

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
A Cumberland, Md. newspaper
and
THE SUN
A Baltimore, Md. newspaper
and
THE EVENING STAR
A Washington, D. C. newspaper
1853

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

Revised SEPTEMBER 2015

A. PREFACE

In this compilation, articles were transcribed from *The Alleganian*, a Cumberland newspaper, *The Sun*, a Baltimore newspaper and *The Evening Star*, a Washington, D. C. 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, and articles from *The Evening Star* are identified by ES appearing 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. I did not include the newspaper editorials because those were opinion pieces. 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
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.

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.

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

*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 inform 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.

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 mines 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 include 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.

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.

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.

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.

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.

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.

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.

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.

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 1,339 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.

*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.

*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.

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.

*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.¹

*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.

*Sun, Fri. 4/15/53, p. 1. **Affairs in Allegany 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

¹ *National Intelligencer*, Washington, D. C.

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.

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.

Sun, Sat. 4/16/53, p. 4. 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.

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.

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 $\frac{4}{20}$ tons coal, 129 $\frac{15}{20}$ 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 $\frac{16}{20}$ tons were transported over the Baltimore and Ohio Railroad, and 31,110 $\frac{4}{20}$ 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.

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 $\frac{4}{20}$ tons of coal and 240 $\frac{1}{20}$ 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 $\frac{3}{4}$ tons. - An accident on the latter road diminished its business. Total transportation for the week 9,461 $\frac{3}{4}$ 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.

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.

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.

*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.

*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 1/2 tons, and since the 1st of January 134,530 1/2 tons, of which 89,061 1/4 tons were transported over the

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

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.

*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.

*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.

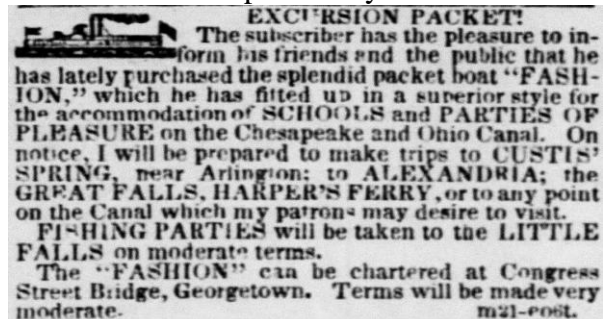
Sun, Fri. 5/27/53, p. 4. Affairs in Allegany County. - We copy the following items from the Cumberland Telegraph:

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 1/4 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 1/4 tons; and, since the 1st of January last, 155,835 3/4 tons, of which 100,013 1/4 tons were transported over the Baltimore and Ohio Railroad, and 55,822 1/2 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.

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. m21-008L.

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

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 3/4 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 5,208 1/2 tons over the road of the Cumberland Coal and Iron Company. Total transportation for the week, 11,486 1/2 tons; and since the 1st of January last 167,392 1/2 tons, of which 105,657 1/2 tons were transported over the Baltimore and Ohio Railroad, and 61,734 3/4 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.

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.²

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 3,078½ tons of coal and 152¼ 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.

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.

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

² *Evening Star*, Washington, D. C.

Company, on the 6th inst., the prior right of way up the Potomac, west of Cumberland, was in due form 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 Tines. 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.

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.

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.

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, Korns & Smith, at this place, are busily engaged turning out scows for the use of the Cumberland Coal and Iron Company.

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

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.

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.

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.

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.

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.³

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.

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

³ *Daily Republic*, Washington, D. C.

in the coal trade that, under the new allotment, they cannot furnish them with the number of cars heretofore supplied, and, in consequence of this, there will be a diminution in the amount of coal transported to market.

*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 theretofore 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.

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.

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

*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.

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.

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.

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.

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.

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.

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.

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—d6t

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

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.

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.

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.

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.

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 1/2 tons of coal, and 151 1/4 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.

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.

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.

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.⁴

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.

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.

⁴ *Washington Sentinel*, Washington, D. C.

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.

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 1/2 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.

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.

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 1/2 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.

Thu. 11/17/53, p. 3. **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.⁵

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.

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 \$2,500.⁶

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,

⁵ *The National Era*, Washington, D. C.

⁶ *Washington Sentinel*, Washington, D. C.

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.

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.

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.

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 ¾ 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.

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.]

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.

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 3,737¾ tons of coal, and 291¾ 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 were transported over the Mt. Savage road 4,912 tons, over the road of the Cumberland Coal and Iron Company 6,755 tons.

Sat. 12/10/53, p. 5. **Coal Trade.** - Thirty-eight boats descended the Chesapeake and Ohio Canal last week, laden with 3,737¾ tons of coal and 291¾ 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.⁷

Sun, Mon. 12/12/53, p. 4. *Georgetown, D. C.* - Seventy-five boats have this week arrived by canal; 40 were from Cumberland,

⁷ *National Intelligencer*, Washington, D. C.

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.

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.

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—31.

[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.

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.

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.

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 1/4 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.