining Co.

Sun, Fri. 4/15/53, p. 1. **Affairs in Alleghany County.** - We select the subjoined items from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade upon the Chesapeake and Ohio Canal for the week ending the 9th inst., was greater by 242 18/20 tons than at any previous period - 42 boats having been loaded with 4,473 7/20 tons. The canal continues in fine navigable order. During the week ending the 9th, there were transported over the Mt. Savage Railroad, 5,911 tons of coal, and over the road of the Cumberland Coal and Iron Company, 4,689 tons. Total transportation for the week 10,600 tons, and since the 1st of January last, 92,866 tons; of which 66,553 were transported over the Baltimore and Ohio Railroad, and 26,313 descended the canal. - This shows an increase in the transportation of 990 tons over the last week.

The Frostburg, Alleghany, Borden Mining and Parker Vein Coal Companies are all actively employed in extending their

accommodations for a largely increased business here and at Alexandria. With the additional facilities now in course of preparation, if the canal keeps in good navigable order, we may confidently predict the amount of coal shipped by it and the Baltimore and Ohio Railroad, from this place in the course of the present season, at but a fraction less than half a million tons.

Large Train. - A train of fifty-four cars, loaded with over four hundred tons of coal, was brought to Lynn's wharf, on Tuesday last, over the Mount Savage Railroad.

NI, Fri. 4/15/53, p. 1. **The Chesapeake and Ohio Canal Trade** for the month of March having been made up, we are enabled to give a statement of it; it will be seen to be very favorable:

Descending trade for the month			
Flour	52,960 bbls	Wheat	48,760 bu.
Lumber	644 tons	Corn	36,760 bu.
Coal	17,273 tons	Firewood	613 cords
Limestone	2,114 perches		
Total tonnage descending 29,218 tons			
Ascending Trade for the month.			
Fish	31 tons	Salt	33 tons
Groceries	75 tons	Plaster	981 tons
Lumber	194 tons		
Total tonnage ascending 1,887 tons			
Total tolls collected during the month \$15,628.39			

AG, Fri. 4/15/53, p. 3. **Canal Commerce**

Arrived, April 14.

Boat Canonicus, Cumberland, coal to Frostburg Coal Co.

Boats E. Hoffman and H. H. Casey, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Massasoit, Cumberland, coal to Borden Mining Co.

Boats Westmoreland and Mount Vernon, Cumberland, coal to Alleghany Mining Co.

Departed, April 14.

Boats J. L. W. Baker, C. H. Ohr and Martin Hoffman, Cumberland, by Cumberland Coal and Iron Co.

Sun, Sat. 4/16/53, p. 4. The Alexandrians are beginning to derive some benefits from the

Chesapeake and Ohio Canal trade. The coal trade is rapidly increasing. The Cumberland coal companies have, after trifling for a while with the corporation and capitalists in this city, established depots in Alexandria.

If the product of the Cumberland coal fields ever become very important, it must be by means of the canal transportation. The Erie Canal, as stated by the State engineer of New York in his last report, is equal in capacity for transportation to four double track railroads.

The Chesapeake and Ohio canal has a capacity of transportation nearly double that of the Erie canal. The proportion is stated by a practical engineer, as 131 to 70. Therefore, the capacity of the Chesapeake and Ohio canal for heavy transportation will be equal to about seven double-track railroads, such as the Baltimore and Ohio and the Virginia railroads.

Washington derives no advantage from the canal, and perhaps will not, for some years to come. But under a different state of things, it may be made very beneficial to the District cities, as well as Alexandria, and also to Baltimore, while it will secure the rapid development of the resources of the Cumberland region.

Items of News. - During the month of

March there were shipped from Williamsport, Md., via Canal, 18,855 bbls. of flour, besides corn, wheat, whisky, clover seed, &c.

AG, Sat. 4/16/53, p. 3. **Canal Commerce**

Arrived, April 15.

Boat George Waters, Cumberland, coal to Alleghany Mining Co.

Boats Charles Arthur and William Albert, Cumberland, coal to Borden Mining Co.

Departed, April 15.

Boats William Fowle, Charles Williams, Westmoreland and Mount Vernon, Cumberland, by Alleghany Mining Co.
Boat Massasoit, Cumberland, by Borden Mining Co.

Sun, Mon. 4/18/53, p. 4. *Georgetown, D. C.* - There has been seventy-two arrivals by the Chesapeake and Ohio Canal this week; 42 of these were from Cumberland, with coal, and passed down to Alexandria; the remainder from various points were laden with flour, wheat, limestone, hay, &c. On returning, these boats carried away an immense amount of groceries, and other articles of trade for their respective places. The amount of toll received for the week by Collector Matthews was \$3,180. *Mercury*.

AG, Tue. 4/19/53, p. 3. **Canal Commerce**
Arrived, April 18.

Boats Old Dominion, Augusta, G. W. Grove, Ann Caroline, Isaac Motter and Osprey, Cumberland, coal to Alleghany Mining Co.
Boats Sarah Ann and Anna S. Borden, Cumberland, coal to Borden Mining Co.
Boats James Magruder and Ann Gilleece, Cumberland, coal to Frostburg Coal Co.
Boat M. Francis, Harper's Ferry, 102 barrels of flour and leather to Daniel F. Hooe, and 163 barrels flour to D. Howard.
Boat General Pierce, Noland's Ferry, 200 barrels flour to Daniel F. Hooe, and 3,000 bushels corn for sale.

Departed, April 18.

Boats Old Dominion and Augusta, Cumberland, by Alleghany Mining Co.
Boats Charles Arthur and William Albert, Cumberland, by Borden Mining Co.
Boat Ann Gilleece, Cumberland, by Frostburg Coal Co.

ES, Wed. 4/20/53, p. 2. **Black Diamonds** – The amount of Coal shipped at Cumberland by the Chesapeake & Ohio Canal during the week ending April 18th, was 4,926 tons.

AG, Thu. 4/21/53, p. 3. **Canal Commerce**
Arrived, April 20.

Boats Helen Bruce, Cock Robin and Ella E. Vorhees, Cumberland, coal to Borden Mining Co.

Boat J. G. Stone, Cumberland, coal to Alleghany Mining Co.

Departed, April 20.

Boats Ann Caroline, Isaac Motter and Eldorado, Cumberland, by Alleghany Mining Co.
Boat Helen Bruce, Cumberland, by Borden Mining Co.

Sun, Fri. 4/22/53, p. 1. **Affairs in Allegany County.** - We select the following item from the Cumberland Telegraph:

Maryland Coal trade. - The Coal trade over the Chesapeake and Ohio Canal for the week ending the 16th inst. was greater by 313 17/20 tons than that of the last week, (which showed an increase of 642 18/20 over any previous period,) and would have been still greater but for an unavoidable accident on the Mt. Savage railroad - 47 boats having been loaded with 4,797 4/20 tons coal, 129 15/20 coke. The canal continues in fine navigable order, and boats are almost hourly arriving and departing. - During the week ending the 16th, there were transported over the Mount Savage railroad 5,084 tons of coal, and over the road of the Cumberland Coal and Iron Company, 4,670 tons. Total transportation for the week, 9,754 tons, and since the 1st of January last, 102,620 tons; of which 71,509 16/20 tons were transported over the Baltimore and Ohio Railroad, and 31,110 4/20 descended the Chesapeake and Ohio Canal. This shows a slight decrease in the transportation over the Baltimore and Ohio Railroad as compared with the previous week.

AG, Fri. 4/22/53, p. 3. **Canal Commerce**
Arrived, April 21.

Boats Mountaineer and Josiah H. Davis, Cumberland, coal to Alleghany Mining Co.

Departed, April 21.

Boat J. G. Stone, Cumberland, by Alleghany Mining Co.

NI, Sat. 4/23/53, p. 3. – Amount of Coal shipped at Cumberland by the Chesapeake and Ohio

Canal during the week ending April 18: Coal, 4,797 tons; Coke, 129 tons; Total, 4,926 tons.

Ibid, p. 5. **Maryland Coal Trade** – The Cumberland *Telegraph* states that the total transportation for the week ending the 16th instant was 9,754 tons, and since the 1st of January last 102,620 tons, of which 71,509 tons were transported over the Baltimore and Ohio Railroad, and 31,110 descended the Chesapeake and Ohio Canal.

AG, Sat. 4/23/53, p. 3. **Canal Commerce**

Arrived, April 22.

Boat K. H. Lambell, Big Spring Mills, 3,000 bushels wheat to Fowle & Co.

Boat General Cass, Goose Creek, flour to Daniel F. Hooe.

Departed, April 22.

Boat Cock Robin, groceries, &c., from McVeigh & Chamberlain, for Charlestown, and Martinsburg, Va., and boots, shoes, &c., from Wells A. Harper & Co.

Boat John P. Smart, groceries, &c., from McVeigh & Chamberlain, and shoes, boots, hats, &c., from Wells A. Harper & Co., for Leesburg, and Wood Grove, Loudoun County, Va.

Boats Josiah H. Davis and Mountaineer, Cumberland, by Alleghany Mining Co.

AG, Mon. 4/25/53, p. 3. **Canal Commerce**

Departed, April 23.

Boat Mountaineer, groceries from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., hardware from English, Castleman & Co., and queensware from James P. Smith, for Woodstock and Harrisonburg, Va.

Boat K. H. Lambell, hardware, &c., from English, Castleman & Co., for Leesburg, Va.

AG, Wed. 4/27/53, p. 3. **Canal Commerce**

Arrived, April 26.

Boat Ohio, Cumberland, coal to Alleghany Mining Co.

Boats Metacomet and Henry May, Cumberland, coal to Frostburg Coal Co.

Departed, April 26.

Boats Eldorado and Archibald Cary, Cumberland, by Alleghany Mining Co.

Boat Pioneer, Cumberland, by Frostburg Coal Co.

Boat Gov. Sprigg, groceries for Clear Spring, Md., from William & Charles Bayne.

AG, Thu. 4/28/53, p. 3. **Canal Commerce**

Arrived, April 27.

Boats Charles Williams and Charles Arthur, Cumberland, coal to Alleghany Mining Co.

Departed, April 27.

Boat Hugh Smith, Harper's Ferry, groceries for North Point, Page County, Va., from McVeigh & Chamberlain, and boots, shoes, hats, caps, &c., for Harrisonburg, Bentonville, Luray and North Point, Va., from Wells A. Harper & Co.

Boat Ohio, Cumberland, by Alleghany Mining Co.

Boats Anna Marion, Emily Francis and Eliza Wolf, Cumberland, by Frostburg Coal Co.

Boat Eldorado, Cumberland, fish and plaster from D. B. Smith & Co.

Sun, Fri. 4/29/53, p. 1. **Affairs in Allegany County.** - The Cumberland *Telegraph* contains the following items of news:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal for the week ending the 23rd inst., was greater by 136 tons than at any previous period, 50 boats having loaded with 4,933 4/20 tons of coal and 240 1/20 coke. The canal still continues in fine navigable order. During the week there were transported over the Mt. Savage railroad 5,614 tons of coal, and over the road of the Cumberland Coal and Iron Company, about 3,897 15/20 tons. - An accident on the latter road diminished its business. Total transportation for the week 9,461 15/20 tons.

Ship Timber for France. - Capt. Lucas, an agent sent out by the government of France, is now here wishing to receive proposals for the furnishing and delivery of 1,000 cords of white oak per month, sawed and split, suitable for

cooper stuff, and 7,000 knees for vessels - to be delivered at any point on the canal or railroad. The timber is to be transported by the canal to Alexandria, and shipped at that port direct to France. Dr. R. S. McKaig has accepted the agency for shipping the same. He will convey it to Alexandria in his line of canal boats, and will contract with other parties for its conveyance to France. He expects to ship six hundred tons per week from Cumberland, and send out one ship load per month to France.

The Cumberland Coal and Iron Company are rapidly multiplying their facilities for an increased business. This company intend constructing a new wharf on their property below Mr. Henry T. Weld's boat yard, immediately along the canal. They are now making arrangements to extend their railroad to it.

AG, Fri. 4/29/53, p. 3. **Canal Commerce**
Arrived, April 28.

Boats Massasoit, Denton Jacques and three Brothers, Cumberland, coal to Borden Mining Co.

Boats Otho Baker, Inglehart and Star, Cumberland, coal to Frostburg Coal Co.

Departed, April 28.

Boat Essex, Harper's Ferry, dry goods from Bryan, Adams & Co., hardware from English, Castleman & Co., for Cabin Hill, Shenandoah County, via Winchester, groceries for North Point and White House, Page County, Va., from William & Charles Bayne.

Boats Sarah Louise, Annawan and C. B. Tisdale, Cumberland, by Borden Mining Co.

Boat Metacomet, Cumberland, by Frostburg Coal Co.

Boats Charles Williams and Charles Arthur, Cumberland, by Alleghany Mining Co.

Sun, Sat. 4/30/53, p. 1. **Affairs in Allegany County.** - From the Cumberland Miners' Journal, of yesterday, we take the following item:

Additional Facilities. - The Cumberland Coal and Iron Company are about to extend the railroad on the main canal basin. Surveys have

been going on for several days, but the exact route has not yet been located. It is supposed, however, that the road will be extended by means of an arched tunnel through the hill upon which was situated Old Fort Cumberland, crossing Washington street, near the town bridge, and then passing on piers over Wills' Creek and the tow path, be carried to the wharves of the company.

AG, Sat. 4/30/53, p. 3. **Canal Commerce**

Departed, April 29.

Boats Henry May, Metacomet, Otho Baker and Star, Cumberland, by Frostburg Coal Co.

Boats Massasoit and Denton Jacques, Cumberland, by Borden Mining Co.

Sun, Mon. 5/2/53, p. 4. **Georgetown, D. C.** - The business on the canal during the past week has been very good. Sixty boats arrived - 35 from Cumberland with coal, passed down to Alexandria; twenty-five came well freighted with flour, corn, pig iron, limestone, wood, hay, &c. The amount of money received by the Collector, Mr. Matthews, for that period, is \$2,900.

AG, Mon. 5/2/53, p. 3. **Canal Commerce**

Departed, April 30.

Boat Three Brothers, Cumberland, by Borden Mining Co.

Boat J. Inglehart, Cumberland, by Frostburg Coal Co.

AG, Tue. 5/3/53, p. 3. **Canal Commerce**

Arrived, May 2.

Boats Canonicus, A. S. Borden, J. A. Magruder, Baltimore and E. E. Vorhees, Cumberland, coal to Borden Mining Co.

Boats Helen Bruce, J. Fitzpatrick, Sarah Ann and Ann Gilleece, Cumberland, coal to Frostburg Coal Co.

Boats Millard Fillmore, Osprey, Old Dominion, A. W. Eastlack and Ann Caroline, Cumberland, coal to Alleghany Mining Co.

Departed, May 2.

Boats Three Brothers and Canonicus,
Cumberland, by Borden Mining Co.
Boats Millard Fillmore and Osprey, Cumberland,
by Alleghany Mining Co.

AG, Thu. 5/5/53, p. 3. **Canal Commerce**
Arrived, May 4.

Boat James Terrell, Cumberland, coal to
Frostburg Coal Co.
Boat Cumberland, Cumberland, coal to Borden
Mining Co.

Departed, May 4.

Boats George Waters and Margaret V. Hill,
Cumberland, by Alleghany Mining Co.
Boat J. Fitzpatrick, Cumberland, by Frostburg
Coal Co.
Boat J. A. Magruder, Cumberland, by Borden
Mining Co.

AG, Fri. 5/6/53, p. 3. **Canal Commerce**
Arrived, May 5.

Boats J. P. Grover, Mountaineer and William J.
Boothe, Cumberland, coal to Alleghany Mining
Co.
Boat Ellen Bell, Cumberland, coal to Borden
Mining Co.

Departed, May 5.

Boat Old Dominion, groceries, &c., from
McVeigh & Chamberlain, and shoes, boots, &c.,
from Wells A. Harper & Co., for Old Town, Md.
Boat J. F. Wheatley, groceries, &c., from
McVeigh & Chamberlain, and shoes, boots, hats,
&c., from Wells A. Harper & Co., for
Charlestown and Martinsburg, Va.
Boats Reporter and Ann Caroline, Cumberland,
by Alleghany Mining Co.
Boats Helen Bruce, Cock Robin and James
Terrell, Cumberland, by Frostburg Coal Co.
Boat Baltimore, Cumberland, by Borden Mining
Co.

Sun, Sat. 5/7/53, p. 1. **Affairs in Allegany
County.** - We select the annexed items from the
Cumberland (Md.,) Miners' Journal:

Maryland Coal Trade. - The amount sent
by railroad this week was 6,656 tons; by canal

3,961 tons; total for the week 10,617 tons,
against 9,837 tons for the week previous,
showing a gain for the road of 2,113, and a loss
for the canal of 1,333 tons as compared with the
week previous. The amount this week is the
largest ever yet carried from the region during
the same length of time. But for a run off on the
Mount Savage road it would have been larger by
600 tons. Shippers on the canal are complaining
of a want of regularity in loading on the part of
some companies. It is evident there are not yet a
sufficient number of cars on the mine roads, nor
the requisite wharf facilities for loading boats.
The canal continues in the finest boating order
throughout its whole length. - Amount for the
year by railroad 83,641 tons; by canal 41,613
tons; total for the year 124,254.

North Branch Railroad - The legislature of
Maryland has passed an act incorporating the
North Branch Company, with power to construct
a railroad or a lock and dam improvement of the
Potomac river, or a work consisting of part lock
and dam, part canal, and part railroad, as they
may find most expedient, from some point at or
near Cumberland, to some point at or near
Westernport, or the mouth of Savage river, to be
employed principally as a feeder to the
Chesapeake and Ohio Canal from the coal region
of George's Creek and the Virginia coal deposits
on the North Branch. The charter is a liberal
one, and the incorporators have also obtained from
the Chesapeake and Ohio Canal Company a
transfer of the prior right of way vested by law in
that company up the valley of the Potomac, west
of Cumberland. The road will not exceed 26
miles in length, and will cost between \$600,000
and \$1,000,000, and can be completed in one
year. The various mining companies are
authorized to subscribe to the stock, and the
maximum charge for tolls is to be 3 cents per ton
per mile.

AG, Sat. 5/7/53, p. 3. **Canal Commerce**
Arrived, May 6.

Boats Augusta and J. G. Stone, Cumberland,
coal to Alleghany Mining Co.

Boats Pacific and Sarah Louise, Cumberland, coal to Frostburg Coal Co.

Departed, May 6.

Boats W. J. Boothe, Mountaineer and Augusta, Cumberland, by Alleghany Mining Co.

Boat D. J. McCoy, hardware from English, Castleman & Co., dry goods from Bryan, Adams & Co., groceries from McVeigh & Chamberlain, and Wm. & Chas. Bayne, for Hancock, Md.

AG, Mon. 5/9/53, p. 3. **Canal Commerce**

Arrived, May 7.

Boats Anna Marion and Annawan, Cumberland, coal to Borden Mining Co.

Boats Wm. Fowle and J. H. Davis, Cumberland, coal to Alleghany Mining Co.

Boats Pioneer and Emily Francis, Cumberland, coal to Frostburg Coal Co.

Departed, May 7.

Boats E. E. Voorhees, Cumberland, Ellen, Bell and Anna Marion, Cumberland, by Borden Mining Co.

Boats J. P. Grove, J. H. Davis and J. G. Stone, Cumberland, by Alleghany Mining Co.

Boats Pacific and Sarah Louise, Cumberland, by Frostburg Coal Co.

AG, Tue. 5/10/53, p. 4. **Canal Commerce**

Arrived, May 9.

Boats Mount Vernon, A. Cary and Westmoreland, Cumberland, coal to Alleghany Mining Co.

Boats Charles Arthur and General Cass, Cumberland, coal to Frostburg Coal Co.

Departed, May 9.

Boats William Fowle and Mount Vernon, Cumberland, by Alleghany Mining Co.

Boats Pioneer and Emily Francis, Cumberland, by Frostburg Coal Co.

AG, Wed. 5/11/53, p. 3. **Canal Commerce**

Arrived, May 10.

Boats Henry May and C. B. Tisdale, Cumberland, coal to Frostburg Coal Co.

Boats Ann Caroline, Eldorado, Isaac Motter and Charles Arthur, Cumberland, coal to Alleghany Mining Co.

Departed, May 10.

Boats General Cass and Charles Arthur, Cumberland, by Frostburg Coal Co.

Boats A. Cary and Westmoreland, Cumberland, by Alleghany Mining Co.

AG, Thu. 5/12/53, p. 3. **Canal Commerce**

Arrived, May 11.

Boats Eliza Wolfe, Metacomet, Massasoit and Denton Jacques, Cumberland, coal to Borden Mining Co.

Boats A. C. Green, Three Brothers and Star, Cumberland, coal to Frostburg Coal Co.

Departed, May 11.

Boats Annawan, Eliza Wolfe and Metacomet, Cumberland, by Borden Mining Co.

Boats Henry May and C. B. Tisdale, Cumberland, by Frostburg Coal Co.

Boats Isaac Motter and Charles Williams, Cumberland, by Alleghany Mining Co.

Boat William P. Lynch, groceries, from McVeigh & Chamberlain, for Shepherdstown, Va., and Williamsport and Cumberland, Md.

Sun, Fri. 5/13/53, p. 1. **Affairs in Allegany County.** - We select the following item from the Cumberland Telegraph:

Maryland Coal Trade. - The coal over the Chesapeake and Ohio Canal for the week ending the 7th instant, was considerably larger than at any previous period, 51 boats having departed for the East with 5,161 19 tons of coal, and 196 07 tons of coke. The trade will rapidly increase from this time forward, should no accident occur on the Canal, which is now said to be in the finest navigable order throughout its whole extent. There were transported over the Mount Savage road 5,665 tons, and over the road of the Cumberland Coal and Iron Company, 4,605 tons. Total transportation for the week 10,290 10/20 tons, and since the 1st of January 134,530 1/20 tons, of which 89,061 5/20 tons were transported over the Baltimore and Ohio

Railroad, and 45,469 6/20 descended the Chesapeake and Ohio Canal.

Wed. 5/11/53, p. 3. **LOCAL MATTERS**

Commerce and the Canal – The Mayor, in his communication to the City Councils on Monday, suggested that active measures be at once taken to place the Washington canal in good navigable condition throughout its entire length; and, as one of the most efficient means of doing so, recommended that provision be made for the purchase of a steam-dredging machine, similar to that made use of at the Washington navy-yard; that the wharves at the Eastern Branch be extended on each side of the canal; that the wharf at the foot of Seventeenth street be completed by raising the walls and filling it up, according to the plan and estimate of the commissioner of the western section of the canal, and that an appropriation be made to complete the dredging of the canal, to finish and repair the walls, and complete the towpath. The entire amount necessary for all these purposes is \$24,837.99.

The late dredging and repair of the canal cost upwards of \$130,000, contributed jointly by Congress and the city corporation; but the further sum of \$24,838 (lacking an entire cent) is now deemed necessary, in order that the revenue from that source may be considerably augmented. The wharf at Seventeenth street, if placed in a proper condition, could be rented, we learn, at a thousand dollars a year, while the wharves at the Eastern Branch would yield between fifteen hundred and two thousand dollars for a like period; applications having been made for them at these rates for the wood and coal trade. Hence the remark of the Mayor, in his communication, (which we published yesterday,) “that as soon as the foregoing works are completed, the wharves will yield to the corporation an annual revenue considerably more than the interest upon the whole expenditure.”

Cumberland coal is not now brought directly to this city, owing to the obstruction of the bridges over the canal at Georgetown to the barges, which are of the largest class. They can

pass to Washington when loaded, but, relieved of freight – the vessels then floating higher – cannot return. And this is one of the reasons, the more prominent, we learn, why so much of the trade is diverted to Alexandria. But the Chesapeake and Ohio Canal Company is in treaty with the corporate authorities of Georgetown to elevate the bridges. Should this result favorably, of which there is probability, the canal winding through our city will be more valuable than at present, and, as a consequence, the people will be proportionately benefited by the proposed improvement.

Sun, Mon. 5/16/53, p. 4. Chesapeake and Ohio Canal operations continue exceedingly encouraging. During the week we have had seventy-five arrivals; forty-four of these were from Cumberland, with cargoes averaging one hundred tons of coal each, and passed down to Alexandria; 31 from intermediate points on the stream brought flour, grain, plaster and other articles. Receipts in money for the week, at our office alone, \$2,500.

AG, Tue. 5/17/53, p. 3. **Canal Commerce**

Arrived, May 16.

Boats Ann Gilleece, William Albert and Sarah Ann, Cumberland, coal to Frostburg Coal Co. Boats Mary R. Hale, Abraham Leiter and W. B. Clarke, Cumberland, coal to Cumberland Coal and Iron Co.

Boats G. W. Grove, Anna Caroline and A. W. Eastlack, Cumberland, coal to Alleghany Mining Co.

Departed, May 16.

Boats Sarah Ann, Ann Gilleece and William Albert, Cumberland, by Frostburg Coal Co.

Boats C. F. Mudge, N. J. Berston, Freeman Rawdon, D. Shriver, Mary R. Hale, Abraham Leiter and W. B. Clarke, Cumberland, by Cumberland Coal and Iron Co.

Boat Old Dominion, Cumberland, by Alleghany Mining Co.

AG, Wed. 5/18/53, p. 2. **Canal Commerce**

Arrived, May 17.

Boats Joseph Eichelberger, C. H. Ohr, T. C. Potterfield, Miles Standish, G. W. Riggs and Martin Hoffman, Cumberland, coal to Cumberland Coal and Iron Company.
Boat Ellen Voorhees, Cumberland, coal to Frostburg Coal Company.
Boats Octorara, Helen Bruce, Magruder and Baltimore, Cumberland, coal to Frostburg Coal Company.
Boat Mountaineer, Cumberland, coal to Alleghany Mining Company.

Departed, May 17.

T. C. Potterfield, Joseph Eichelberger and Miles Standish, Cumberland, by Cumberland Coal & Iron Company
Boat G. W. Grove, Cumberland, by Alleghany Mining Company.
Boats Octorara and James A. Magruder, Cumberland, by Frostburg Coal Company.

AG, Thu. 5/19/53, p. 3. **Canal Commerce**

Arrived, May 18.

Boat Ohio, Cumberland, coal to Alleghany Mining Company.
Boats A. S. Borden, Inglehart, James Fitzpatrick, Cock Robin and Ann Acts, Cumberland, coal to Borden Mining Co.

Departed.

Boat A. W. Eastlack, Cumberland, by Alleghany Mining Company.
Boats A. S. Borden, Inglehart, Cock Robin and James Fitzpatrick, Cumberland, by Borden Mining Company.
Boats Martin Hoffman, C. H. Ohr and G. W. Riggs, Cumberland, by Cumberland Coal and Iron Co.
Boat Ellen Voorhees, Cumberland, by Frostburg Coal Co.

Sun, Fri. 5/20/53, p. 1. **Affairs in Allegany County.** - We select the following items from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal for the week ending the 14th inst., was somewhat less

than for the previous week, owing to the sinking of the canal boat "Cumberland," which obstructed the navigation for forty-eight hours - only 48 boats having loaded with 4,938 12/20 tons of coal, and 90 5/20 tons of coke. The quantity transported over the Mt. Savage railroad was 6,159 tons, and over the road of the Cumberland Coal and Iron Company 4,968 tons - total for the week 11,121 tons, being an increase of 830 tons over the previous week. Since the 1st of January the quantity transported by canal and railroad is 145,651 tons.

Break in the Canal. - A break in the canal, two miles this side of Hancock, is reported. The extent of the damage is not known. One of the boat captains says the water was leaving the level rapidly as he came up over it.

AG, Fri. 5/20/53, p. 3. **Canal Commerce**

Arrived, May 19.

Boats Eckhart, J. L. W. Baker, Juno and R. G. Violett, Cumberland, coal to Cumberland Coal & Iron Company.
Boat Wm. J. Boothe, Cumberland, coal to Alleghany Mining Co.

Departed.

Boats Ann Caroline, Ohio, Sarah Perry and Mountaineer, Cumberland, by Alleghany Mining Co.
Boat J. F. Wheatley, groceries for Harper's Ferry, from Fleming & Douglass.
Boats Eckhart and J. L. W. Baker, Cumberland, by Cumberland Coal & Iron Company.

Sun, Sat. 5/21/53, p. 4. **Affairs in Allegany County.** - The Cumberland Journal has the following items:

Sale of the Canal. - We have recently heard of a project, broached by certain large Northern capitalists, to purchase the State's interest in the Chesapeake and Ohio Canal. We are not fully acquainted with the details of the scheme, but we learn that it meets with considerable approbation in high quarters.

Canal Break. - A note from the Chief Engineer states that the break in the canal near Hancock, on Monday, would be repaired in about two days. The interruption to navigation will be slight.

AG, Sat. 5/21/53, p. 3. **Canal Commerce**
Departed.

Boat Cock Robbin, groceries, &c., from McVeigh & Chamberlain, for Shepherdstown, Va., and Frostburg, Md., and groceries for Cumberland, Md., from Wm & Chas. Bayne. Boat J. F. Wheatley, groceries, &c., from McVeigh & Chamberlain, and boots, shoes, &c., from Wells A. Harper & Co., for Martinsburg, Va.

Boat Charles Perry, Cumberland, by Borden Mining Co.

Boats Juno and R. G. Violet, Cumberland, by Cumberland Coal and Iron Co.

ES, Mon. 5/23/53, p. 3. *Canal* - The lock-keepers on the Chesapeake & Ohio Canal are to receive fifty dollars per lock for those who keep one or two locks, and twenty-five dollars per lock for those keeping four locks, after the 1st of June.

AG, Mon. 5/23/53, p. 3. **Canal Commerce**
Arrived, May 21.

Boats Sarah Louise and Ellen Bell, Cumberland, coal to Frostburg Coal Co.

Boat J. H. Davis, Cumberland, coal to Alleghany Mining Co.

Departed.

Boat John P. Smart, groceries for Leesburg, and Mount Gilead, Loudoun County, from W. & C. Bayne.

Boat W. J. Boothe, Cumberland, by Alleghany Mining Co.

Boat Sarah Louise, Cumberland, by Frostburg Coal Co.

AG, Thu. 5/26/53, p. 3. **Canal Commerce**
Departed.

Boats Annawan, Anna Marion and Pioneer, Cumberland, by Borden Mining Co.

Sun, Fri. 5/27/53, p. 4. **Affairs in Allegany County.** - We copy the following items from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal, for the week ending Saturday, 21st instant, was somewhat less than for the previous week, owing to the break in the canal near Hancock - 49 boats having loaded with 4,904 5/20 tons of coal and 144 7/20 of coke. There were transported over the Mount Savage Railroad 5,767 tons, and over the road of the Cumberland Coal and Iron Company 4,417 tons. Total transportation for the week 10,184 5/20 tons; and, since the 1st of January last, 155,835 15/20 tons, of which 100,013 5/20 tons were transported over the Baltimore and Ohio Railroad, and 55,822 10/20 tons descended the Chesapeake and Ohio Canal.

Aground. - It is reported that one of the scows belonging to the Cumberland Coal and Iron Company, loaded with 120 tons of coal, is fast aground, about 39 miles below, being directly athwart the canal, with her bow to the tow-path.

Increased Salaries. - The board of directors of the Chesapeake & Ohio Canal passed, at their last meeting, an order giving to each of the lock keepers an increase of \$50 on their salaries.

AG, Sat. 5/28/53, p. 3. **Canal Commerce**
Arrived, May 27.

Boats Gen. Cass and Chas. Arthur, Cumberland, coal to Frostburg Coal Co.

Boats Isaac Motter and Mt. Vernon, Cumberland, coal to Alleghany Mining Co.

Departed.

Boat Isaac Motter, Cumberland, by Alleghany Mining Co.

AG, Mon. 5/30/53, p. 3. **Canal Commerce**
Arrived, May 28.

Boats C. B. Tisdale, Eliza Wolf, Metacomet, Three Brothers, Denton Jacques and Sarah Ann, Cumberland, coal to Borden Mining Co.
Boats Massasoit, Delaware, Henry May, Cumberland and Star, Cumberland, coal to Frostburg Coal Co.
Boats Eldorado, Augusta, Osprey and Chas. Williams, Cumberland, coal to Alleghany Mining Co.
Thirteen boats from Cumberland, with coal to Cumberland Coal and Iron Co.

Departed.

Boat Mount Vernon, Cumberland, by Alleghany Mining Co.
Boats C. B. Tisdale and Eliza Wolf, Cumberland, by Borden Mining Co.
Boats Charles Arthur and Gen. Cass, Cumberland, by Frostburg Coal Co., and groceries by Wm. & Chas. Bayne.
Four Boats for Cumberland, by Cumberland Coal and Iron Co.

AG, Wed. 6/1/53, p. 3. **Canal Commerce**

Arrived, May 31.

Boats Ann Gilleece, Albany, Canonicus, A. C. Greene, Helen Bruce and E. E. Voorhees, Cumberland, coal to Borden Mining Co.

Departed.

Boats Metacomet and three Brothers, Cumberland, by Borden Mining Co.
Boats Osprey and C. T. Porterfield, Cumberland, by Alleghany Mining Co.

Sun, Thu. 6/2/53, p. 3. The following advertisement shows this packet boat was prepared to take patrons to Alexandria or Arlington, Va. in addition to places on the canal as far as Harper's Ferry.

EXCURSION PACKET!
The subscriber has the pleasure to inform his friends and the public that he has lately purchased the splendid packet boat "FASHION," which he has fitted up in a superior style for the accommodation of SCHOOLS and PARTIES OF PLEASURE on the Chesapeake and Ohio Canal. On notice, I will be prepared to make trips to CUSTIS' SPRING, near Arlington; to ALEXANDRIA; the GREAT FALLS, HARPER'S FERRY, or to any point on the Canal which my patrons may desire to visit. FISHING PARTIES will be taken to the LITTLE FALLS on moderate terms.
The "FASHION" can be chartered at Congress Street Bridge, Georgetown. Terms will be made very moderate. m21-post.

The advertisement started May 21st and ran daily through at least June 2, 1853.

AG, Thu. 6/2/53, p. 3. **Canal Commerce**

Arrived, June 1.

Boats Freeman Rawdon, David Shriver, E. J. Neal, N. J. Berston, C. F. Mudge, Abraham Leiter, Josephine Seaton, Emily Hoffman, Francis Bloodgood, C. H. Ohr, Juno, R. G. Violet, Joseph Eichelberger, Louisa, M. S. Rawdon and Reporter, Cumberland, coal to Cumberland Coal & Iron Co.
Boats J. Fitzpatrick, James Magruder, Anna S. Borden, Wm. Albert, Cumberland, coal to Frostburg Coal Co.
Boats William J. Boothe and Mountaineer, Cumberland, coal to Alleghany Mining Co.
Boat Baltimore, Cumberland, coal to Frostburg Coal Co.
Boat Cock Robin, Cumberland, coal to Borden Mining Co.

Departed.

Boats Anna Woodward, E. A. Cook, H. H. Casey, James Boyce, Wm. P. Lynch, Columbia, J. R. Annan, Louise, Abraham Leiter, M. J. Berston, C. F. Mudge and Thomas Silvers, Cumberland, by Cumberland Coal and Iron Company.
Boat Chas. Williams, Cumberland, by Alleghany Mining Company.
Boats Delaware, Charles Arthur and Star, Cumberland, by Frostburg Coal Company.
Boats Denton Jacques and Sarah Ann, Cumberland, by Borden Mining Company.
Boats Star and Wm. Albert, Cumberland, by Frostburg Coal Company.

Sun, Fri. 6/3/53, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio canal for the week ending Saturday last, was the largest ever sent in one week, and 884 7/20 tons larger than for the previous week - 57 boats having loaded with 5,788 13/20 tons of coal and 139 15/20 tons

of coke. During the month of May 21,112 tons of coal and 654 tons of coke were transported over the canal. Last week 6,726 tons of coal were sent over the Mt. Savage railroad, and 5,208½ tons over the road of the Cumberland Coal and Iron Company. Total transportation for the week, 11,486 10/20 tons; and since the 1st of January last 167,392 10/20 tons, of which 105,657 10/20 tons were transported over the Baltimore and Ohio Railroad, and 61,734 15/20 tons descended the Chesapeake and Ohio Canal.

Drowned. - Tilghman Davis, a steersman on the canal boat "Hope," belonging to Charles Perry, Esq., of this place, was drowned in the canal on Thursday night of last week, at the viaduct at Williamsport.

NI, Sat. 6/4/53, p. 3. **Cumberland Coal Trade.** - The amount sent from Cumberland to market this week was 11,556 tons, of which 5,644 tons went by railroad and 5,912 tons by canal. The increase this week over the week previous is 1,373 tons, of which 763 are due to the railroad, and 610 to the canal. The amount sent by canal for the week is greater than that sent by railroad by 268 tons, and the aggregate amount for the week is greater than was ever sent from the region for any week previous. — *Miners' Journal*.

AG, Tue. 6/7/53, p. 3. **Canal Commerce**

Arrived, June 6.

Boats Ohio, J. H. Davis and Mount Vernon, Cumberland, coal to Alleghany Mining Co.

Boats C. B. Tisdale and Gen. Cass, Cumberland, coal to Frostburg Coal Co.

Boats James Terrel, Mary R. Zimmerman, Yankee and Lake Erie, Cumberland, coal to Cumberland Coal and Iron Co.

Departed.

Boats Anna S. Borden and James A. Magruder, Cumberland, by Frostburg Coal Co.

Boats A. C. Green and Helen Bruce, Cumberland, by Borden Mining Co.

Boats Hopewell, Mary R. Hale, C. H. Ohr, Juno, R. G. Violet, M. S. Rawdon, Reporter and

Martin Hoffman, Cumberland, by Cumberland Coal and Iron Co.

AG, Wed. 6/8/53, p. 3. **Canal Commerce**

Arrived, June 7.

Boat H. K. Lambell, Leesburg, 530 bbls. flour to D. F. Hooe.

Boat Neptune, Goose Creek, 617 bbls. flour to P. H. Hooff, D. F. Hooe and Robert G. Violet, also, 200 sides sole leather, from do., to D. F. Hooe.

Departed.

Boats Lowel Holbrook, Col. Young, Southampton, Miles Standish, G. W. Riggs, J. S. W. Baker, Mary R. Zimmerman, W. B. Clarke and Jas. Terrill, Cumberland, by Cumberland Coal and Iron Co.

Boat Essex, groceries, from Fleming & Douglass, for Charlestown, Va.

AG, Thu. 6/9/53, p. 4. **Canal Commerce**

Arrived, June 8.

Boats Reindeer, Columbia and Angonetta, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Charles Arthur, Cumberland, coal to Frostburg Coal Co.

Departed.

Boats Lake Erie, Yankee and Reindeer, Cumberland, by Cumberland Coal and Iron Co.

Boats Jacob Taylor, Baltimore and Ann E. Arts, Cumberland, by Frostburg Coal Co.

Boats G. W. Grove and J. P. Grove, Cumberland, by Alleghany Mining Co.

Sun, Fri. 6/10/53, p. 1. **Affairs in Allegany County.** - We select the following items from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal for the week ending the 4th inst. was considerably less than for the week previous, owing to a strike among some of the miners, and the recent break on the canal, which threw the boats together at Alexandria. There were only 32 boats loaded during the week, with 3,078 10/20 tons of coal

and 152 5/20 tons of coke. During the week ending the 4th, there were transported over the Mt. Savage railroad 4,988 tons of coal, and over the road of the Cumberland Coal and Iron Company 4,146 tons. Total transportation for the week, 9,135 tons, and since the first of January last, 176,527 4/20 tons, of which 111,228 3/20 tons were transported over the Baltimore and Ohio railroad, and 65,299 1/20 descended the Chesapeake and Ohio canal.

AG, Fri. 6/10/53, p. 3. **Canal Commerce**
Arrived, June 9.

Boats Eliza Wolf and Oregon, Cumberland, coal to Borden Mining Co.

Boat Joel Charles, Cumberland, coal to Cumberland Coal and Iron Co.

Departed.

Boats Anzonetta and Columbia, Cumberland, by Cumberland Coal and Iron Co.

Boats Helen Bruce, E. E. Voorhees, Cock Robin, Sarah Louise, Pioneer and Emily Francis, Cumberland, by Borden Mining Co.

Boats A. W. Eastlack and T. S. Inglehart, Cumberland, by Alleghany Mining Co.

Boats Ann E. Arts, Anna Marion and Ellen Bell, Cumberland, by Frostburg Coal Co.

Boat Annawan, Cumberland, plaster from D. B. Smith & Co.

Boat Essex, groceries, &c., from McVeigh & Chamberlain, for Rockingham Co., Va.

Boat R. H. Lambell, groceries from McVeigh & Chamberlain, boots and shoes, &c., from Wells A. Harper & Co., queensware, from R. H. Miller, for Leesburg, Va.

Boat Pennsylvania, groceries, &c., from McVeigh & Chamberlain, and boots, shoes, &c., from Wells A. Harper & Co., for Parkhead, Md.

Boat grove, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Cumberland.

Sun, Sat. 6/11/53, p. 1. *The Narrows*. - The Mt. Savage Company having completed a second railroad track through the Narrows, are now constructing a third, and will probably add a

fourth in the course of time. These additional tracks will greatly increase the facilities now existing for the delivery of coal, both to the Baltimore and Ohio railroad and the Chesapeake and Ohio canal.

NI, Sat. 6/11/53, p. 5. **Cumberland Coal Trade**
- The total amount of coal transportation from Cumberland during the week ending on the 4th instant was 9,135 tons, of which 5,570 tons were sent over the Baltimore and Ohio Railroad, and 3,564 descended the Chesapeake and Ohio Canal. The decrease in the transportation, as compared with the previous week, is caused by a strike among the miners in the employ of the Cumberland Coal and Iron Company. The strike had extended among the miners in Jennings's Valley, and would probably become general.

AG, Sat. 6/11/53, p. 3. **Canal Commerce**
Arrived, June 10.

Boats P. B. Petrie and E. A. Cook, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Isaac Motter, Eldorado and Archibald Carey, Cumberland, coal to Alleghany Mining Co.

Boats Three Brothers, Henry May and Star, Cumberland, coal to Frostburg Coal Co.

Departed,

Boats Joel Charles and P. B. Petrie, Cumberland, by Cumberland Coal and Iron Co.

Boats Ohio, Josiah H. Davis and Isaac Motter, Cumberland, by Alleghany Mining Co.

Boat Anna Marion, Cumberland, by Frostburg Coal Co.

Boat Pennsylvania, for Park Head, Maryland, groceries from William & Charles Bayne.

Boat George Walters, for Shepherdstown, Virginia, groceries from William & Charles Bayne.

AG, Mon. 6/13/53, p. 3. **Canal Commerce**
Departed,

Boat Denton J. McCoy, Hancock, Maryland, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co.,

hardware from English, Castleman & Co., and dry goods from Bryan, Adams & Co. Boat George Waters, groceries, &c., from McVeigh & Chamberlain, and boots, shoes, &c., from Wells A. Harper & Co., for Shepherdstown, Virginia.

AG, Tue. 6/14/53, p. 3. **Canal Commerce**
Arrived, June 13.

Boats Delaware, Denton Jacques and Massasoit, Cumberland, coal to Borden Mining Co.

Departed.

Boats Metacomet and Delaware, Cumberland, by Borden Mining Co.

Boat Eldorado, Cumberland, by Alleghany Mining Co.

AG, Wed. 6/15/53, p. 3. **Canal Commerce**
Arrived, June 14.

Boat Ella Dunham, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Augusta, A. Carey and Westmoreland, Cumberland, coal to Alleghany Mining Co.

Departed.

Boats Augusta and A. Carey, Cumberland, by Alleghany Mining Co.

AG, Fri. 6/17/53, p. 3. **Canal Commerce**
Arrived, June 15.

Boat Wm. Fowle, Cumberland, coal to Alleghany Mining Co.

Departed.

Boat Westmoreland, Cumberland, by Alleghany Mining Co.

Sun, Sat. 6/18/53, p. 4. **Affairs in Allegany County.** - We copy the following items from the Cumberland Journal:

North Branch Company. - At a meeting of the Chesapeake and Ohio Canal Company, on the 6th inst., the prior right of way up the Potomac, west of Cumberland, was in due from transferred to the "North Branch Company." The eminent engineer, Charles B. Fisk, Esq., is now engaged in preparing the plan and estimates of the North Branch improvement. Books of

subscription to the capital stock will be opened in a short time.

The Canal. - The weather during the past two weeks has been so very dry as to cause some diminution in the amount of water supplied to the canal. Navigation, however, is as yet in the best condition, and if the strike does not last long, we have no doubt the boatmen will be soon fully engaged.

ES. Tue. 6/21/53, p. 3. Apparently, the excursion business did not support the packet boat *Fashion* as evidenced by the following advisement:

AUCTION SALES.

By E. S. WRIGHT, Auctioneer.

PACKET BOAT FASHION AT AUCTION.
—On **MONDAY AFTERNOON** next, the 27th instant, at 4 o'clock, I shall sell, at the Congress street Bridge, Georgetown, D. C., the superior Canal Packet Boat **FASHION**, with her Furniture, Refrigerators, Harness, and ~~Wines~~. This Boat has recently undergone a thorough repair, and is considered the best built Packet on the Canal, and has accommodations for 150 passengers. An active man can make her pay for herself the present season.

Terms: One half cash; balance in three and six months, for approved endorsed notes, bearing interest.

ED. S. WRIGHT, Auctioneer.
GEORGETOWN, D. C., June 21—td*

The advertisement started June 21st and ran daily until the auction on June 27th.

Sun, Fri. 6/17/53, p. 1. **Affairs in Allegany County.** - We select the items below from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal for the week ending the 11th instant was quite small, owing in a measure to the strike spoken of last week, only 40 boats having loaded with 3,373 11/20 tons of coal, and 231 8/20 tons of coke. In consequence of the small amount of business doing on the canal, and as there is little prospect of its being increased under the present aspect of affairs, some of the canal boats heretofore engaged in the coal trade have been tied up,

while three have left without loading. There are about twenty-five boats at this time in the basin waiting for loads. During the week ending the 11th inst., there were transported over the Mt. Savage road, 5,990 tons of coal, and over the road of the Cumberland Coal and Iron Company 3,163 tons. There have also been transported over the Baltimore and Ohio road, from George's Creek Valley during the two weeks ending the 11th inst., 2,616 tons of coal.

Wed. 6/22/53.¹ **A Fatal Affray at**

Williamsport. – There are at present a large number of boats lying near Williamsport, being detained in consequence of a leak in the Canal. On Saturday evening last, as we understand, a fight occurred between some of the hands employed on these boats, in which knives were freely used, and which resulted in the death of a colored man who was stabbed by a white man, the latter making his escape before he could be arrested. Another colored man was also severely stabbed.

ES, Thu. 6/23/53, p. 2. **Chesapeake and Ohio Canal.** - We learn, with surprise and regret, that the interest on the coupons of the Chesapeake and Ohio Canal Company has not been paid for the last eighteen months!

This is a disgraceful state of things, at such a time as this, when the precious metals are flowing into the country at the rate of \$20,000,000 per month. There must be bad, very bad management somewhere. Where is it?

Sun, Fri. 6/24/53, p. 1. **Affairs in Allegany County.** - We copy the following item from the Cumberland Telegraph:

Maryland Coal trade. - The coal trade over the Chesapeake and Ohio Canal, for the week ending the 18th instant, was less by about 1,000 tons than for the previous week, owing to the strike at the mines, only 23 boats having loaded with 2,312 19/20 tons of coal. The quantity transported during the week over the

Mount Savage Railroad was 4,162 tons, over the road of the Cumberland Coal and Iron Company 3,358. Total transportation from the Frostburg region for the week 7,520 15/20 tons, and since the 1st of January last 193,201 9/20 tons, of which 121,706 13/20 were transported over the Baltimore and Ohio Railroad, and 71,494 16/20 tons descended the Chesapeake and Ohio Canal. During the week ending the 18th instant there were also 1,453 tons transported over the Baltimore and Ohio road from the George's Creek Valley, making 5,639 tons from that region this season.

The Strike at the Mines has been partially compromised. The miners in the employ of the Frostburg Company have gone to work, and those at the other mines have gone in again, an advance of three cents per ton over former rates having been conceded. Shipments of coal for the balance of the season will be regular, and no apprehensions are entertained of another interruption from that source, as we are informed the miners are satisfied with the arrangement that has been made.

Arrested – Joshua Anderson, of Georgetown, charged with killing a slave of Joseph Sprigg, Esq., of Cumberland, has been arrested and committed to Washington county jail. (This must be a mistake as the Washington Telegraph states that Anderson was arrested near Bladensburg, by Messrs. Frere and Cox, of the Auxiliary Guard, and brought to Washington yesterday morning and committed to await the requisition of the Governor of Maryland.)

DR, Fri. 6/24/53, p. 3. **LOCAL MATTERS**
Homicide – On Wednesday, information was received in this city that a white man, named Joshua Anderson, of this District, on Saturday last, killed a male slave of Mr. Joseph Sprigg, of Cumberland, by stabbing him with a knife, the instrument entering the heart, causing almost instant death. The tragedy occurred on the

¹ *Herald of Freedom & Torch Light*, Hagerstown, Md.

Chesapeake and Ohio Canal, a short distance below Williamsport. Yesterday morning, officers Coxe, Freer and Keese, of Washington, started in pursuit of the fugitive; the last named going by steamboat to Alexandria, and the other two by the cars to Bladensburg, where they captured him as he was about to take passage. He was brought to this city; and Justice Donn, having examined into the facts, committed him to jail, to await the requisition of the Governor of Maryland.

NI, Sat. 6/25/53, p. 5. **Maryland Coal Trade** – The coal trade for the week ending 18th June was again small on account of the strike among the miners; the total for the week being 7,520 tons, of which 4,772 were transported over the Baltimore and Ohio Railroad, and 2,749 descended the Chesapeake and Ohio Canal. The miners have gone to work again and no apprehensions are entertained of further interruption on their account.

AG, Sat. 6/25/53, p. 3. **Canal Commerce**
Arrived, June 24.

Boats J. R. Annawan, Wm. P. Lynch, Abraham Seiter, Reporter, Emily Hoffman, N. H. Casey, N. J. Berston, James Boyce and Juno, Cumberland, coal to Cumberland Coal and Iron Co.

Departed.

Boats J. R. Annawan, Wm. P. Lynch, Abraham Seiter, Reporter and Emily Hoffman, Cumberland, by Cumberland Coal and Iron Co.
Boat Osprey, Cumberland, by Alleghany Mining Co.

AG, Mon. 6/27/53, p. 3. **Canal Commerce**
Arrived, June 25.

Boats Elk, Albany, Mary Hale, C. H. Ohr and C. F. Mudge, Cumberland, coal to Cumberland Coal and Iron Co.
Boat J. G. Stone, Cumberland, coal to Alleghany Mining Co.
Boat Neptune, Goose Creek, wheat to James Irwin & Co.

Departed.

Boats H. H. Casey, N. J. Berston, James Boyce and Juno, Cumberland, by Cumberland Coal and Iron Co.

Boats James Terrell and Charles Williams, Cumberland, by Alleghany Mining Co.

AG, Tue. 6/28/53, p. 3. **Canal Commerce**
Arrived, June 27.

Boat Old Dominion, Cumberland, coal to Alleghany Mining Co.

Boat Jacob F. Saylor, Cumberland, coal to Borden Mining Co.

Departed.

Boat Mountaineer, groceries, &c., from McVeigh & Chamberlain, shoes, boots, &c., from Wells A. Harper & Co., for Boonsboro, Md., and Shepherdstown, and Warren County, Va.

Boats E. E. Voorhees and Ann Gilleece, Cumberland, by Borden Mining Co.

Boat Mountaineer, Cumberland, by Alleghany Mining Co.

Sun, Fri. 7/1/53, p. 1. **Affairs in Allegany County.** - The Cumberland (Md.) Telegraph complains of the heat of the weather, but says the health of that town continues good. The Telegraph has also the following items:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal for the week ending Saturday last, was very small, owing to the fact that the miners have not all yet gone regularly to work, and to a scarcity of boats, only 27 boats having loaded with 2,453 3/20 tons of coal, and 161 9/20 tons of coke. The quantity of coal transported over the Mt. Savage railroad, during the week, was 3,900 tons, and over the railroad of the Cumberland Coal and Iron Company 4,658 tons. Total amount for the week 8,558 tons. There were also transported over the Baltimore and Ohio road, from the Westernport region, for the week ending the 18th ult., 1,313 tons. A report states that there is a great scarcity of water in the Canal at Dams Nos. 5 and 6, owing to leaks at those

places, and that several boats are aground at the former. Hence the scarcity of boats.

AG, Sat. 7/2/53, p. 3. **Canal Commerce**

Departed,

Boat Pacific, groceries, &c., from McVeigh & Chamberlain, and shoes, boots, &c., from Wells A. Harper & Co., for Martinsburg, Hedgesville and North Mountain, Va.

Sun, Fri. 7/8/53, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal for the week ending the 2nd instant was very small, only 16 boats having loaded with 1,437 5/20 tons of coal, and 58 18/20 tons of coke. The reason for the small amount of coal shipped is accounted for by the fact that a leak at dam No. 4 has suspended navigation for several days. It will be repaired by the close of this week. There is also a leak at dam No. 5, which will be repaired early next week. During the week ending the 2nd inst., there were transported over the Mt. Savage road, 5,678 tons of coal, and over the road of the Cumberland Coal and Iron Company, 5,166 tons. Total for the week, 10,844 tons, and since the 1st of January, 212,604 tons, of which 77,065 descended the canal, and 135,539 were conveyed by the railroad.

Sun, Sat. 7/9/53, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland Journal:

North Branch Railroad. - Charles B. Fisk, Esq., is now in Cumberland engaged in completing his estimates of the cost of this improvement. In a few days, everything will be in readiness for subscriptions to the stock of the company.

The Strike. - We are happy to say that the miners of this region are once more busily at work. - Every trace of discontent has passed away; and, were there no interruption to canal

navigation, the coal trade would go on prosperously for the rest of the season.

Canal Boats. - The boat yards of Messrs. Weld, Korn & Smith, at this place, are busily engaged turning out scows for the use of the Cumberland Coal and Iron Company.

Sun. 7/10/53, p. 2. **Washington Aqueduct.**

We congratulate our readers that the action of the Chesapeake and Ohio Canal Company, made necessary by the conditions of the law of Maryland granting the consent of that State to the erection within its limits of works for supplying Washington and Georgetown with water, has been such as to meet the approval of the President.

The President has determined that the proper point from which to procure an abundant supply of good and wholesome water, suitable for the wants of the metropolis, is the Great Falls, and has approved of the plans presented by Lieutenant (now Captain) Meigs, of the corps of engineers.

Preparations are making for a vigorous prosecution of the work. The laws of the United States require such strict examinations of titles before spending money upon lands purchased for public purposes, that more delay is incurred in commencing works by the government than by corporations, who are satisfied with less careful investigations.

A large force will, however, be put to work upon this work the moment the land is procured; and in the mean time, arrangements for procuring materials and tools are in progress. Should Congress show the same liberality in their appropriations which has heretofore characterized their dealings with such national constructions at the capital, we may hope soon to see the ample supplies of the Potomac poured into our city through an aqueduct worthy of the name at the head of this article.²

ES, Mon. 7/11/53, p. 3. **Georgetown, July 11, 1853.** - The steam packet-boat *Congress*, having

² *The Washington Union*, Washington, D. C.

been thoroughly renovated in her hull, and provided with a new engine, by which her speed will be greatly facilitated, resumed her regular trips between this City and Harper's Ferry this morning. Business men and seekers of pleasure traveling from the upper counties of Virginia and Maryland in this direction, or from this direction westward, will find it greatly to their advantage, we have no doubt, to take this route. The *Congress* is built in the most modern style of Canal packets - her interior arrangements are excellent, combining in them everything calculated to render her pleasant and comfortable; her saloons are neat and airy, and furnished in the very best style; her table well supplied with all the delicacies of the season; and last, though not least, her gentlemanly owner and commander, Captain Purcell, spares no pains to render all who patronize him, comfortable, and to make traveling with him a real pleasure. For further particulars see advertisement.

Sun, Wed. 7/13/53, p. 4. A man named Mayo, a boatman on the Chesapeake and Ohio canal, died at the locks from cholera morbus on Friday last.

It is thought that navigation will be resumed upon the Chesapeake and Ohio canal this week.

Sun, Thu. 7/14/53, p. 4. **Joshua Anderson**, charged with the murder of Mr. Sprigg's colored man, at Williamsport, was brought to Hagerstown, from Washington city, and committed to jail, last week.

Sun, Fri. 7/15/53, p. 1. **Affairs in Allegany County.** - We learn from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal for the week ending the 9th inst., was very small; owing to the leaks spoken of last week only 13 boats having loaded with 933 15/20 tons of coal, and 128 2/20 tons of coke. There are now between 20 and 30 boats loaded, lying at the different wharves, waiting for the completion of repairs at

Dam No. 5. During the week ending the 9th inst., there were transported over the Mount Savage Railroad 4,122 tons, and over the road of the Cumberland Coal and Iron Company 3,583 tons - total, for the week, 7,705 tons, and since the 1st of January 220,310 tons.

ES, Sat. 7/16/53, p. 3. **Georgetown**

Correspondence. - Business generally on our Canal is slack at this time. This is owing to the farmers and others being engaged in harvesting. This business being over, in the coming week we anticipate a revival of trade, when our Canal and River wharves will be again thronged with boats, crowded with flour, grain and other produce.

Sun, Mon. 7/18/53, p. 2. **Chesapeake and Ohio Canal.**

- We learn that the leaks on this canal have been repaired, and transportation resumed. The water, however, is very low, and it is not likely that much coal will be forwarded at present. Some of the boatmen, too, are on strike, but their places have been supplied.

DR, Tue. 7/19/53, p. 2. **The George's Creek Valley - New Railroad Project**

- We learn from the *Cumberland Miners' Journal* that another project to connect the valley of George's Creek with the Chesapeake and Ohio Canal has been considerably talked about of late. The outlines are as follows:

"It is proposed that the coal companies, or any other parties interested, advance the amount of money necessary to lay a second track on the Baltimore and Ohio Railroad from Piedmont to Cumberland, estimated at from \$250,000 to \$300,000. For this the company, it is alleged, will give their bonds bearing six percent interest, and, after having constructed the second track, will dedicate it exclusively to the coal trade of the George's Creek Valley, in connection with the Chesapeake and Ohio Canal. We believe this plan has a number of friends, and is favorably entertained by the railroad company."

ES, Wed. 7/20/53 p. 3. **Georgetown**

Correspondence. - Complaints are very general among boatmen and other persons trading upon our Canal of the very bad manner in which the affairs of this noble enterprise are managed at the present time. The present interruption to navigation upon it, caused by several of the dams near Williamsport being out of repair, is said to be attributable wholly to negligence. Is there no remedy that can be applied which will remove the evil? If there is, it is to be hoped it will be applied at once, so that the reputation of the Canal may no longer be left to suffer, and the hundreds of worthy boatmen trading upon it, most of whom are comparatively poor, be completely ruined (as many have been already) through the negligence of those who are paid by the company to manage its affairs.

Sun, Fri. 7/22/53, p. 2. **Affairs in Allegany County.** - We copy the following item from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio canal for the week ending Saturday, 16th inst., was very small, only 18 boats having loaded with 1,734 9/20 tons of coal. Nothing of any consequence will be done until the completion of the repairs at dam No. 5. A few boats passed at the close of last week, but navigation is now entirely suspended, and has been for nearly a month. The coal companies are losing hundreds of dollars per day by the interruption.

During the week ending the 16th inst., there were transported over the Mt. Savage railroad 4,038 tons of coal; over the road of the Cumberland Coal and Iron Company, 4,060 tons.

ES, Fri. 7/22/53, p. 2. **Georgetown**

Correspondence. - *Railroad Accident* - We learn from the engineer on board the packet boat *Congress*, that a train of burden cars on the Baltimore and Ohio Railroad ran off the track last night, some eight miles this side of Harper's Ferry. The whole of the cars and locomotive was completely smashed to pieces, and some

fifty yards of the track torn up, but no person injured. It is said that the accident is wholly attributable to the rapid rate at which the train was running at the time it occurred.

Cholera up the River. - We have been informed by persons direct from Harper's Ferry, that the cholera has made its appearance among the boatmen upon the canal, some twenty miles above that place, where a large number of them with their boats have been detained for some time in consequence of some of the dams or other portions of the canal being out of repair. A number of cases have proved fatal.

ES, Fri. 7/22/53, p. 2. *The Congress* - The steamer *Congress*, with a goodly number of passengers, reached her wharf last night at 7 o'clock, making the run from Harper's Ferry to our city in twelve hours, lockage included.

ES, Mon. 7/25/53, p. 2. **Georgetown**

Correspondence. - *The Canal.* - Our canal is once more in good navigable order, and boats from Cumberland and other points are arriving and departing in considerable numbers, laden with coal, grain, flour, &c.

DR, Tue. 7/26/53. p. 2. **The Cholera near Harper's Ferry** - The cholera has broken out among the boatmen on the Chesapeake and Ohio Canal, above Harper's Ferry.

DR, Wed. 7/27/53, p. 4. **Alexandria Items** - A number of canal boats have reached this place, the Chesapeake and Ohio canal being now in navigable order. -*Gazette, yesterday.*

ES, Wed. 7/27/53, p. 2. **Georgetown**

Correspondence. - *Things upon our Canal.* - The Chesapeake and Ohio Canal begins once more - the entire length of the line being in navigable order, to present quite a lively and business-like appearance. During the last two days, some forty boats have arrived laden with coal, flour, grain, &c., twenty of them with coal

from Cumberland; and some seventy other boats are hourly expected.

Sun, Fri. 7/29/53, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland (Md.) Telegraph:

Maryland Coal Trade - The coal trade over the Chesapeake and Ohio Canal for the week ending Saturday, 23rd inst., was somewhat larger than for the previous week, 23 boats having loaded with 2,091 tons of coal, and 61 11/20 tons of coke. A rise in the South Branch enabled the boats to pass Dam No. 5, upon which repairs are progressing. The quantity of coal transported over the Mt. Savage Railroad during the week was 3,297 tons, and over the road of the Cumberland Coal and Iron Company, 4,165 tons. Total 7,462 tons; and since the 1st of January, 234,871 tons. There were also transported over the Baltimore and Ohio road from the Westernport region, for the week, 1,681 tons.

Sun, Mon. 8/1/53, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Miners' Journal: - *The Canal.* - The rains in this region have raised the waters sufficiently to re-establish navigation, and although we do not perceive a brisk business, yet we believe we may say the Canal is once more in navigable order. We believe the chief engineer has done, and is doing, all in his power to keep up this state of things.

ES, Fri. 8/5/53, p. 2. The packet boat *Congress* reached her wharf last night, with a goodly number of passengers; but I regret that she has been detained by some accident to her machinery until Monday, for the purpose of making the necessary repairs.

Sun, Fri. 8/5/53, p. 1. **Affairs in Allegany County.** - We learn from the Cumberland Telegraph that the Chesapeake and Ohio Canal is again in repair, and navigation once more resumed. Dam No. 5, however, is not entirely

repaired, but there being plenty of water no fears are entertained of a suspension of navigation at present. The Telegraph has also the following items:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal, for the week ending the 30th ultimo, was somewhat less than for the previous week, 16 boats having loaded with 1,247 6/20 tons of coal, and 205 11/20 tons of coke. During the same time there were transported over the Mount Savage Railroad 4,364 tons, and over the road of the Cumberland Coal and Iron Company 4,482 tons - total for the week 8,846 tons, besides 1,952 tons over the Baltimore and Ohio Railroad from the Westernport region.

Canal Board. - The board of directors of the Chesapeake and Ohio Canal, at their last meeting in Washington city, took some action in reference to its present condition, which will be received in this community with pleasure. A committee, consisting of Dr. Fitzpatrick and Robert Wason, Esq., were appointed to investigate and report upon the condition of the canal from Harper's Ferry to this place, and to see what is necessary to be done, and to do it as expeditiously as possible. Also, to look into the conduct of the superintendent of dam No. 5. A similar committee for a similar purpose was appointed for the eastern end of the work.

Engine Hard to Beat. - The locomotive "Cumberland," recently built by Ross Winans, Esq., of Baltimore, and belonging to the Cumberland Coal and Iron Company, drew at the rate of 80 hopper cars up a grade of 66 feet to the mile. Having occasion to stop, she again started them without difficulty.

AG, Fri. 8/5/53, p. 3. **Canal Commerce**
Departed,

Boats Old Dominion and Augusta, Cumberland, by Alleghany Mining Co.

Boat Augustine, groceries, &c., from McVeigh & Chamberlain, shoes, boots, &c., from Wells A. Harper & CO., for Broadway Depot, Rockingham County, Va.

Sun, Sat. 8/6/53, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland Journal:

Resignation. - Mr. Lambie, the energetic superintendent of the Georgetown division of the Chesapeake and Ohio canal, having resigned, the board of directors, at the recommendation of the chief engineer, have appointed Mr. Atchison his successor. Mr. A. has been in the service of the company for nearly twenty years.

NI, Sat. 8/6/53, p. 3. CHESAPEAKE AND OHIO CANAL – At an adjourned meeting of the stockholders of the Chesapeake and Ohio Canal Company, held on Wednesday, the 3rd instant, the President of the Company made the following communication in relation to the recent suspension of the navigation of the canal:

August 3, 1853.

Gentlemen: The condition of dams Nos. 4 and 5 was so generally known that it was not considered necessary to make a reference to it in the annual report of the President and Directors. But as the trade of the canal has been recently interrupted by that cause, the stockholders may probably desire some information on the subject. These dams, badly constructed at first, and injured by repeated floods, have not been in a proper condition for many years past to supply the levels below them with a sufficient depth of water in very dry seasons. Mr. Fisk, in his answers to Capt. Swift and Mr. Hale in 1846, informed these gentlemen that dams Nos. 4, 5 and 6 required considerable repairs to secure a sufficient supply of water in *ordinary* seasons. He informed me also, soon after becoming connected with the company, that it would require about \$40,000 to repair, or rather to reconstruct dams Nos. 4 and 5; and that he was turning his attention to the subject when the flood of 1852 made it necessary to exert all his energies and to apply all the resources of the company to the great object of restoring the navigation of the canal. Under his direction this object was accomplished; and dam No. 6, which

had been swept away, was not only repaired, but improved in such a manner as to secure it from similar accidents. This improvement, however, was not completed until late in September last; at which time the company had expended in repairs about \$25,000 beyond the amount borrowed for that purpose. To pay this balance and to meet the current expenses of the company required all its revenues; and it was therefore impossible to make the necessary improvements in dams Nos. 4 and 5 last falls. And this was considered less important because it was the opinion of Mr. Fisk that, with occasional repairs, they might be able to answer till the company had the means of placing them in a proper condition. But as the opening spring trade prevented a prospect of larger revenues, and as the importance of keeping the canal in navigable order was in proportion to its increasing business, the Board determined to take the necessary steps for thoroughly repairing both dams with as little delay as possible. It was known that the actual repairs could not be commenced while the water was high in the river, which was the case till the last of May; but it was considered necessary to provide the materials in time, and the Board consulted the chief engineer on the subject early in March, and finally passed the following order on the 9th of April:

“*Ordered*, That the General Superintendent be directed to have such repairs and improvements made at dams Nos. 4 and 5 as he may deem expedient for the security and efficiency of said dams; and that he be authorized to make such contracts therefor as he may deem expedient and proper.”

This order was intended to give him full authority to contract for lumber and other materials, and for the employment of the necessary force, and to commence the work, and direct every thing according to his own judgment. In a written report, just made to the Board, he states that he has taken all the proper steps in the discharge of this duty; that, as soon as the fall of the river discovered the defects in the dams, he employed a considerable force in

depositing gravel and slate in proper places to stop the leaks, and to prevent them in future; and that he now has a large number of laborers engaged in the work, which will be continued till the repairs are completed.

WM. GRASON
President of the Ches. and Ohio Canal Co.

Sun, Tue. 8/9/53, p. 2. **The Chesapeake and Ohio Canal** had a prosperous time last week. The National Intelligencer says there were nearly 100 arrivals at Georgetown, a large majority of them from the head of the canal at Cumberland, laden with coal. Some arrivals were of wheat, corn and other produce; but what with the calls upon the farmer's time at home, and the probable effect of the warlike rumors from Europe for a few weeks past, produce boats have not been numerous. The canal is in good navigable order throughout.

ES, Fri. 8/12/53, p. 3. *The Harper's Ferry Steamer*. - The travel between this city via Georgetown to and from Harper's Ferry, is now fully open, that splendid boat, *Congress*, having entered upon her regular trips, leaving each place three times a week. The steamer is a favorite, the captain one of the most courteous and obliging of commanders, and the route a very interesting and convenient one for those seeking that part of Virginia, either for pleasure or profit. Harper's Ferry is noted by all travelers for its beauty of scenery and objects of interest, and this line offers a temptation not generally thought of by those who consume the warm months, in cool excursions, and the gratification of taste in the works of nature and art. Try the *Congress* in a trip to Virginia's beauty spot.

DR, Mon. 8/15/53, p. 3. **The Tolls** on the Chesapeake and Ohio Canal, for the past week, amounted to \$2,365. Within that period seventy-five boats arrived at Georgetown, nearly all of which were laden with Cumberland coal; the farmers, it is said, keeping back their grain for

higher prices, anticipating a general war in Europe.

AG, Mon. 8/15/53, p. 3. **Canal Commerce**
Arrived, August 13.

Boats Charles Williams, Ann Caroline and Osprey, Cumberland, coal to Alleghany Mining Co.

Departed.

Boats Isaac Motter, Wm. Fowle and Eliza Wolf, Cumberland, by Alleghany Mining Co. Boat Belle, groceries, from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Shepherdstown, Va.

Sun, Tue. 8/16/53, p. 2. **The Chesapeake and Ohio Canal** continues to be the scene of an active navigation. Within the past week there have been nearly eighty arrivals at Georgetown, principally from Cumberland, and with freights of coal.

Wed. 8/17/53.³ **A Painful Injury** – A colored man was brought to the Alms-House in this town, on Monday last, whose foot had that day been torn from his leg, at or near Williamsport. We could not obtain a correct account of the accident, but we believe the man was working about a Canal Boat, and his foot becoming entangled in one of the ropes, was twisted off in a shocking manner.

AG, Thu. 8/18/53, p. 3. **Canal Commerce**
Departed.

Boat Disappointment, Goose Creek, lumber from Kephart & Barker.

ES, Fri. 8/19/53, p. 2. **Cumberland Coal Trade**. - The Cumberland coal trade last week was large, amounting to 5,436 tons by canal, and 8,429 by railroad.

The Baltimore and Ohio Railroad Company have notified companies engaged in the coal trade that, under the new allotment, they cannot furnish them with the number of cars

³ *Herald of Freedom & Torch Light*, Hagerstown, Md.

heretofore supplied, and, in consequence of this, there will be a diminution in the amount of coal transported to market.

AG, Fri. 8/19/53, p. 3. **Canal Commerce**

Arrived, August 18.

Boat Disappointment, Goose Creek, wheat to Irwin & Powell.

Sun, Sat. 8/20/53, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Journal:

The New Allotment of Coal Cars. - The Baltimore and Ohio Railroad Company have increased the number of coal cars and motive power heretofore employed in the coal trade of this region. Heretofore the number has been 135 daily, it is now 181 daily. This, of course, will produce a corresponding increase in the amount of coal transported over the road. But along with this, a new allotment has been made. Hitherto the Cumberland Coal and Iron Company have been furnished 40 of the 131 cars that arrive daily; now they have 100 of the 181, with a *pro rata* distribution of the balance among the other companies of the Frostburg region. The number of cars furnished the George's Creek Valley continues the same. This new arrangement, we suppose, has grown out of the controversy between the Railroad Company and the Cumberland Coal and Iron Company, which at one time bid fair to result in a suit on the part of the latter against the former for a breach of contract.

Abundance of Water. - The late heavy rains have raised the streams in this region, and afforded an abundance of water for the canal; consequently, great activity prevails on that work, and the shippers of coal are doing everything in their power to make up for lost time.

Tue. 8/23/53, p. 3. The Executor's Sale of the property of John A. Gibson, to be held on Thur. Sept. 8, 1853, included two new and splendid

CANAL BOATS, known on the Chesapeake and Ohio Canal as the *Wheatley* and *Essex*. These boats had been used but a short time by the deceased, and were in excellent order. They were the largest class boats, carrying 120 tons with great convenience. They had just been painted in complete style and presented a magnificent appearance. They were then lying at Harpers Ferry, where they could be seen by anyone desiring to examine them.⁴

[Transcriber's Note: The *J. F. Wheatley* was originally registered on 3/31/1852 by John A. Gibson; subsequently registered on 11/24/1853 by R. H. Hoffman. The *James F. Essex* was originally registered on 4/5/1851 by John A. Gibson; subsequently registered on 11/24/1853 by R. H. Hoffman.]

AG, Wed. 8/24/53, p. 3. **Canal Commerce**

Arrived, August 23.

Boat Gen. Cass, Alinutt, Goose Creek, wheat to Irwin & Powell.

AG, Thu. 8/25/53, p. 3. **Canal Commerce**

Arrived, August 24.

Boat H. K. Lambell, Edward's Ferry, corn to Howard & Poor.

ES, Fri. 8/26/53, p. 3. The steam packet boat *Congress*, which has been prevented from making her regular trips during this week, by the accidental breaking of her main shaft, on her last downward trip, has been repaired and left this morning for Harper's Ferry. Any interruptions to this cheap and very deservedly popular route of travel is now seriously felt by persons at each end of the route, and along the line of the Canal.

AG, Sat. 8/27/53, p. 4. **Canal Commerce**

Arrived, August 26.

Boat J. G. Lynn, Cumberland, coal to Alleghany Mining Co.

Sun, Mon. 8/29/53, p. 1. **Affairs in Allegany County.** - We copy the following items from the

⁴ *Spirit of Jefferson*, Charles Town, Va., newspaper.

Cumberland papers - the Miners' Journal and Alleganian:

The Maryland Coal Trade. - During the week ending the 20th inst., there were transported over the Mt. Savage Railroad 4,818 tons of coal - total for the season 156,111 tons, of which 101,573 tons were taken to the Baltimore and Ohio Railroad, and 54,528 to the Canal. The Cumberland Coal and Iron Company's Railroad, for the week ending the 20th inst., transported 5,543 tons - total for the season, 130,255 tons, of which 88,798 tons were taken to the Baltimore and Ohio road, and 42,429 tons to the Canal.

The Canal. - Some few days of navigation have been lost in consequence of the necessity of drawing off the Williamsport level to clean out a bar made by the late flood. The coal business is, however, not very brisk, as many of the boatmen are afraid to come to Cumberland in these cholera times. It is also difficult to obtain hands to load the boats.

AG, Tue. 8/30/53, p. 3. **Canal Commerce**

Arrived, August 29.

Boats Hope, Ohio, Millard Fillmore, Sarah Perry and American Flag, Cumberland, coal to Alleghany Mining Co.

Boats Ellen Bell, Annawan, Ella E. Voorhees and General Cass, Cumberland, coal to Borden Mining Co.

Departed, August 29.

Boat Wm. J. Boothe, Cumberland, by Alleghany Mining Co.

Boats Caroline B. Tisdale and Ellen Bell, Cumberland, by Borden Mining Co.

AG, Wed. 8/31/53, p. 3. **Canal Commerce**

Arrived, August 30.

Boat Neptune, Veale, Goose Creek, corn to Irwin & Powell.

Boats Georgianna Dyer and A. C. Green, Cumberland, coal to Alleghany Mining Co.

Departed, August 30.

Boat Sarah Perry, Cumberland, by Fowle & Co.

AG, Thu. 9/1/53, p. 3. **Canal Commerce**
Departed.

Boat Hope, Cumberland, by Alleghany Mining Co.

Boats Ellen Bell, Ella E. Voorhees and Gen. Cass, Cumberland, by Borden Mining Co.

Sun, Fri. 9/2/53, p. 2. Maryland Coal Trade. - During the week ending the 27th ult., there were transported over the Mt. Savage railroad 4,668 tons of coal, and over the road of the Cumberland Coal and Iron Company, 6,150 tons - total for the week 10,818 tons, besides 1,680 tons over the Baltimore and Ohio railroad from the Westernport region. Total for the entire coal region, since the 1st of January, 310,574 tons. The Cumberland Telegraph says the coal trade over the Chesapeake and Ohio canal for the week was not as large as for the previous week, forty-two boats having loaded with 4,036 18/20 tons of coal, and 161 7/20 tons of coke.

AG, Fri. 9/2/53, p. 4. **Canal Commerce**
Departed.

Boats Miles Standish and C. B. Tisdale, groceries, &c., for Hancock and Cumberland, Md., from McVeigh & Chamberlain.

NI, Sat. 9/3/53, p. 2. **Cumberland Coal Trade**
- The total amount of coal sent east from Cumberland, exclusive of the Westernport region, from which there is no report, for the week ending on the 20th, was 10,361 tons; of which 6,578 went on the Baltimore and Ohio Railroad and 3,783 descended the Chesapeake and Ohio Canal.

AG, Sat. 9/3/53, p. 3. **Canal Commerce**

Arrived, September 2.

Boat General Taylor, Berlin, wheat and corn to D. & S. Blacklock.

Departed.

Boat American Flag, Cumberland, by Alleghany Mining Co.

Sun, Mon. 9/5/53, p. 2. The Cumberland Coal and Iron Company, it is said, have now 100 cars and 70 canal boats engaged in the coal trade.

AG, Tue. 9/6/53, p. 4. **Canal Commerce**

Arrived, September 5.

Boats Ann Marion and Helen Bruce,
Cumberland, coal to Frostburg Coal Co.
Boats Sarah Ann, Canonicus and Anna S.
Borden, Cumberland, coal to Borden Mining Co.
Boat Neptune, Goose Creek, wheat to Irwin &
Powell.

Departed.

Boat Sarah Ann, Cumberland, by Borden Mining
Co.

AG, Wed. 9/7/53, p. 3. **Canal Commerce**

Departed.

Boats Anna Marion and Helen Bruce,
Cumberland, by D. B. Smith & Co.

AG, Thu. 9/8/53, p. 4. **Canal Commerce**

Arrived, September 7.

Boats William Fowle, Westmoreland, Chas.
Williams, George Waters and Ann Caroline,
Cumberland, coal to Alleghany Mining Co.

Sun, Fri. 9/9/53, p. 4. **Affairs in Allegany
County.** - We copy the following items from the
Cumberland Telegraph:

Maryland Coal Trade. - The coal trade
over the Chesapeake and Ohio Canal has not
been as brisk as formerly, in consequence of a
detention of boats at Dam No. 5, from low water,
and the unwillingness of boatmen to come to
Cumberland. For the week ending September 3,
twenty-eight boats having loaded with 2,474
10/20 tons of coal, and 156 tons of coke. The
quantity transported during the week over the
Mt. Savage road was 3,569 tons, and over the
road of the Cumberland Coal and Iron Company
6,172 tons. Total 9,741 tons.

ES, Fri. 9/9/53, p. 3. *Repairing* - In consequence
of some defect in the boiler of the canal packet
boat *Congress*, she has been laid up for repairs,

and will not resume her regular trips under a
week or ten days. Captain Purcell is making
efforts to procure a line of tow boats to supply
her place.

AG, Fri. 9/9/53, p. 3. **Canal Commerce**

Departed.

Boats Westmoreland and Chas. Williams,
Cumberland, by Alleghany Mining Co.

AG, Sat. 9/10/53, p. 3. **Canal Commerce**

Arrived, September 9.

Boat Jacob J. Saylor, Cumberland, coal to
Alleghany Mining Co.

Departed.

Boat George Waters, Cumberland, by Alleghany
Mining Co.

AG, Mon. 9/12/53, p. 3. **Canal Commerce**

Arrived, September 10.

Boats A. Carey and Josiah H. Davis,
Cumberland, coal to Alleghany Mining Co.

AG, Tue. 9/13/53, p. 3. **Canal Commerce**

Arrived, September 12.

Boats Wm. J. Boothe and John G. Stone,
Cumberland, coal to Alleghany Mining Co.
Boats Three Brothers, C. B. Tisdale and Charles
Arthur, Cumberland, coal to Borden Mining Co.
Boats Ann Gilleece, Massasoit, Advance and
Metacomet, Cumberland, coal to Frostburg Coal
Co.

Departed.

Boat Wm. Fowle, Cumberland, by Alleghany
Mining Co.

Boats Three Brothers and C. B. Tisdale,
Cumberland, by Borden Mining Co.
Boat Ann Gilleece, Cumberland, by Frostburg
Coal Co.

Boat Ann Caroline, Cumberland, by Alleghany
Mining Co.

ES, Wed. 9/14/53, p. 3. **Georgetown**

Correspondence. - *Accident from Camphene Oil*
- Last night, one of the hands (a white man,) on
board the canal boat Jacob Snively, attempted to

fill a camphene oil lamp while burning. The fire was communicated to the oil, which exploded, severely burning his face and hands; also burning another individual who was standing nearby. They are both doing as well, this morning, as could be expected.

The packet boat *Congress*, after being thoroughly repaired, her accommodations greatly improved, and her speed increased, will resume her regular trips between this place and Harper's Ferry on Wednesday, 21st inst.

AG, Wed. 9/14/53, p. 3. **Canal Commerce**

Arrived, September 13.

Boats A. W. Eastlack, G. W. Grove and John G. Lynn, Cumberland, coal to Alleghany Mining Co.

Boat Sarah Louise, Cumberland, coal to Borden Mining Co.

Departed.

Boats Mount Vernon and Jacob F. Saylor, Cumberland, by Alleghany Mining Co., groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Old Town, Md.

Boat Charles Arthur, Cumberland, by Borden Mining Co.

ES, Thu. 9/15/53, p. 3. **Georgetown**

Correspondence. - The rapid manner in which the basin of our canal has been filling up during the last few years, renders it certain that unless something is done to remedy the evil, it will soon become wholly impassable by loaded boats. If we are correctly informed, the large class, which are in the habit of discharging their cargoes at the river wharves, already find much difficulty in passing through it. As this is a matter of some moment to all our Water street merchants and citizens generally, would they not be consulting their interests by calling the attention of the Canal Company to the matter, and insisting upon some steps being immediately taken to remedy the difficulty. If the main channel was straightened from the Water street Bridge to the outlet locks, so as to afford the alluvial which

comes down Rock Creek during freshets an unobstructed passage out into the river, a sufficient depth of water might be provided to enable boats to pass in and out at all times without difficulty. In its present zigzag condition, the whole of it is deposited inside the locks along the sides of the channel. If the plan we have suggested, or some other, be not speedily adopted, the Canal Company will be driven to the much greater trouble and expense of constructing outlet locks at some other point, or our wharf merchants have to submit to the extra expense of carting all the flour and other produce which they may wish to ship, from the canal to their wharves. We make these suggestions for the purpose of calling public attention to the matter, which is certainly one of importance.

We were informed this morning that the lock at this end of the four-mile level has been broken by a boat, which will interrupt navigation upon the canal for several days.

AG, Thu. 9/15/53, p. 3. **Canal Commerce**

Arrived, September 14.

Boat Gen. Taylor, wheat to D. & S. Blacklock. Boats Pacific, Pioneer, Emily Francis and Kate Bruce, coal from Cumberland, to Frostburg Coal Co.

Departed.

Boats Massasoit, Metacomet, Pioneer and Emily Francis, Cumberland, by Frostburg Coal Co.

Boats Archibald Carey and Josiah H. Davis, Cumberland, by Alleghany Mining Co.

Boat Eldorado, groceries, &c., from McVeigh & Chamberlain, and shoes, boots, &c., from Wells A. Harper & Co., for Tenth Legion, Shenandoah Co., Broadway Depot, and Mt. Crawford.

Sun, Fri. 9/16/53, p. 4. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph:

Maryland Coal Trade. - The coal trade over the Chesapeake and Ohio Canal has not been so brisk as formerly, in consequence of a detention of boats at Dam No. 5, from low water,

and the unwillingness of boatmen to come to Cumberland. For the week ending on Saturday last, 27 boats having loaded with 2,694 tons of coal. During the week ending the 10th inst., 3,701 tons of coal were transported over the Mount Savage road, and 6,349 tons over the road of the Cumberland Coal and Iron Company - total for the week, 10,050 tons. Since the 1st of January, 204,010 tons have been transported over the Baltimore and Ohio Railroad, and 103,974 tons have descended the Chesapeake and Ohio Canal. The railroad, during the past week, transported 2,525 tons from the Westernport region. The total quantity sent from the coal region this year is 335,170 tons.

AG, Fri. 9/16/53, p. 3. **Canal Commerce**

Departed, September 15.

Boats William J. Boothe and John G. Stone, Cumberland, by Alleghany Mining Co.
Boat Neptune, groceries for Leesburg, Va., from McVeigh & Chamberlain, and boots, shoes, hats, &c., from W. A. Harper & Co.
Boat Julia A. Elgin, groceries for Union Forge, from Hume, Marshall & Ward, groceries for Winchester, Timberville, Mount Crawford, Castleman's Ferry, Newtown, Stephensburg, Harrisonburg and Woodstock, from William & Charles Bayne, and groceries from Fleming & Douglass, for Charlestown, Va.

AG, Mon. 9/19/53, p. 3. **Canal Commerce**

Arrived, September 17.

Boat Otho Baker, Cumberland, coal to Frostburg Coal Co.

Departed, September 17.

Boats Advance, Pacific and Otho Baker, Cumberland, by Frostburg Coal Co.
Boats Mountaineer and Eldorado, Cumberland, salt by D. B. Smith & Co.
Boat D. Eichelberger, groceries for Millstone Point, Md., by Wm. & Chas. Bayne.
Boats A. W. Eastlack, G. W. Grove and John G. Lynn, Cumberland, by Alleghany Mining Co.

ES, Tue. 9/20/53, p. 3. **Georgetown**

Correspondence. - The broken lock, which caused the temporary interruption upon our canal, has been repaired, and boats are beginning to arrive quite freely. We noticed this morning several large ones heavily laden with flour, corn and wheat.

AG, Tue. 9/20/53, p. 3. **Canal Commerce**
Departed.

Boat Essex, hardware, &c., from English, Castleman & Co., for Charlestown, Va.

ES, Wed. 9/21/53, p. 3.

WANTED—On board the Packet Boat Congress, Capt. B. Pursell, a good **ENGINEER**, a good **BOWSMAN**, a good **SNUBBER**, and also, a good **COOK**, all of whom must come well recommended for sobriety and good deportment. Enquire of the Captain on board.
Georgetown, September 14, 1853.
sep 14—dkt

The above advertisement first appeared on Sept. 14, 1853 and ran daily for 6 days.

AG, Wed. 9/21/53, p. 3. **Canal Commerce**
Departed.

Boat Essex, groceries for Forestville, Shenandoah County and Centreville, Augusta County, Va., from Wm. & Chas. Bayne, and groceries from Fleming & Douglass, for Harper's Ferry and Charlestown, Va.
Boat Cumberland, groceries for Shepherdstown, Va., and Millstone Point, Md., from Wm. & Chas. Bayne.

Sun, Fri. 9/23/53, p. 1. **Affairs in Allegany County.** - We learn from the Cumberland Telegraph the following:

Maryland Coal Trade. - For the week ending September 17th, 23 boats have descended the Chesapeake and Ohio Canal, loaded with 2,307 2/20 tons of coal and 142 1/20 tons of coke. During the week there were dispatched over the Mt. Savage road 4,958 tons of coal, and over the road of the Cumberland Coal and Iron Company 5,595 tons; total for the week 10,553, and the season 318,537 tons, besides 30,060 tons (including 2,873 tons last

week) dispatched over the Baltimore and Ohio railroad from the Westernport region.

AG, Fri. 9/23/53, p. 3. **Canal Commerce**

Arrived, September 22.

Boats Octorara, T. S. Inglehart, Cock Robin, Delaware and Anna Marion, to Frostburg Coal Co.

Departed, September 22.

Boats Octorara, Delaware and Anna Marion, [Cumberland], by Frostburg Coal Co.

AG, Sat. 9/24/53, p. 3. **Canal Commerce**

Arrived, September 23.

Boat Ohio, Cumberland, coal to Alleghany Mining Co.

Boat Eliza Wolf, Cumberland, coal to Borden Mining Co.

Departed, September 23.

Boats Helen Bruce, Annawan, Three Brothers and Eliza Wolf, Cumberland, by Borden Mining Co.

Boat Sarah Perry, Cumberland, by Alleghany Mining Co.

ES, Mon. 9/26/53, p. 3. **Georgetown Correspondence.** - Business upon our Canal this week has been rather slack. We are informed that it is attributable chiefly to the great amount of sickness along the line in and near Cumberland. Great difficulty is found in getting hands to run the boats.

The condition of the Alexandria Aqueduct begins to attract considerable attention. Our own opinion is that it cannot continue in a passable condition much longer. It is obvious to everyone that the leaks are increasing rapidly. We were assured this morning by a very competent judge, that he considered it already dangerous for boats to venture over it - some of the spans having shrunk more than a foot from their original position.

AG, Tue. 9/27/53, p. 3. **Canal Commerce**

Arrived, September 26.

Boats Augusta and Old Dominion, Cumberland, coal to Alleghany Mining Co.

Departed, September 26.

Boat J. F. Wheatley, groceries, tobacco and cigars, from McVeigh & Chamberlain, dry goods from Bryan, Adams & Co., boots, shoes, hats, caps, &c., from Wells A. Harper & Co., queensware from R. H. Miller and James P. Smith, hardware from English, Castleman & Co., notions from Harper & McVeigh, for Harrisonburg, Port Republic, Mount Crawford, Oakland, Cross Keys, Mount Clinton and Ottobine, Rockingham County, Va., and Stoney Creek, Shenandoah County, Va., and Bowman, Mill and Edom, Va., tobacco and cigars from George R. Cofthroth, for Cross Keys, Rockingham County, Va., and groceries from William & Charles Bayne, for Winchester, Va. Boat General Cass, tobacco, cigars and snuff, for Leesburg, Va., from George R. Cofthroth and groceries from William & Charles Bayne, for Leesburg, Va.

Boats Charles Williams and Millard Fillmore, Cumberland, by Alleghany Mining Co.

AG, Wed. 9/28/53, p. 3. **Canal Commerce**

Arrived, September 27.

Boat Gen. Cass, Goose Creek, wheat and corn to Irwin & Powell.

Boats Metacomet and C. B. Tisdale, Cumberland, coal to Borden Mining Co.

Boat Ann Caroline, Cumberland, coal to Alleghany Mining Co.

Departed, September 27.

Boats Gen. Cass and Metacomet, Cumberland, by Borden Mining Co.

Boat Mount Vernon, Cumberland, by Alleghany Mining Co.

AG, Thu. 9/29/53, p. 3. **Canal Commerce**

Arrived, September 28.

Boats Charles Arthur and Ann Gilleece, Cumberland, coal to Frostburg Coal Co.

Departed, September 28.

Boat Star, Cumberland, by Frostburg Coal Co.

AG, Fri. 9/30/53, p. 3. **Canal Commerce**
Departed.

Boat D. J. McCoy, groceries from Fleming & Douglass, for Hancock, Md.

NI, Sat. 10/1/53, p. 5. **Maryland Coal Trade** –
The coal trade on the Chesapeake and Ohio Canal for the week ending on the 24th instant was much greater than for several weeks past, forty-seven boats laden with 4,694 10/20 tons of coal and 122 10/20 tons of coke have descended. During the same period 9,995 tons were transported over the Baltimore and Ohio Railroad, making the total coal trade of the week 14,811 tons. Total from the whole coal region since the 1st of January last 362,677 tons.

AG, Sat. 10/1/53, p. 4. **Canal Commerce**
Arrived, September 30.

Boats Old Dominion and Augusta, Cumberland, to Alleghany Mining Co.

Boats Emily Francis, Sarah Ann and Canonicus, Cumberland, coal to Borden Mining Co.

Boat Charles Perry, Cumberland, coal to Frostburg Coal Co.

Departed, September 30.

Boats Emily Francis and Sarah Ann, Cumberland, by Borden Mining Co.

Boats Ann Gilleece, Chas. Arthur and Chas. Perry, by Frostburg Coal Co.

Boat D. J. McCoy, groceries, &c., from McVeigh & Chamberlain, dry goods from Bryan, Adams & Co., queensware from R. H. Miller, hardware from English, Castleman & Co., and boots, shoes, hats caps, &c., from Wells A. Harper & Co., for Hancock and Clearspring, Md., and Shepherdstown, Va.

ES, Mon. 10/3/53, p. 3. **Georgetown Correspondence.** - We regret to learn that the bill which had been passed by the Board of Common Council of our city granting permission to the Canal Company to raise the canal bridges within the limits of our Corporation, has been so amended by the Board of Aldermen, as either to embarrass it for a time, or put off still further the

commencement of this very desirable improvement. We perused attentively the bill as passed by the Common Council, and thought it an excellent one. Every contingency which might arise seemed to be anticipated, and fully met; and regret that it met with any opposition in either Board, as we think it obvious to every careful observer who has taken pains to inform himself upon the subject, that the canal can never benefit our city to the extent heretofore anticipated by all, while these obstructions to its navigation exist. For two reasons: In the first place to render boating upon our canal profitable at the present time, the boats must be constructed of a size which renders it utterly impossible for them to pass under the low constructed bridges at the crossings of several of our streets. And in the next place, while these obstructions remain, a large portion of the profits of our merchants is absorbed, by cartage, handling, cooperage, &c., nearly all of which would be saved to them could the boats pass out into the river and discharge their cargoes, alongside of vessels, or on the river wharfs.

AG, Mon. 10/3/53, p. 3. **Canal Commerce**
Departed.

Boat Canonicus, Cumberland, by Borden Mining Co.

AG, Tue. 10/4/53, p. 3. **Canal Commerce**
Arrived, Oct. 3.

Boats William J. Boothe, A. Carey, J. G. Lynn and Josiah H. Davis, Cumberland, coal to Alleghany Mining Co.

Boats Massasoit, Advance, Kate Bruce, Otho Baker and Pioneer, Cumberland, coal to Frostburg Coal Co.

Departed, October 3.

Boat Julia A. Elgin, groceries, &c., from McVeigh & Chamberlain, shoes, boots, &c., from Wells A. Harper & Co., for Harrisonburg and Forestville, Rockingham County, Va.

Boat Otho Baker, groceries, &c., from McVeigh & Chamberlain, shoes, boots, &c., from Wells

A. Harper & Co., for Clear Spring, Hancock and Cumberland, Md.
Boat J. F. Saylor, Cumberland, by Alleghany Mining Co.

ES, Wed. 10/5/53, p. 3. **Georgetown Correspondence.** - Business upon our canal is quite brisk, more so than it has been for several months' past. Boats in considerable numbers are arriving daily, and the amount of flour, grain and other produce, coming into market is quite heavy.

AG, Wed. 10/5/53, p. 3. **Canal Commerce**

Arrived, October 4.

Boats Ellen Bell, Sarah Louise, E. E. Voorhees, Anna S. Borden and Three Brothers, Cumberland, coal to Borden Mining Co.
Boat J. G. Stone, Cumberland, coal to Alleghany Mining Co.

Departed, October 4.

Boat Julia A. Elgin, groceries for Newton, Stephensburg, Frederick Co., and Woodstock, Mount Jackson, Forestville, New Market and Cabin Hill, Shenandoah County, Va., from William & Charles Bayne, wines, brandies and tobacco, for New Market, Harrisonburg and Cabin Hill, from C. C. Buckner & Co.
Boats Kate Bruce and Otho Baker, Cumberland, by Frostburg Coal Co.
Boat J. H. Davis, Cumberland, by Alleghany Mining Co.
Boats Ellen Bell and Sarah Louise, Cumberland, by Borden Mining Co.

Sun, Fri. 10/7/53, p. 1. **The Maryland Coal Trade.** - The coal trade for the week ending 1st inst. increased 1,395 tons over the preceding week. The Chesapeake and Ohio Canal is in excellent order, and the Cumberland Telegraph is assured that the trade would be greater on it but for the sickness of boatmen, who have laid up their boats in consequence. For the week 49 boats have descended, laden with 4,763 10/20 tons of coal, and 151 5/20 tons of coke. During

the same time there were transported over the Mt. Savage road 5,283 tons, and over the road of the Cumberland Coal and Iron Company 6,825 tons. - total for the week, 12,109 tons, and, since the first of January last, 341,938 tons, of which 225,866 were transported over the Baltimore and Ohio Railroad, and 115,973 descended the Chesapeake and Ohio Canal. During the past week there were also transported over the Baltimore and Ohio Railroad, from the Westernport region, 3,366 tons. Total for the whole coal region since the 1st of January last, 378,151 tons.

Sun, Sat. 10/8/53, p. 1. **Affairs in Allegany County.** - *The Coal Trade.* - It is probable the coal trade from this region will reach by the end of the year, little short of 500,000 tons. The canal and railroad are now steadily employed in the transportation of amounts varying from 12 to 15,000 tons per week; and as navigation on the former is not generally interrupted until late in December, there is reason to believe that a business of not less than 100,000 tons will be done during the balance of the season. This, added to the amount already sent forward, viz: about 380,000 tons, will make the aggregate for the year about 480,000 tons.

Sat. 10/8/53, p. 2. ⁵ **The Maryland Coal Trade** - The coal trade for the week ending 1st instant increased 1,395 tons over the preceding week. The Chesapeake and Ohio canal is in excellent order, and the Cumberland *Telegraph* is assured that the trade would be greater on it but for the sickness of boatmen, who have laid up their boats in consequence. For the week 49 boats have descended, laden with 4,763 10/20 tons of coal and 154 5/20 tons of coke. During the same time there were transported over the Mt. Savage road 5,283 tons, and over the road of the Cumberland Coal and Iron Company 6,825 tons; total for the week 12,109 tons, and since the first of January last, 341,938 tons, of which 225,866 were transported over the Baltimore and Ohio

⁵ *The Washington Union*, Washington, D. C.

railroad, and 115,973 descended the Chesapeake and Ohio canal. During the past week there were also transported over the Baltimore and Ohio railroad, from the Westernport region, 3,366 tons. Total from the whole region since the first of January last, 378,151 tons.

ES, Sat. 10/8/53, p. 3. **Georgetown**

Correspondence. - We are informed that the sickness along the line of our canal, which has operated so seriously against the trade upon it for several months' past, is rapidly subsiding. About 3,000 tons of coal has arrived by the canal this week.

AG, Sat. 10/8/53, p. 4. **Canal Commerce**

Arrived, October 7.

Boat Helen Bruce, Cumberland, coal to Frostburg Coal Co.

Departed, October 7.

Boats Massasoit and Advance, by Frostburg Coal Co.

Boat A. Carey, Cumberland, by Alleghany Mining Co.

Boat J. F. Wheatley, groceries, &c., from McVeigh & Chamberlain, and boots, shoes, hats, caps, &c., from Wells A. Harper & Co., for Woodville, Rotterdam and Moore's Store, Va., and hardware from English, Castleman & Co., and dry goods from Bryan, Adams & Co., for Harper's Ferry, Hamburg, Jacob's Church, Mt. Jackson and Mt. Caiton, Shenandoah Co., Va. Boat Lambell, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Leesburg and Purcellville, Va. Boat W. J. Boothe, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Sharpsburg, Md.

Boat _____, tobacco and cigars, from George R. Coftoth, for Winchester, N. T. Stephensburg, Frederick County, Front Royal, Warren county, Mt. Jackson, Forest and Woodstock, Shenandoah, Va.

AG, Mon. 10/10/53, p. 3. **Canal Commerce**

Departed, October 8.

Boat gen Taylor, groceries for Berlin, Va., from W. & C. Bayne.

Boat H. K. Lambell, groceries for Mount Gilead, Loudoun Co., from W. & C. Bayne, groceries from Fleming & Douglass, and notions from Harper & McVeigh, for Leesburg, Va.

Boat J. F. Wheatley, Mount Clifton and Hamburg, Shenandoah Co., Nineveh, Warren Co., and Winchester, Frederick Co., Va., from W. & C. Bayne.

Boat Joel Charles, groceries for Clear Spring, Md., from W. & C. Bayne.

Boat John G. Lynn, Cumberland, by Alleghany Mining Company.

Sun, Fri. 10/14/53, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland Telegraph:

The Maryland Coal Trade. - The coal trade for the week ending the 8th inst., is 1,532 tons less than the preceding week. Up to this period, 32 boats loaded with 3,012 7/20 tons of coal, and 145 7/20 tons of coke, have descended the Chesapeake and Ohio Canal. A few of the boats that were laid up in consequence of the sickness of hands, are again in the trade - sickness, however still continues. We understand there is great scarcity of hands - not more, perhaps, than a half dozen boats having a full complement of men. During the week, 4,872 tons were transported over the Mount Savage, and 5,914 tons over the road of the Cumberland Coal and Iron Company - total for the week, 10,786 tons, and for the season 352,725 tons.

WS Sun. 10/16/53, p. 3. **Coal.** - During the past week forty-six boats from Cumberland arrived at Georgetown, bringing four thousand six hundred tons of coal.

ES, Mon. 10/17/53, p. 2. **Georgetown**

Correspondence. - The receipt of tolls on our canal at the Georgetown Collector's office, for the last week, amounted to \$2,170.

AG, Mon. 10/17/53, p. 3. **Canal Commerce**

Arrived, October 15.

Boat Charles Arthur, Cumberland, coal to Frostburg Coal Co.

Departed, October 15.

Boats Wm. Albert, Star, Ann Gilleece and Otho Baker, By Frostburg Coal Co.

Boat Ohio, Cumberland, by Alleghany Mining Co.

Boat Ida, groceries for Harper's Ferry, from Fleming & Douglass, and tobacco and cigars from Geo. R. Cofthroth, for Middletown and Pleasant Valley, Frederick County, Edinburg, Shenandoah County and North Point, Page County, Va.

AG, Wed. 10/19/53, p. 3. **Canal Commerce**

Arrived, October 18.

Boat Gen Taylor, Berlin, wheat and corn to D. & S. Blacklock.

Sun, Fri. 10/21/53, p. 2. **Maryland Coal Trade.**

- During the present season there have been 405,292 tons of coal sent from the Cumberland coal region, of which 363,186 tons were from Frostburg, and 42,106 from the Westernport region. For the week ending the 15th instant, 35 boats, with 3,358 tons of coal and 149 tons of coke, descended the Chesapeake and Ohio Canal. The Mount Savage road transported 4,553 tons last week, and the road of the Cumberland Coal and Iron Company 5,908 tons.

ES, Sat. 10/22/53, p. 3. **Georgetown**

Correspondence. - Owing to the deficiency of water at dams Nos. 4 and 5, caused by the drought, there has been but little business done upon our Canal during the present week.

AG, Sat. 10/22/53, p. 3. **Canal Commerce**

Departed, October 22.

Boat Belle, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Shepherdstown, Va.

Boat Julia A. Elgin, groceries, &c., from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co., and notions, &c., from Harper & McVeigh, for Big Spring, Spedwell Forge, Cassville and Mossy Spring, Page County, Va., and Harrisonburg, Rockingham County, Va.

Boat Eagle, groceries, &c., from McVeigh & Chamberlain, dey goods from Bryan, Adams & Co., and J. H. Brent, hardware from English, Castleman & Co., queensware from R. H. Miller, and boots, shoes, hats, caps, &c., from Wells A. Harper & Co., groceries from Fleming & Douglass, for Hancock, Md.

AG, Mon. 10/24/53, p. 4. **Canal Commerce**

Arrived, October 22.

Boat Delaware, Cumberland, coal to Frostburg Coal Co.

Departed, October 22.

Boat Delaware, Cumberland, by Frostburg Coal Co.

Sun, Fri. 10/28/53, p. 4. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph:

Maryland Coal Trade. - The shipments of coal over the Chesapeake and Ohio Canal for the week ending Saturday, 22nd inst., exhibit a decrease as compared with the week previous of 787 tons. - The falling off is owing to the low stage of the water. The number of boats loaded was 37, with 2,571 10/20 tons of coal and 72 tons of coke. The canal is now in good navigable order throughout its entire length. During the week there were transported over the Mount Savage road 5,466 tons; over the road of the Cumberland Coal and Iron Company 6,262 tons, and over the Baltimore and Ohio road from the Westernport region 3,326 tons - total for the week 15,054, and for the season, from the entire coal region, 420,310 tons.

AG, Sat. 10/29/53, p. 3. **Canal Commerce**

Arrived, October 28.

Boats Gen. Taylor and James F. Essex, Harper's Ferry, wheat to D. & S. Blacklock.

Boats T. S. Inglehart, Baltimore and Otho Baker, coal to Frostburg Coal Co.

Boats Archibald Carey, J. G. Lynn, Mount Vernon and Chas. Williams, Cumberland, coal to Alleghany Mining Co.

Departed, October 28.

Boat Archibald Carey, Cumberland, by Alleghany Mining Co.

AG, Tue. 11/1/53, p. 4. **Canal Commerce**

Arrived, October 30.

Boats Three Brothers, A. S. Borden, Emily Francis, Metacomet, E. E. Voorhees, C. B. Tisdale, Charles Arthur, Helen Bruce and Gen. Cass, Cumberland, coal to Borden Mining Co.

Departed, October 31.

Boats Three Brothers, A. S. Borden and Emily Francis, salt, Cumberland, by Borden Mining Co.

ES, Wed. 11/2/53, p. 3. **Georgetown**

Correspondence. - *Canal Trade.* - Business upon our canal has been considerably revived during the last few days. A large number of boats are daily arriving, bringing large quantities of flour, grain, coal, &c.

WS, Fri. 11/4/53, p. 3. **The Holland Debt** has just been purchased by the United States Treasury of the Dutch bankers, with whom it was contracted by the District of Columbia in the year 1827. The three cities of the District subscribed the sum of a million of dollars to the stock of the Chesapeake and Ohio Canal Company, the amount taken by the city of Washington being half a million. They borrowed the sum on a pledge of the property of each city, of bankers in Holland.

The Washington Aqueduct.

Tuesday last was rendered memorable in the annals of this city and district, by the commencement of the great aqueduct which is to bring into the city the waters of the Potomac.

The approval of the President of the United States having given the requisite official sanction to the largest of the plans reported by Captain M. C. Meigs, the engineer entrusted with this important and difficult undertaking. Tuesday was set apart for its inauguration by the personal attendance and participation of the President and a portion of his cabinet, accompanied by the municipal authorities of Washington and Georgetown. Passage boats have been provided, the party embarked at the usual landing place near the market house in Georgetown, and proceeded, one by steam and the other by track-horses. up the Chesapeake and Ohio canal to Crommelin, near the Great Falls of the Potomac, in the vicinity of which the aqueduct takes its commencement. The day, though at first overclouded, proved propitious, and the boats reached their destination about 12½ o'clock.

The spot having been designated by a flag erected on a pole, it was approached by the President, and soon surrounded by a concourse of citizens assembled to witness the ceremony of the inauguration. [Transcriber's Note: The balance of this article has been omitted for brevity.]

AG, Fri. 11/4/53, p. 3. **Canal Commerce**

Arrived, November 3.

Boat George Waters, Cumberland, coal to Alleghany Mining Co.

Boats Pioneer, Canonicus, Sarah Ann, Annawan and Massasoit, Cumberland, coal to Borden Mining Co.

Departed, November 3.

Boats Charles Williams and George Waters, Cumberland, by Alleghany Mining Co.

Boats Metacomet, E. E. Voorhees, C. B. Tisdale, Charles Arthur and Helen Bruce, Cumberland, by Borden Mining Co.

Boat Inglehart, groceries, &c., from McVeigh & Chamberlain, for Hancock, Md.

Boat John P. Smart, groceries, &c., from

McVeigh & Chamberlain, queensware from R.

H. Miller, boots, shoes, hats, &c., from Wells A.

Harper & Co., for Leesburg, North Fork,

Purcellville and Bunker Hill, Loudon County, Va.

AG, Sat. 11/5/53, p. 3. **Canal Commerce**

Arrived, November 4.

Boats Eliza Wolf, Cock Robin, Ann Gilleece and Wm. Albert, to Frostburg Coal Co.

Departed, November 4.

Anna Marion, Octorara, Eliza Wolf, Advance and Ellen Bell, by Frostburg Coal Co.

Boat F. J. Wheatley, queensware from R. H. Miller, and dry goods from Bryan, Adams & Co., for Winchester, Va.

AG, Wed. 11/9/53, p. 3. **Canal Commerce**

Departed, November 8.

Boat Eveline, groceries for Clear Spring, Md., from Wm. & Chas. Bayne.

Boat _____, groceries for Cumberland, Md., from Wm. & Chas. Bayne.

Sun, Fri. 11/11/53, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph:

Maryland Coal Trade. - The shipments of coal over the Chesapeake and Ohio canal, for the week ending Saturday, 5th Nov., exhibits a decrease as compared with the week previous, of 841 tons - 27 boats having loaded with 2,624 10/20 tons of coal and 150 6/20 tons of coke. During the week there were transported over the Mt. Savage railroad, 3,381 tons of coal, and over the road of the Cumberland Coal and Iron Company, 5,355 tons - total for the week, 8,735 tons, and for the season, 392,632 tons. There were also transported from the Westernport region over the Baltimore and Ohio railroad company, during the r week, 3,181 tons, and for the season, 51,066 tons. Total for the whole coal region since the 1st of January last, 444,698 tons.

Canal Transportation. - The small amount of coal shipped this week over the canal is attributable to two causes - the strike amongst the drivers in the mines, and a break to the Alexandria canal - the latter is now repaired, and

the former it is hoped has been satisfactorily adjusted.

AG, Fri. 11/11/53, p. 3. **Canal Commerce**

Arrived, November 10.

Boats Old Dominion and Mount Vernon, Cumberland, coal to Alleghany Mining Co.

Boats Eveline, Emily Francis and Anna Marion, Cumberland, coal to Frostburg Coal Co.

Boats Henry May and Baltimore, Cumberland, coal to Borden Mining Co.

Departed, November 10.

Boat Julia Ann Elgin, groceries for Winchester, Frederick County, Virginia, Mount Solon, Augusta County, Virginia, Nineveh, Warren County, Virginia, from William & Charles Bayne, tobacco and cigars from George R. Coffroth, for Winchester, Frederick County, Virginia and Mount Solon, Augusta County, Virginia.

Boats G. W. Grove and Andrew W. Eastlack, Cumberland, by Alleghany Mining Co.

Boats Annawan, Massasoit and Henry May, Cumberland, by Borden Mining Co.

Boat Ida, notions from Harper & McVeigh, for Winchester, Virginia and Woodstock, Shenandoah County, Virginia.

Boat Eveline, Cumberland, by Frostburg Coal Co.

AG, Mon. 11/14/53, p. 3. **Canal Commerce**

Arrived, November 12.

Boat Archibald Cary, Cumberland, coal to Alleghany Mining Co.

Departed, November 12.

Boats Mt. Vernon, J. H. Davis and Old Dominion, by Alleghany Mining Co.

Boat Anna Marion, coal by Frostburg Coal Co.

AG, Wed. 11/16/53, p. 3. **Canal Commerce**

Arrived, November 15.

Boat Neptune, Goose Creek, wheat to Irwin & Powell.

Departed, November 15.

Boats Star and T. S. Inglehart, by Frostburg Coal Co.

Boat D. J. McCoy, groceries from Fleming & Douglass, for Hancock, Md.
Boat Francis, groceries from Fleming & Douglass, for Harper's ferry, Va.

Thu. 11/17/53, p. 3. ⁶ **COMMENCEMENT OF THE AQUEDUCT.** - The Corporation of Washington having made arrangements to witness the commencement of the Washington Aqueduct, at the Great Falls of the Potomac, a large party left the District for the purpose yesterday morning, about nine o'clock, on two packet boats, which had been engaged for their conveyance by the canal. The party was composed of the President of the United States, the Secretary of War, the Mayor of Washington, members of both Boards of Councils of Washington and Georgetown, and some invited guests. The trip up was exhilarating and delightful, and the first boat arrived at Crommelin about half past 12 o'clock.

After taking a sight of the Falls, the ceremonies commenced by a prayer to the Throne of Grace by the Rev. Dr. Pyne. Captain Montgomery C. Meigs, the Engineer in charge of the work, then made a brief address, at the close of which, he invited the President of the United States to commence the work by turning up the first turf in the line of the Aqueduct from the mouth of the feeder to the first culvert under the canal. This spot is therefore to the west of the canal, a few yards from its margin. Accompanying his execution of this labor, the President made a few appropriate remarks, highly gratifying to all the friends of the great work present.

ES, Sat. 11/19/53, p. 3. **Georgetown Correspondence.** - During the week 60 boats have arrived, 25 of them from Cumberland, bringing 2,500 tons of coal, and the balance from different points along the line, with flour, grain, &c. The receipts for tolls at the Georgetown collector's office for the week, will amount to over \$2,500.

AG, Sat. 11/19/53, p. 3. **Canal Commerce**
Arrived, November 18.

Boat J. F. Wheatley, Harper's Ferry, wheat and corn to D. & S. Blacklock.

Boat Gen. Taylor, Berlin, wheat to D. & S. Blacklock.

Departed, November 18.

Boat J. F. Wheatley, groceries from Fleming & Douglass, for Winchester, Va.

WS, Sun, 11/20/53, p. 3. **The Canal.** - During the past week sixty boats arrived at Georgetown; twenty-five of them from Cumberland, bringing twenty-five hundred tons of coal, and the remainder from different points along the line of the canal, with grain, flour and other produce. It is estimated that the tolls for the week will amount to upwards of \$2,500.

Sun, Mon. 11/21/53, p. 4. **Dr. Samuel P. Smith,** of Allegany county, is spoken of for President of the Chesapeake and Ohio Canal. Dr. S. was the Whig candidate, at the late election, for Commissioner of Public Works, and, in the six counties composing his district, ran 250 votes ahead of Mr. Bowie, the candidate for Governor.

ES, Mon. 11/21/53, p. 3. **Georgetown Correspondence.** - *The Trade* on the Chesapeake and Ohio Canal was very large during the past week, sixty boats having arrived from different points, of which nearly half were laden with coal from Cumberland, the remainder bringing corn, wheat, &c., from along the section of the country the canal traverses.

Sun, Tue. 11/22/53, p. 2. **President of the Chesapeake and Ohio Canal.** - We see the names of the Hon. Richard J. Bowie, the late Whig candidate for Governor, and Col. Chas. N. Thurston, of Cumberland, mentioned in connection with the post of president of the Chesapeake and Ohio Canal Company.

⁶ *The National Era*, Washington, D. C.

ES, Tue. 11/22/53, p. 3. **Georgetown Correspondence.** - Business along our Canal, this morning, is quite brisk, and boats laden with coal, flour, wood, grain, &c., are arriving in considerable numbers.

AG, Tue. 11/22/53, p. 3. **Canal Commerce**
Arrived, November 21.

Boats Ann Gilleece and Pacific, to Frostburg Coal Co.

Departed, November 21.

Boats Ann Gilleece and Pacific, by Frostburg Coal Co.

Boat Osprey, Cumberland, by Alleghany Mining Co.

ES, Sat. 11/26/53, p. 2. The Maryland coal trade last week amounted to 15,543, of which 10,875 tons were transported over the Baltimore and Ohio Railroad, and 4,668 tons descended the Chesapeake and Ohio canal.

Ibid, p. 3. **Georgetown**

Correspondence. - Business upon our canal during this week has been rather more brisk than usual. 72 boats have arrived, 37 of them from Cumberland, bringing 3,700 tons of coal, the balance from different points along the line, with flour, grain, wood, &c. The whole line, we learn, is in excellent navigable order. The probabilities are that the trade for the balance of the year will be very heavy, if the weather continues favorable.

Many of our citizens are beginning to talk of Wm. B. Clarke, Esq., of Maryland, as the next President of the Canal Company, and there appears to be a general anxiety upon the part of many persons, who are deeply interested in the canal, that he should be elected. Upon this subject we may have more to say hereafter.

Sun, Mon. 11/28/53, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Miners' Journal:

The Canal. - There is an abundance of water in the canal at the present time, and boats

are allowed 4½ feet draught. It is intended to keep it open, if possible, until the 1st of January. Among those mentioned for the presidency of the canal company is Wm. B. Clarke, Esq., of Baltimore.

ES, Mon. 11/28/53, p. 3. *The receipts* for the past week of the Ohio and Chesapeake Canal amount to \$2,400. Number of boats arrived 75, of which 45 were laden with coal.

AG, Mon. 11/28/53, p. 3. **Canal Commerce**
Arrived, November 26.

Boat Otho Baker to Frostburg Coal Co.

Departed, November 26.

Boat O. W. Sturdivant, goods for Hancock, Md., from McVeigh & Chamberlain, and Wells A. Harper & Co.

Boat John P. Smart, goods for Leesburg, Va., from McVeigh & Chamberlain and Wells A. Harper & Co.

Sun, Wed. 11/30/53, p. 2. **Maryland Coal Trade.** - By a slip from the Cumberland Telegraph we learn that 4,832 tons of coal and 80 15/20 tons of coke were shipped over the Chesapeake and Ohio canal last week, being an increase of 164 tons over the previous week. Amount transported over the Mt. Savage Iron Company's Railroad last week, 4,778 tons; over the Cumberland Coal and Iron Company's Railroad, 6,527 tons, and from the Westernport region, 2,569 tons. Total from the whole region since the 1st of January last, 488,840 tons.

AG, Wed. 11/30/53, p. 3. **Canal Commerce**
Arrived, November 29.

Boat Gen. Taylor, wheat to D. & S. Blacklock.

Departed, November 29.

Boat Ann Caroline, Cumberland, by Alleghany Mining Co.

Boat Otho Baker, Cumberland, by Frostburg Coal Co.

Sun, Thu. 12/1/53, p. 4.

NOTICE TO WHARF BUILDERS.
PROPOSALS will be received at the Office of the CUMBERLAND COAL AND IRON COMPANY, in Alexandria, on the 5TH DAY OF DECEMBER, 1853, for the furnishing of MATERIAL and BUILDING A PIER upon the Potomac River, at or near the Outlet of the Alexandria Canal, in Virginia, eighty feet wide and about two hundred feet in length. Plans and specifications may be seen at our office in Alexandria, on and after the 5th day of November.
The contractor will have until the first day of March, 1854, to finish the work, and will be required to give security to that effect. Proposals to be addressed to THOS. J. MEHAFFEY, Agent C. C. & Iron Co., Va.

[Transcriber's Note: The above ad was first run on Dec. 1, 1853 and then 9 times. It indicates commitment by the Cumberland Coal and Iron Company to prepare for increased traffic in 1854, at Alexandria.]

AG, Thu. 12/1/53, p. 3. **Canal Commerce**
Arrived, November 30.

Boats Annawan, Grampus and G. W. Grove, Cumberland, coal to Alleghany Mining Co.

Departed, November 30.

Boat Annawan, Cumberland, by Alleghany Mining Co.

Sun, Fri. 12/2/53, p. 2. **Ex-Gov. Sprigg**, of Prince George's county, Md., is named for President of the Chesapeake and Ohio Canal - a post he formerly filled.

The Maryland Coal Trade. - A slip from the Cumberland Miners' Journal says the canal is still in fine order, but there is a great lack of hands to run the boats. The railroad could carry an increased amount of coal but for the want of motive power.

AG, Fri. 12/2/53, p. 3. **Canal Commerce**
Arrived, December 1.

Boats Massasoit and Canonicus, Cumberland, coal to Borden Mining Co.

Departed, December 1.

Boats Helen Bruce, Porterfield, James Fitzpatrick and Canonicus, Cumberland, by Borden Mining Co.

Boat G. W. Grove, Cumberland, by Alleghany Mining Co.

Boat J. F. Wheatley, groceries from William & Charles Bayne, dry goods from Bryan, Adams & Co., tobacco from George R. Coffroth, groceries from Fleming & Douglass, for Winchester, N. T. Stephensburg, Middletown, Millbrook, Fairview and Fairfield, Frederick County, Va., and Berry's Ferry, Clarke County, Va.

Boat Ida, notions from Harper & McVeigh, for Harrisonburg, Edinburg and Mount Jackson, Shenandoah County, Va.

Sat. 12/3/53, p. 3.⁷ **Chesapeake and Ohio Canal** - The Cumberland *Telegraph* says that the water will be drawn off the canal on the 1st of January, for the purpose of putting it in thorough repair against the time of commencing the spring trade. After the middle of this month but little coal will be shipped over it to market, as the boats will not have time to return.

AG, Mon. 12/5/53, p. 4. **Canal Commerce**
Arrived, December 3.

Boats A. W. Eastlack and W. J. Boothe, Cumberland, coal to Alleghany Mining Co.

Boats Advance, T. S. Inglehart, Eveline, Star and Anna Marion, to Frostburg Coal Co.

Departed, December 3.

Boats Eveline, Star, T. S. Inglehart and Anna Marion, by Frostburg Coal Co.

Boats Grampus, A. W. Eastlack and G. W. Grove, Cumberland, by Alleghany Mining Co.

Sun, Wed. 12/7/53, p. 2. **Maryland Coal Trade.** - By a slip from the Cumberland Telegraph, we learn that 38 boats descended the Chesapeake and Ohio Canal last week, laden with 3,737 15/20 tons of coal, and 291 15/20 tons of coke, which shows a decrease [sic, increase] as compared with the previous week of eight boats and 1,095 tons of coal; and an increase of 211 tons of coke. This decrease is to be attributed to the scarcity of hands, and the non-arrival of boats in their usual time. - During November 17,829¾ tons of coal, and 467 tons of coke were shipped by canal. Last week there

⁷ The Washington Union, Washington, D. C.

were transported over the Mt. Savage road 4,912 tons, over the road of the Cumberland Coal and Iron Company 6,755 tons.

AG, Wed. 12/7/53, p. 3. **Canal Commerce**

Departed, December 6.

Boat Chas. Williams, Cumberland, by Alleghany Mining Co.

AG, Thu. 12/8/53, p. 3. **Canal Commerce**

Arrived, December 7.

Boats Three Brothers and Henry May, Cumberland, coal to Borden Mining Co.

Boat Sarah Louise, Cumberland, to Frostburg Coal Co.

Departed, December 7.

Boats J. H. Davis and Isaac Motter, Cumberland, by Alleghany Mining Co.

Boat Geo. Waters, Cumberland, by Frostburg Coal Co.

Boats Three Brothers and Henry May, Cumberland, by Borden Mining Co.

AG, Fri. 12/9/53, p. 2. **Canal Commerce**

Arrived, December 8.

Boats Emily Francis and Ella E. Voorhees, to Frostburg Coal Co.

Departed, December 8.

Boat Sarah Louise, by Frostburg Coal Co.

NI, Sat. 12/10/53, p. 5. **Coal Trade.** - Thirty-eight boats descended the Chesapeake and Ohio Canal last week, laden with 3,737 15/20 tons of coal and 291 15/20 tons of coke, which shows a decrease as compared with the previous week of eight boats and 1,095 tons of coal; and an increase of 211 tons of coke. This decrease is attributed to the scarcity of hands and the non-arrival of boats in their usual time.

Sun, Mon. 12/12/53, p. 4. *Georgetown, D. C.* - Seventy-five boats have this week arrived by canal; 40 were from Cumberland, with coal, principally for Alexandria, the remainder were from intermediate points, with flour, wheat, corn, &c. Fifteen boats left during the night,

homeward bound. Amount of tolls collected at this office for the week, \$2,267.

AG, Mon. 12/12/53, p. 3. **Canal Commerce**

Arrived, December 10.

Boats Ann Gilleece, Caroline, B. Tisdale and Anna S. Borden, Cumberland, coal to Borden Mining Co.

Boats Osprey, Old Dominion and John G. Stone, Cumberland, coal to Alleghany Mining Co.

Departed, December 10.

Boat Ann Gilleece, Cumberland, by Borden Mining Co.

Boat Osprey, Cumberland, by Alleghany Mining Co.

AG, Tue. 12/13/53, p. 3. **Canal Commerce**

Arrived, December 12.

Boats Pioneer and Eliza Wolf, to Frostburg Coal Co.

Departed, December 12.

Boat Old Dominion, Cumberland, by Alleghany Mining Co.

Sun, Wed. 12/14/53, p. 2. **Maryland Coal**

Trade. - By a slip from the Cumberland Telegraph we learn that 517,203 tons of coal have been sent from the entire coal region this year. During the week ending the 10th inst., there were transported over the Mt. Savage road 5,189 tons; over the road of the Cumberland Coal and Iron Company 5,981 tons, and over the Baltimore and Ohio road, from the Westernport region, 2,861 tons - total for the week, 14,031 tons. During the week, 40 boats descended the Chesapeake and Ohio canal, laden with 4,980 4/20 tons of coal and 152 9/20 tons of coke, showing an increase as compared with the previous week of 343 9/20 tons. - The canal is now closed over with ice, but it is being broken, as the weather is favorable, hopes are entertained that the navigation will be free from the obstruction in a day or two.

Col. George Schley, Senator elect for Washington county, and formerly a very efficient

member of the board of directors of the Chesapeake and Ohio Canal Company, has been favorably announced in several papers in Western Maryland for the presidency of that company.

AG, Thu. 12/15/53, p. 3. **Canal Commerce**

Arrived, December 14.

Boats Otho Baker and Canonicus, Cumberland, coal to Frostburg Coal Co.

Departed, December 14.

Boat Pioneer, Cumberland, by Frostburg Coal Co.

ES, Sat. 12/17/53, p. 2.

CANAL BOAT FOR SALE.—A covered Canal Boat, in good order, and which could very easily be converted into a sailing craft, is at private sale, very cheap. Apply to C. L. Sheriff's Wood and Coal Yard, Four-and-a-half street, Canal Bridge, Washington. dec 17—3t.

[Transcriber's Note: The above ad was first run on 12/17/1853 and three times after.]

Sun, Sat. 12/17/53, p. 1. **Chesapeake and Ohio Canal.** - The navigation is very little obstructed by ice, and the Miners' Journal says that on Wednesday twelve boats, carrying an average of 100 tons each, left Cumberland for tide-water. The weather is cool, but capricious, and the prospect of the continuance of navigation to a late period is quite favorable.

Canal Boats - The Cumberland Miners' Journal says that during the present season there have been about 145 canal boats engaged in the coal trade, and about 85 in other trade on the Chesapeake and Ohio canal. Total about 230. The number ought to be speedily increased to 500.

ES, Mon. 12/19/53, p. 3. **Georgetown**

Correspondence. - The receipt of tolls, at the Georgetown office, upon the Chesapeake and Ohio Canal, last week, amounted to the sum of \$3,000.

The Receipts of the Chesapeake and Ohio Canal, during last week amounted to nearly \$3,000. There were 78 boats in all which arrived during that time, the quarter part laden with coal, but there was likewise brought a large quantity of flour, corn and grain of all sorts.

The Washington Aqueduct is being commenced in earnest, there being nearly two hundred laborers employed on both sides of the canal at Crommelin, and when the water is let out, which will be next month, the work will be carried on vigorously. In this part of the work, there will be some heavy tunneling, which can be carried on during the winter.

AG, Mon. 12/19/53, p. 3. **Canal Commerce**

Arrived, December 17.

Boats Ellen Bell and Kate Bruce, Cumberland, coal to Borden Mining Co.

Departed, December 17.

Boats Porterfield and Annawan, Cumberland, by Borden Mining Co.

Boat Wm. Fowle, Cumberland, by Alleghany Mining Co.

WS, Tue. 12/20/53, p. 3. **The Canal** - The receipt of tolls, at the Georgetown office of the Chesapeake and Ohio canal, amounted, last week, to the sum of three thousand dollars.

ES, Tue. 12/20/53, p. 3. **Georgetown**

Correspondence. - Our Alexandria neighbors are getting the lumber in place, for a thorough repair of the aqueduct, which will be commenced on the first of the ensuing month.

We were visited on yesterday by a light fall of snow, and the air this morning is piercing cold. We fear if it should continue many days, that it will close navigation upon our canal.

Sun, Wed. 12/21/53, p. 1. **Maryland Coal**

Trade. - By a slip from the Cumberland Telegraph, we learn that 31 boats descended the Chesapeake and Ohio Canal during the past week, laden with 3,021 tons of coal and 192

8/20 tons of coke, showing a decrease [*sic* increase], as compared with the previous week, of nine boats and 1,959 tons of coal, and an increase of 60 1/20 tons of coke. A number of boats have already been laid up, and on Monday morning the basin of the canal was frozen over, for the second time this season, in consequence of a sudden change in the weather on Saturday, which was followed by a snow-storm on Monday. During the week, 4,179 tons of coal were transported over the Mount Savage road; 5,819 tons over the Cumberland Coal and Iron Company's road, and 2,428 tons from the Westernport region. Total from the whole coal region, this year, 529,630 tons.

AG, Thu. 12/22/53, p. 3. **Canal Commerce**

Arrived, December 21.

Boats Sarah Ann, Massasoit, Star, Three Brothers and Advance, Cumberland, coal to Frostburg Coal Co.

Departed, December 21.

Boats Sarah Ann, Massasoit and Star, Cumberland, by Frostburg Coal Co.

Boat Augusta, Cumberland, by Alleghany Mining Co.

Boat Sarah Ann, groceries for Cumberland, by Wm. & Chas. Bayne.

ES, Fri. 12/23/53, p. 3. **Georgetown**

Correspondence. - The cold of the past few days has, to some extent, checked business upon our Canal. The number of arrivals of boats have not been as large as they were for the several preceding weeks. We presume, however, if the soft weather of this morning continues for a few days, trade upon it will again revive.

AG, Sat. 12/24/53, p. 3. **Canal Commerce**

Arrived, December 23.

Boat Chas. Williams, Cumberland, coal to Alleghany Mining Company.

Departed, December 23.

Boat Chas. Williams, Cumberland, by Alleghany Mining Co.

Sun, Thu. 12/29/53, p. 2. **Maryland Coal**

Trade. - By a slip from the Cumberland Telegraph, we learn that navigation is entirely suspended on the Chesapeake and Ohio Canal. Early last week, three boats, with 283 5/20 tons of coal descended. During the week ending the 24th inst., there were transported over the Mt. Savage road 3,759 tons of coal - over the road of the Cumberland Coal and Iron company, 4,003 tons, and from the Westernport region 3,210 tons. Total from the whole region since the 1st of January last, 540,602 4/20 tons.

NI, Sat. 12/31/53, p. 4. In Washington County Court (Md.) Joshua Anderson, aged 22 years, has been convicted of murder in the second degree for killing a slave belonging to Mrs. Joseph Sprigg, during an affray, in June last, on the Chesapeake and Ohio Canal, and been sentenced to the penitentiary for eighteen years.

WS, Sat. 12/31/53, p. 6. **The Canal** - We learn that navigation on the Chesapeake and Ohio canal is now entirely suspended.