

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
a Cumberland, Md. newspaper
and
THE SUN
a Baltimore, Md. newspaper
and
EVENING STAR
a Washington, D. C. newspaper
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1854

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MARCH 2011
Revised SEPTEMBER 2015
Revised JANUARY 2016
Revised JANUARY 2021

A. PREFACE

In this compilation, articles were transcribed from *The Alleganian*, a Cumberland newspaper, *The Sun*, a Baltimore newspaper (the latter are identified by *Sun* appearing before the article), *Evening Star*, a Washington, D. C. newspaper (the latter are identified by ES appearing before the article), and *Alexandria Gazette* an Alexandria, Va. newspaper (the latter are identified by AG 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, the others were found on-line. The research continues because the reader may yet find a missing date.

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

A word of caution about using the data the right column was "Tons and cwt."

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.

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Canal Trade 1854

AG, Mon. 1/2/54, p. 1. **GEORGE R. COFFROTH** – Late of Winchester, Va., wholesale dealer in tobacco, cigars, snuff, pipes, &c., South side of King Street, between Fairfax and Water streets., Alexandria, Va.
[Transcriber's Note: Mr. Coffroth regularly shipped wares in the ascending trade from Alexandria.]

Ibid, p. 2. A Convention of Boat Owners, is called at Williamsport, Md., on Wednesday, the 18th of January, to consider and adopt measures to secure a more uniform and increased rate of transportation on the Chesapeake and Ohio Canal.

AG, Thu. 1/5/54, p. 4. The repairs of the Potomac Aqueduct, connecting the Alexandria Canal with the Chesapeake and Ohio Canal, have been commenced.

1/7/54, p. 3. **Maryland Coal Trade.**

The following, says the *Cumberland Telegraph*, are the shipments of coal from the Maryland coal region for the week ending Saturday Dec. 31, 1853: -

Amount transported over the Mt. Savage Iron Company's Railroad, 3,164 tons; and over the Cumberland Coal and Iron Company's Railroad, 3,430 tons.

Total from the Frostburg region for the week, 6,594 tons, and since the 1st of January, 1853, 478,463 tons, of which 320,134 tons were transported over the Baltimore & Ohio Railroad, and 158,329 6/20 tons descended the Chesapeake & Ohio Canal.

From the Westernport region for the week, 2,408 9/20 tons, and since the 1st of June last, (date of commencement of forwarding coal.) 73,726 13/20 tons.

Total from the whole coal region since the 1st of January, 1853: 552,189 12/20 tons.

This shows an increase over the shipments for the year 1852, [of] 231,805.

The canal still remains closed, and there is no prospect that navigation will resume for some time. The total amount of coal and coke transported over the canal for the year 1853, was 158,320 6/20 tons. This is taken from the books of the collector at this port.

A Meeting of Boat Owners. The Boat Owners, and others interested in the Transportation Business on the Chesapeake and Ohio Canal, are requested to meet at the Potomac Hotel, in Williamsport, on Wednesday the 18th of January, to consider and adopt some uniform system of transportation, for Coal, Flour, Plaster, Grain, and other articles of freight.

Closed Up. The Chesapeake and Ohio Canal is closed and navigation is suspended. The *Journal of the Times* says produce is accumulating at Williamsport, and that the usual quantity for transportation will be received during the winter.

Sun, Mon. 1/9/54, p. 2. **The Governor's Message.** This is the last message of Governor Lowe, his term of office expiring in a few days.

The exhibit of the condition and business of the Chesapeake and Ohio Canal is rather favorable, showing a considerable increase in the amount of tonnage transported on it, especially of coal, and indicating a steady enlargement of its operations. Some forty or fifty thousand dollars are required for repairs, after which, it is hoped, that business will be done with less liability to interruption.

AG, Tue. 1/10/54, p. 2. **Chesapeake and Ohio Canal.** – The following is that portion of the Message of the Governor of Maryland, that relates to the Chesapeake and Ohio Canal.

In reply to a communication addressed by me to the President of the Chesapeake and Ohio Canal Company, I am informed that the canal has been in good navigable condition, during the past year, with the exception of occasional interruptions, in the busiest seasons, caused by low water in the river, and by defects in dams

Nos. 4 and 5, which accordingly require considerable repairs, and for which measures are now in progress.

The president expresses the opinion that, but for the accidents to those dams (which, it seems, were originally defective, and had been already injured by successive floods,) and the prevalence of the cholera at Cumberland and along the line of the canal, the revenue for the last year would have largely exceeded \$200,000; and would probably have reached \$400,000, if it had not been affected by the accidents of 1852. I am gratified to learn that those parts of the work which were so extensively damaged by the extraordinary freshet of that year, have been repaired and improved in such a manner as to secure them, as far as practicable, from similar disasters hereafter. It is estimated that it will now require an expenditure of forty or fifty thousand dollars to put dams Nos. 4 and 5 in complete order, which will make the canal navigable even in dry seasons, until the additional waste of water, occasioned by an augmented trade, shall render it necessary to provide feeders for the levels near Cumberland. The president anticipates that the requirement can be readily met out of the increasing revenues.

The tolls collected from the 1st of January to the 31st of December, 1852, amounted to \$92,248.90; and, in 1853, to \$145,000 allowing \$12,665 as the estimate for December last, which shows an increase for the year just closed, of \$52,751.10. The entire revenue for the year, adding \$5,000 for rents, is estimated at \$450,000. The current expenditures for the same period (exclusive of unpaid interest on coupon bonds, issued for repairs and the completion of the canal, amounting for the year to \$114,000,) are estimated at \$103,177. Of that amount, \$10,400 were paid for interest on loans. The estimated surplus on the current business of the year was \$46,823; of which about \$35,000 have been or will be applied to the payment of arrearages due for repairs of the canal and other current demands. The aggregate tonnage of all articles transported for various distances on the canal,

during the last year, allowing 22,000 tons as the estimate for December, was 267,434 tons; of which the "*equivalent tonnage*," claimed to be within the meaning of the act of 1844, chapter 281, was 190,000 tons, being but five thousand tons less than the amount required by that act to be annually transported over the entire line from Cumberland to Georgetown, upon an average of five years.

From 1st of January to the 30th of November last, 139,230 tons of coal were transported to various points on the Canal, which, with the estimate of 15,000 tons for December, will give an aggregate of 154,230 tons for the year; showing an increase of 90,735 tons over the year previous. The transportation of coal is stated to have been less than was expected, owing in a great measure to the interruptions in the navigation already referred to, and also in part to the comparatively small number of boats now on the Canal, which has not been materially increased during the year.

I am also informed that the arrears of interest on the bonds of the Company, issued for the completion of the Canal to Cumberland, unpaid, from the 1st of July, 1852, to the 1st of January, 1854, inclusive, amounting to \$204,008, are in the course of being funded by the issue of certificates bearing interest, payable semi-annually; and that when this shall have been effected, it is hoped that the increasing business of the Company will soon enable it to resume the regular payment of interest on these bonds, as well as on the bonds issued for repairs, amounting to \$200,000, guaranteed by the State of Virginia.

Sun, Sat. 1/14/54, p. 1. Affairs in Allegany County. - We copy the following items from the Cumberland Miners' Journal:

Lumber Contract. - Mr. Wm. T. Duvall, of this county, has been awarded the contract to furnish lumber for the repairs of dams Nos. 4 and 5 of the Chesapeake and Ohio Canal. The contract calls for about 400,000 feet of sawed lumber, to be delivered early in the spring.

Canal Navigation. - If the present mild weather should open navigation on the canal, it is not probable that any coal will be sent to market by that avenue until the 1st of March, as it is understood that the repairs of the Alexandria aqueduct will not be completed until that time, and the canal itself will need repairs as soon as the breakup of the ice will allow the commencement of operations.

Sun, Fri. 1/20/54, p. 1. *The Canal.* - The water in the canal below dam No. 6 has been drawn off for repairs, and it will shortly be drawn off this [Cumberland] level with a view of putting it in complete condition in time for the spring trade.

Sun, Mon. 1/23/54, p. 2. **Boatmen's Convention**

On the 18th instant a convention of boat owners, and others interested in the business of transportation upon the Chesapeake and Ohio Canal, met at Williamsport and fixed the price of transportation of coal at \$1.25 per ton, and flour at 25 cents per barrel; other articles in proportion. Resolutions were passed appealing to the magnanimity of coal owners, farmers, millers, and all others interested, and setting forth the reasons which have impelled them to this course; also, calling the attention of the State Legislature to the condition of the canal, especially dams Nos. 4 and 5, and asking them to extend the fostering care of the State to that work, in the confident belief that it will in the end repay the State, in part at least, for her large expenditure in the construction of the canal.

AG, Fri. 1/27/54, p. 2. **Creditors of the Canal.** It is really gratifying to the people of western Maryland to observe that some steps are about to be taken by the Legislature, looking towards the redemption of the Canal script. Mr. Devecmon was the first to move in the matter, and he will doubtless be seconded by the other members from this and neighboring counties.

The measure is not only just and equitable but of great importance to the creditors of the Chesapeake and Ohio Canal. Those debts were

created by the company in 1840, in good faith for work and labor, and was as instrumental in the completion of that great State work as if it had been paid in specie. - *Cumberland Telegraph.*

AG, Sat. 1/28/54, p. 2. During the past week, as we learn from the *Cumberland Telegraph*, several accidents occurred on the Baltimore and Ohio Railroad, which caused considerable detention to the trains. On Thursday last, one mile west of the Point of Rocks, a burthen train, loaded with flour, &c., ran off the track, and six cars were precipitated into the Chesapeake and Ohio Canal. On the day following, a burthen train coming out of the Dow Gully Tunnel, at the eastern end, ran into a land slide, and another burthen train ran into the first.

AG, Thu. 2/2/54, p. 2. We have already referred to a bill introduced into the Legislature for the relief of the creditors of the Chesapeake and Ohio Canal. This bill, the *Baltimore Sun* says, authorizes the company to fund its debts due contractors, and on post notes, &c., and to issue its bonds, payable in not less than 25 years after date, bearing 5 percent interest per annum, payable semi-annually; said bonds to be preferred liens on the revenues and tolls of the company, which are to be pledged for their payment, but subject also to the liens created by the act of December 1844, chap. 281. The company may, if deemed proper, set apart \$10,000 annually as a sinking fund, to pay the principal of said bonds. The present liens of the State are to be waived in favor of the bonds issued under this act, provided a further mortgage is executed by the company and delivered to the State Treasurer, subject to the liens under the act of 1844, chap. 281.

Sun, Mon. 2/13/54, p. 4. **Georgetown.**

We begin to look, with solicitude, for a renewal of our canal trade. Large quantities of produce are at various points above waiting "*the very first boat*," and the advanced state of the markets will continue to brighten the farmer's eye. I am informed at the office that there is a

probability of the canal trade being fully opened by the first day of March. By the fifth, we may welcome the music of the boatmen's horn.

AG, Tue. 2/14/54, p. 2. **Steam on the Canal.**

An experiment is about to be made in the application of steam to the propulsion of boats on the Chesapeake and Ohio Canal, that bids fair to solve that much mooted question. Three gentlemen of this Country, of ample means and much experience in practical business matters, have associated themselves together with the view of running a line of Steam Canal Boats during the next season of Canal navigation. The first boat has already been constructed at the boat yard of Henry T. Weld, esq., and is called the *Archimedes*. It is to be propelled, as the name indicates, by a screw. The engine is to be an oscillating one, and will occupy much less space than the ordinary stable on board of Canal boats. Its power will be sufficient to allow the towing of a second boat, and the two together are expected to carry about 220 tons of coal, making a trip between Cumberland and Alexandria in much shorter time than by the employment of horse power. — *Cumberland Journal*.

AG, Thu. 2/16/54, p. 2. A petition to Congress is in course of signature, emanating from the Corporation of Washington, towards obtaining an appropriation for the purpose of raising the bridges over the Chesapeake and Ohio canal, in Georgetown and Washington, in a permanent and substantial manner, as well as for excavating and repairing the basin between the two cities, of for the construction of a new one.

Sun, Sat. 2/18/54, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Miners' Journal:

Opening the Canal. - The time is rapidly approaching for the opening of navigation on the Chesapeake and Ohio Canal, viz: about the 1st of March, but there seems little prospect that much tonnage will be offered in the shape of coal.

Ibid., p. 4. **Washington, Feb. 17, 1854.**

This is an excellent season for boating, and people are becoming impatient at the apparent delay in letting water into the canal.

AG, Mon. 2/20/54, p. 2. The time is rapidly approaching for the opening of navigation on the Chesapeake and Ohio Canal, viz: about the 1st of March; but there seems little prospect that much tonnage will be offered in the shape of coal.

Sun, Wed. 2/22/54, p. 3. The water has been let off the lower level of our canal for the purpose of cleaning out some sand bars and making some trifling repairs. On the first of March, if the weather shall continue favorable, navigation will be resumed the entire length of the line.

Ibid, p. 4. **Annapolis, Feb. 20 1854**

The Cumberland Coal and Iron Company have presented a memorial to the Senate asking for a connection with the public works of the State. It appears they own and work a railway from their mines to within about two miles of the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal at Cumberland. They ask for an extension of their road so as to connect.

"Your petitioners state that the tonnage transported over their railroad during the year 1853, amounted to two hundred and forty thousand tons of coal alone, which found its way to the eastern markets, over the Chesapeake and Ohio canal, and over the Baltimore and Ohio railroad, whereby the revenues of those two great works of internal improvement were largely increased. That the Cumberland Coal and Iron company pay into the Treasury of this State, and for the use of Allegany county, greater sums *annually* for taxes than the aggregate amount of taxes levied upon all the other mining, manufacturing and transportation companies of said county. That your petitioners have within the last year constructed and equipped with their own means, *twelve* (12) first class schooners of the aggregate capacity of more than 4,000 tons; forty-two (42) barges of two hundred tons

burthen each, now plying between Baltimore and the northern cities, and fifty-two (52) canal boats engaged in transportation on the Chesapeake and Ohio canal. In addition to this large amount of property afloat, they own two steamers of 600 tons each; all of which vessels, barges, boats, and steamers are constantly and exclusively engaged in the transportation of coal from the great mineral region of Maryland to the northern and eastern cities. That it is the intention of your petitioners, during the ensuing season largely to increase their means of transportation coastwise, and through the Chesapeake and Ohio canal, to enable them to transport an increased quantity of coal."

*Sun, Fri. 2/24/54, p. 1. **Affairs in Allegany County.** - We gather the following from the *Cumberland Telegraph*:*

The Canal. - The Chesapeake and Ohio Canal is represented to be in excellent order, and now sufficiently clear of ice to permit navigation, were there anything to ship by it. A meeting of the citizens of this region, interested in the proper management of the work will be called shortly, to take into consideration the propriety of memorializing the commissioners of public works in reference to the appointment of president.

AG, Sat. 2/25/54, p. 2. The day before the late snow, the Chesapeake and Ohio Canal, was reported as ready for navigation. We presume the ice made then, will make an impediment for a few days. The *Cumberland Journal* says that several of the Coal Companies of that region have made arrangements to introduce miners from Germany to supply the place of those now on strike. One Company expects forty to arrive at Baltimore by sea, and another is said to have engaged the services of three hundred more.

AG, Mon. 2/27/54, p. 2. **Chesapeake and Ohio Canal Scrip** – The Bill for the redemption of this scrip reported to the Legislature, was referred to a special committee who reported favorably.

It is now in the hands of the committee on Ways and Means, a portion of whom are known to be its friends. Should they give a favorable report, we may anticipate its passage with some degree of confidence. It is a measure which sheer justice demands, and one in which the people of this country are deeply concerned. It is identical with every interest of the county. Being a debt of the State, she ought, as an act of justice to herself and her creditors, agree that it shall be funded. – *Baltimore Times*.

ES, Tue. 2/28/54, p. 3. **Chesapeake and Ohio Canal** - Water has been let into the canal and boats have resumed their journeys.

*Sun, Wed. 3/1/54, p. 4. **Officers of the Internal Improvement Companies.** - Since the election of the Treasurer, quite an interest is felt in relation to the prominent officers in the Internal Improvement Companies. For the Presidency of the Chesapeake and Ohio Canal, we hear the names of Col. Wm. D. Merrick, late U. S. Senator, and Col. Thurston, with several others. For the Superintendent of the Chesapeake and Ohio Canal Company, Galloway Linn, Esq., of Allegany co., is warmly urged by many friends.*

*Sun, Thu. 3/2/54, p. 4. **Georgetown, D. C. Wednesday Afternoon.** - We are hourly expecting the arrival of boats by canal.*

*Sun, Fri. 3/3/54, p. 1. **Affairs in Allegany County.** - We select the following from the *Cumberland Telegraph*:*

Canal Improvement. - The Chesapeake and Ohio Canal company, in view of the uncertainty of the time when operations at the mines will be resumed, have determined, we learn, to draw off the water from the level near Williamsport for the purpose of deepening the same. The work will perhaps require between one and two months to complete it.

ES, Sat. 3/4/54, p. 2. Owing to the very small quantity of country trade coming in, and the

suspension of navigation upon our canal, business of every kind is quite slack. A few more days favorable weather, however, will, we doubt not, make a very material change. The large quantities of produce which generally reaches our market by the canal, directly after the opening of navigation in the spring, and for which our merchants are anxiously looking, will give abundant employment to all, and cause quite a revival in trade of every kind.

AG, Tue. 3/7/54, p. 2. **Chesapeake and Ohio Canal** – The Chesapeake and Ohio Canal, it may be presumed, is now in order pretty much through the whole line for a resumption of navigation. A statement appeared some days since, we think in a Cumberland paper, which carried very suspicious marks of inaccuracy upon its face. We refer to the statement that the Williamsport level would be drawn off for two months for repairs and deepening. Until an official announcement of such a purpose has been promulgated, the interests of the public and the Canal Company would seem to forbid belief in it. On Wednesday last the Harper's Ferry level was dry, but water was to be let in it next day.

The levels this side are no doubt full. No boats have as yet arrived at Georgetown from anywhere above; they may be expected in all the coming week. – *Nat. Int.*

Sun, Wed. 3/8/54, p. 4. **Georgetown, D. C.**

There is no flour for sale here. A number of boats on canal passed the Point of Rocks this morning with flour, grain and other produce, and we may expect a fleet by tomorrow night.

Mercury.

AG, Thu. 3/9/54, p. 3. A number of boats on the Chesapeake and Ohio Canal passed the Point of Rocks, on Tuesday, on their way down, loaded with produce.

ES, Fri. 3/10/54, p. 3. **Georgetown Correspondence.** - Our Spring trade may be considered fairly commenced. All along our

wharves and Water street this morning, signs of new life and activity are visible. The number of vessels along our wharves, receiving and discharging cargoes of every kind, has been large. Navigation upon our canal has also been resumed, and from the vast amount of produce at different points along the line awaiting transportation, we anticipate a perfect flood-tide of trade for our merchants. Yesterday several boats arrived, bringing a considerable quantity of wood, &c., and about 3,000 bbls. of flour from Williamsport, and about 10,000 bbls. more are now on the way and will reach here today. At the above named point there was stowed, awaiting transportation, 25,000 bbls. Of the above, about 10,000 bbls. to arrive was sold by our merchants, at prices ranging from \$7.25 to \$8.50.

Sun, Sat. 3/11/54, p. 4. *Georgetown, D. C., Friday Afternoon.* - Arrived by canal, boats John P. Smart, 31 miles, flour, &c.; Mercerville, from Mercerville, flour; Advance, do., flour; Buena Vista, 9 miles, wood; Neptune, 31 miles, flour; J. H. Davis, 100 miles, flour; Amos Young, 100 miles, flour; and Liberty, 57 miles, hay, &c.

The rumor about draining off the water on the Williamsport level is not true.

No Cumberland boats yet. Mercury.

AG, Sat. 3/11/54, p. 2. How is it that just as the Chesapeake and Ohio Canal is opened, the Directors of that Company find it necessary to deepen their basin at Georgetown, and, thereby, prevent boats from coming to Alexandria, greatly to the injury of our trade? If our Aqueduct was completed, perhaps this interruption would not have occurred. Will our Alexandria Director look to this matter, and oblige? THE MERCHANTS.

Ibid, p. 3. Trade on the Chesapeake and Ohio Canal has been resumed.

Sun, Mon. 3/13/54, p. 4. **Georgetown, D C**

The canal trade is daily increasing in interest. Since my yesterday's report we have six arrivals, as follows: Boat Seneca, from Seneca,

with 1,000 bbls. flour. Abraham Leiter, from Williamsport, Md., with flour, whiskey and clover seed. Isaac Long, Williamsport, flour. James F. Essex, Harper's Ferry, flour. Anzonetta, 77 miles, flour, and Chas. F. Mudge, Williamsport, 1,015 bbls. flour.

ES, Mon. 3/13/54, p. 3. **Chesapeake and Ohio Canal** - Business has again been resumed along the Chesapeake and Ohio Canal, the navigation being quite open. On Thursday last about twenty boats arrived in Georgetown, the greatest part laden with flour, but more have arrived freighted with coal. Indeed, no boats have arrived from above Williamsport.

AG, Mon. 3/13/54, p. 2. **Chesapeake and Ohio Canal** - It is not a fact, as stated in some of the papers, that the managers contemplate drawing the water off the Williamsport level for the purpose of deepening and repairing it. On the contrary they have ordered the Canal to be filled throughout, which has been done, and it is now in fine navigable order throughout its entire length. Preparations are going on to ship an immense amount of timber from Cumberland, in the absence of Coal tonnage. From Williamsport, and other points, not less than 40,000 barrels of flour will immediately be sent to market. Thus, it will be seen the Canal will have something to do in spite of the miners' strike. - *Cumb. Journal*.

Sun, Tue. 3/14/54, p. 4. **Washington.**

Canal Trade. - Barges Majors, 77 miles, flour and hay; K. H. Lambell, 31 miles, flour and wheat; Mountain Ranger, 99 miles, 1,182 barrels flour; Charles Williams, 73 miles, flour and hay; George Waters, 73 miles, flour and clover seed; Julia Elgin, 61 miles, flour and corn; Capt. Walker, 69 miles, limestone; Jack Charles, 107 miles, flour. - Upwards of 5,000 barrels of flour today. Mercury.

AG, Tue. 3/14/54, p. 2. **Chesapeake and Ohio Canal** - Business has commenced quite briskly on the canal, as respects the transportation of

produce. About twenty boats arrived since Thursday at Georgetown, most of them richly laden with valuable freights of flour.

They will yield a toll of about two thousand dollars. No coal has arrived, nor have boats yet come from above Williamsport. *Nat. Int*

AG, Wed. 3/15/54, p. 3. **CANAL COMMERCE** - Departed, March 14.

Boat James F. Essex, tobacco and cigars, from G. R. Coffroth, for Winchester, Harrisonburg, Strasburg and Staunton, Va., and groceries for Winchester and Strasburg, from William & Charles Bayne.

Sun, Thu. 3/16/54, p. 4. **Washington, D. C.**

Canal Trade. - Arrived, barges J. R. Wood, 108 miles, iron and flour; Ann E. Artz, 99 miles, flour; Salem, William Jackson, and Thomas Jefferson, 62 miles, limestone; Laura Flanagan and Eliza Ann, 36 miles, corn, oats, &c.; Morning Star, 69 miles, limestone; J. P. Smart, 31 miles, flour. A fleet of thirty-two boats, most of them for Cumberland, left yesterday and today for the various points on the line.

AG, Thu. 3/16/54, p. 4. **CANAL COMMERCE** Departed, March 15.

Boat James F. Essex, groceries, &c., from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co., for Old Town, Md., and Harper's Ferry, Staunton, Strasburg, Edom, Bowman's Mills and Harrisonburg, Va., and groceries from Fleming & Douglass, for Charlestown, Va.

Sun, Fri. 3/17/54, p. 1. **Affairs in Allegany County.** - We select the annexed items from the Cumberland *Telegraph*:

The Canal is in fine navigable order throughout its entire length, and three boats have left for Alexandria - not loaded, however, with black diamonds, but with cement and lumber from the mountains above.

Drowned. - Martin Clay, residing in the neighborhood, was drowned on Monday last whilst attempting to cross the Chesapeake and Ohio Canal, about one mile and a half below town.

Ibid, p. 4. **Canal Office.** - Arrived, barges Ohio, 49 miles, corn; Maryland, mouth of Monocacy, wheat.

It is supposed the repairs on the Aqueduct across the Potomac river will be finished early in April; then navigation will be fully resumed to Alexandria.

AG, Fri. 3/17/54, p. 3. **CANAL COMMERCE**
Departed, March 16.

Boat Julia Elgin, for Harper's Ferry, with goods from Harper & McVeigh, for Strasburg, Shenandoah and Winchester, Va.

ES, Sat. 3/18/54, p. 3. Business upon our canal and river, during this week has been very brisk. Some 30,000 bbls. of flour have arrived by canal - all of which has found a ready market among our enterprising merchants, and about 20,000 bbls. have been shipped by them to New York and other points. In addition to the flour, several cargoes of grain, wood, &c., have arrived by canal. Several loads of coal, also from Cumberland, which was taken on board before the strike commenced among the miners. We are informed that the boats will commence running regularly from the above-named point about the 1st of April.

We are pleased to learn that we are soon to have started again on the canal, under the supervision of Mr. W. H. Ritter, a regular line of Packets to Harper's Ferry. The boat *Fashion* will make her first trip of the season in a few days from this time.

ES, Mon. 3/20/54, p. 3. **The Aqueduct.** - Navigation on the Chesapeake and Ohio canal, between Georgetown and Alexandria, is at present stopped, in consequence of the necessary repairs of the aqueduct over the Potomac. In order to do so, it has been necessary to dam up

the water on either side, so that the bottom of the aqueduct is now not only high but dry. Extensive repairs are being carried on, both at the bottom of the canal, the planking of which is being newly caulked, and at the sides, new planking is being put down. The aqueduct without water presents a singular appearance, but whether the boards below are sound enough to walk on, we would not venture to affirm, and we would advise all to be cautious how far they hazard walking on that part as there may be unsound planks, and if they give way with anyone on them, the foolhardy individual would be precipitated into the water, and most likely be killed.

Sun, Mon. 3/20/54, p. 4. **Georgetown, D C**
Canal Trade. - Arrived, barges, John M. Clayton, 62 miles, with limestone; Baltic, 81 miles, flour; J. P. Grove, 77 miles, flour and whiskey; and the Niagara, 57 miles, with corn.

The whole number of arrivals since the resumption of navigation is sixty-seven. Amount of tolls for the week \$2,200.

I understand the non-arrival of boats with coal from Cumberland, is attributed to the strike among the miners.

Sun, Tue. 3/21/54, p. 4. **Washington.**
Canal Trade. Arrived, barges M. V. Hill, 99 miles, flour; Emily Francis, Cumberland, lumber and cement; Union, 31 miles, wheat and corn; K. H. Lambell, 31 miles, flour and wheat; Ida, 62 miles, flour and corn; Catocin, 57 miles, flour and corn.

AG, Tue. 3/21/54, p. 2. The *National Intelligencer* says, the Chesapeake and Ohio Canal has been doing quite a fair business last week in flour, corn and country produce. The arrivals since the resumption of navigation have been 66, and no coal. Flour and corn have been the principal cargoes, with very little wheat.

AG, Wed. 3/22/54, p. 3. **CANAL COMMERCE**
Arrived, March 21.

Boat Baltimore, Cumberland, coal to Borden Mining Co.

Boat Frances Jane, Cumberland, lumber and staves, to J. McCormick, Jr.

Departed.

Boat Ida, notions, from Harper & McVeigh, for Strasburg, Forestville and Woodstock, Shenandoah Co., Va.

Sun, Thu. 3/23/54, p. 4. Georgetown, D. C., Wednesday Afternoon. - **Canal Trade** - Arrived, barges James Boyce, 88 miles, lumber; Lady of North Bend, 91 miles, flour and corn; Buena Vista, 10 miles, locust posts; Amos Young, 100 miles, flour; Canonicus, Cumberland, cement and lumber. Also boats Virginia and Pioneer from Cumberland.

ES, Thu. 3/23/54, p. 3. The packet boat *Fashion* is making regular trips between our city and the Great Falls. We are pleased to learn that it promises to be a profitable business to those who started the enterprise.

Business upon our canal and river this week has thus far been rather slack, but few arrivals of any kind.

FOR SALE - A first class CANAL BOAT, new and fully equipped for Immediate service, burden 115 tons on 4½ feet draught of water.

Also, a STERN BOAT, suitable for a vessel of 60 tons, and a lot of old spars, sails, rigging, anchor and chain Cables, at the Marine Railway of the subscriber, foot of D street, First Ward.

H. N. & J. W. EASBY

[Transcriber's Note: Now we know where a boat yard was located in Georgetown.]

AG, Thu. 3/23/54, p 4. **CANAL COMMERCE**
Departed, March 22.


Boat Ida, groceries, &c., from McVeigh & Chamberlain and William & Charles Bayne; queensware from James P. Smith; boots, shoes, &c., from Wells A. Harper & Co., for Forestville, Timberville and Tenth Legion, Shenandoah

County; and tobacco and cigars for Woodstock, from George R. Coffroth.

ES, Fri., 3/24/54, p. 3. **Georgetown Correspondence.** - We learn from persons trading upon the Canal, that up to Friday last, the miners at Cumberland who have for some time been upon a strike, had not returned to work. On the above named day, a meeting was to take place between the employers and operatives. What conclusion they came to, we have not learned. We are informed that there is an abundance of hands ready and anxious to go to work at the prices offered by the employers but are deterred from doing so by those upon the strike. Where are the civil authorities?

Ibid. Since our report of yesterday, several boats have arrived by canal, laden with flour, limestone, &c., and one from Cumberland with coal.

Ibid.

FOR THE GREAT FALLS AND WATER WORKS, VIA THE CANAL.
The Packet Boat FASHION,
 having been put in complete order, will make regular tri-weekly trips to the Great Falls of the Potomac and the Washington Aqueduct, leaving Bitter's Wharf on every **TUESDAY, THURSDAY, and SATURDAY MORNING**, at 6 o'clock, and returning at sunset, and on Sunday at the same hour.
Passengers may rely on every attention being paid to their comfort.
Small freight will be taken at moderate charges, and can be left at Bitter's warehouse.
Parties can charter the boat for moderate terms, to leave on any other than the regular days named. Any information can be had of W. H. Bitter, or
OMAS MERRILL, Captain.
mar 20—colw

[Transcriber's Note: The advertisement above initially ran on 3/20/54 and weekly thereafter.]

Sun, Mon. 3/27/54, p. 4. Georgetown.

Coal Trade. - Arrived, boats Enterprise, 77 miles, flour and corn; J. P. Smart, 31 miles, flour; Wm. Jackson and Laura Flanagan, 62 miles, limestone; Advance, 81 miles, lumber; Thomas Jefferson, 62 miles, lumber; Salem, 62 miles, limestone; Mountain Ranger, 100 miles,

1,207 barrels flour; J. F. Wheatley, 62 miles, flour; Morning Star, 69 miles, limestone; Seneca, 33 miles, 1,000 barrels flour.

ES, Mon. 3/27/54, p. 3. **Coal.** - It is said that no more coal may be expected for some time from Cumberland district, while the miners continue to be, as they are at present, on a strike.

AG, Mon. 3/27/54, p. 3. **CANAL COMMERCE** - Departed, March 25.

Boat Chas. B. Fisk, groceries from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co., queensware from R. H. Miller, and notions from Harper & McVeigh, for Harper's Ferry, Harrisonburg, Cross Keys, McGaheysville, Forestville and Strasburg, Va.

Sun, Tue. 3/28/54, p. 4. **Washington.**
Canal Trade. - Arrived, barges William T. Hamilton, from 100 miles, flour; Gov. Sprigg, 107 miles, with flour; Eliza Ann, 28 miles, with hay.

AG, Tue. 3/28/54, p. 2. The *National Intelligencer* says: "The Chesapeake and Ohio Canal has been doing but little during the week past. The arrivals have been about thirty-five only, and the receipts differing little from one thousand dollars. It is thought that but an insignificant quantity of flour remains along the region of the canal for transportation to market. No coal has yet arrived at Georgetown, and in fact none is expected until the strike among the miners shall have *terminated, and work be once more resumed.*"

Ibid, p. 4. **CANAL COMMERCE**

Departed, March 27.

Boat J. F. Wheatley, goods from Harper & McVeigh, for Harrisonburg, McGaheysville and Cross Keys, Rockingham County, Va., and dry goods from Bryan, Adams & Co., for the same places.

Sun, Wed. 3/29/54, p. 4. *Georgetown, D. C., Wednesday Afternoon.* - **Canal Trade.** - Arrived, barges Jack Charles, 108 miles, flour; Captain Walker, 69 miles, limestone; John M. Clayton, 62 miles, limestone; Ohio, 48 miles, flour; Baltic, 81 miles, flour; George Waters, 73 miles, flour; Belle, 73 miles, flour; K. H. Lambell, 31 miles, flour; James Fitzpatrick, Cumberland, lumber.

AG, Wed. 3/29/54, p. 3. **CANAL COMMERCE**
Departed, March 28.

Boat Ida, groceries from Wm. & Chas. Bayne, for Woodstock, Timberville and Forestville, Va.
Boat J. F. Wheatley, groceries from Wm. & Charles Bayne, for Spring Hill, Augusta Co., Va.

ES, Thu. 3/30/54, p. 3. We have seen it stated in several newspapers that the repairs on the Alexandria aqueduct would be completed by the 5th of April. From present indications we do not think there is the slightest possibility that it will be in a condition for boats to pass over it before the last of April or the first of May. The severity of the weather has had a tendency to impede the operations of the mechanics engaged in its repair.

There is a rumor afloat in our city that a break has occurred upon our canal at some point near Hancock.

Sun, Thu. 3/30/54, p. 4. *Georgetown, D.C., Wednesday Afternoon.* - By Canal - Boat Caroline, 102 miles, has arrived with lime.

Sun, Fri. 3/31/54, p. 4. **Washington.**
Canal Trade. - Arrived, boats J. R. Wood, 108 miles, flour; Oregon, 73 miles, with cement.
Mercury.

Sun, Sat. 4/1/54, p. 4. **Washington.**
Arrived, barges Flatboat, 9 miles, stone; Hugh Smith, 69 miles, limestone; Isaac Long, 100 miles, flour; J. R. Wood, 109 miles, corn, flour, &c.; L. Flanagan, 62 miles, limestone; Wm. Jackson, do., do.; Salem, do., do.; James F. Essex, 60 miles, flour.

ES, Mon. 4/3/54, p. 3. **Georgetown**

Correspondence. - Business upon our canal this morning presented quite a lively appearance. A considerable number of boats, heavily laden with flour, grain, &c., have arrived since Saturday.

AG, Mon. 4/3/54, p. 3. **CANAL COMMERCE**
Departed, April 1.

Boat James F. Essex, with dry goods from Bryan, Adams & Co.; groceries from McVeigh & Chamberlain; boots and shoes from W. A. Harper & Co.; notions from Harper & McVeigh; clothing from Schooler & Bro.; goods from Christian Schaffer; hardware from English, Castleman & Co.; queensware from R. H. Miller and James P. Smith; drugs from Peel & Stevens; and tobacco and cigars from Geo. R. Coffroth, for various points in the Valley of Virginia; Augusta, Rockingham and Page Counties; and Hancock, Md.

AG, Tue. 4/4/54, p. 2. **Chesapeake and Ohio Canal** - The Chesapeake and Ohio Canal has been but moderately employed the past week, the arrivals being a few over thirty. The receipts for tolls were nearly \$1,200 at Georgetown, or only about one-third of what would have been received if the coal trade were in its usual condition. The cargoes arrived down have been flour and corn principally, with but a single boat-load of wheat and not one of coal.

Every interest connected with the canal is acutely feeling the consequences of the strike in the mines at Cumberland. The little prospect of a reconciliation between the coal companies and the operative miners is producing its natural effect on the hands that navigate the coal to market. Unable any longer to continue idle, they are driven by necessity to look elsewhere for employment, and should they be at length forced to abandon the canal, it may be long before their places can be adequately filled, if filled at all. Thus, one evil is the parent of many, and large and important classes are thrown not only out of employ, but away from their accustomed channels of occupation, whilst the public is

compelled to pay augmented prices for the article in question furnished from other quarters.

Our last advices from the mining region are not encouraging. Whilst a few, about fifty men, had gone to Frostburg, there was a talk amongst the companies of suspending operations for the whole season. Even in the town of Cumberland, there is a cry of deficiency of fuel for domestic as well as manufacturing purposes; and it would not be astonishing, if affairs do not speedily mend, that importations of coal must be made there; which would be a circumstance quite matching the English proverb of "carrying coals to Newcastle." - *Nat. Int.*

Ibid, p. 3. **CANAL COMMERCE**

Departed, April 3.

Boat James F. Essex, groceries, for Forestville, Timberville, Newtown, Stephensburg, Winchester, Woodstock and Middletown, from W. & C. Bayne.

Sun, Thu. 4/6/54, p. 4. **Georgetown, D. C.**

Canal Trade. - Arrived, barges Gen. Cass, 31 miles, wood; D. & H. Claggett, 81 miles, flour; Amos Young, 100 miles, flour and whiskey; D. J. McCoy, 127 miles, bark; Saloma Clarke, 42 miles, corn, &c.; Gondola, 31 miles, wheat, &c. Mercury.

Sun, Fri. 4/7/54, p. 2. **Break in the Canal.** - The Cumberland *Telegraph* states that there is a break in the Chesapeake and Ohio Canal at Hancock, but to what extent has not been ascertained. This is unfortunate, as transportation of coal on the canal was about being resumed - two boats having entered on Wednesday laden with coal from the Frostburg mines.

Ibid, p. 4. **Canal Office.** - Arrived, barges Niagara, 81 miles, flour; Ohio, 48 do., iron ore; Enterprise, 61 do., corn; Rough & Ready, 55 do., wheat and corn; Gondola, 31 do., wheat; Columbia, 88 do., wood; Jas. Boyce, 88 do., do.; Capt. Walker, 69 do., limestone; Salem, 62 do., do. Mercury.

Sun, Sat. 4/8/54, p. 4. **Washington, D. C.**

Canal Trade. - Arrived, barges Hugh Smith, 62 miles, limestone; Laura Flanagan, do., do.; Scow Easby, 7 miles; W. Jackson, 62 miles, limestone; Gondola, 31 miles; J. H. Clayton, 62 miles; Wm. T. Hamilton, 100 miles, flour; Neptune, 31 miles, flour; Eliza Ann, 31 miles, corn.

ES, Sat. 4/8/54, p. 3. **The Aqueduct** - The repairs on the Aqueduct, over the Potomac, of the Alexandria branch of the Chesapeake and Ohio Canal, are nearly finished, and the caulking has all been done. It is expected that the water will be let in in the course of next week.

AG, Sat. 4/8/54, p. 2. **Cumberland Mines.**

The Cumberland papers announce that the difficulties with the miners have been settled, after a delay of three months, and that operations have been resumed throughout the mining region. The *Cumberland Telegraph* states that there is a break in the Chesapeake and Ohio Canal, at Hancock, but to what extent has not been ascertained. This is unfortunate, as transportation of coal on the canal was about being resumed – two boats having entered on Wednesday laden with coal from the Frostburg mines. The coal trade for the week, ending the 1st inst., shows an increase as compared with the previous week of 629½ tons – the increase being from the Westernport region. For the week there were transported over the Cumberland Coal and Iron Company's railroad, from the Frostburg region, 190 tons, and from the Westernport region, over the Baltimore and Ohio Railroad, 2,329¼ tons, making an aggregate from the entire region of 2,519¼ tons, and since the 1st of January last, 29,10 tons. This, says the *Cumberland Telegraph*, shows a falling off in the trade, compared with the same period in 1853, of 69,718 tons.

Ibid, p. 3. **CANAL COMMERCE**

Departed, April 6.

Boat Julia A. Elgin, groceries, tobacco, &c., from McVeigh, Harper & Chamberlain, dry goods from Bryan, Adams & Co., queensware from J. P. Smith and R. H. Miller, boots, shoes, hats, &c., from Wells A. Harper & Co., notions from Harper & McVeigh, drugs from Peel & Stevens, hardware from English, Castleman & Co., groceries from Wm. & C. Bayne, tobacco and cigars, from Geo. R. Coffroth, for Mount Crawford, Tenth Legion, Middletown and Strasburg, Va.

AG, Mon. 4/10/54, p. 3. **CANAL COMMERCE**
Departed, April 8.

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

Boat American Flag, groceries from William & Charles Bayne, and tobacco from George R. Coffroth, for Williamsport, Md.

Sun, Tue. 4/11/54, p. 4. *Canal Office*. - The water will be let into the aqueduct on Wednesday next, and then navigation will be complete to Alexandria.

Arrived, boats J. F. Wheatley, 60 miles, flour; Morning Star, 23 miles, wood; H. H. Casey, 81 miles, timber; J. P. Grove, 73 miles, wheat & hay; Adda Canloda, 23 miles, stone; Thomas Jefferson, 62 miles, limestone; John P. Smart, 31 miles, flour; Belle, 73 miles, flour; Catoctin, 51 miles, corn; Gondola, 31 miles, corn.

AG, Tue. 4/11/54, p. 2. **Chesapeake and Ohio Canal** – The Chesapeake and Ohio Canal has not been busy during the past week. The wheat in the upper country has nearly all been brought to market, so that flour and corn form the bulk of cargoes. No coal has yet arrived at Georgetown. The recent satisfactory intelligence from Cumberland, telling of the restoration of work and a good understanding between the companies and their workmen, cannot fail to produce pleasure throughout the whole region of the canal.

We hear from Cumberland that all is life and animation there. Boats that have been idle

since December are getting ready for the transportation of coal, and the mule and horse teams sent into the country to winter, are brought back again to their summer's work. The *Cumberland Miner's Journal* of Friday says: "Many boats have already loaded, and are already descending the canal, while a fleet of others are preparing to follow in their wake." The giving way of the culvert at Hancock is not considered serious, and will do little or nothing to detain navigation. – *National Intelligencer*.

Ibid, p. 3. **CANAL COMMERCE**

Departed, April 11.

Boat Neptune, groceries, &c., from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co., for Leesburg, Va.

Boat Enterprise, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Burkittsville, Md.

Boat D. J. McCoy, groceries, &c., from McVeigh & Chamberlain, dry goods from Bryan, Adams & Co., boots, shoes, hats, &c., from Wells A.

Harper & Co., queensware from R. H. Miller, groceries from Fleming & Douglass, notions from Harper & McVeigh, hardware from English, Castleman & Co., and drugs, &c., from J. Leadbeater, for Hancock, Md.

Boat J. F. Wheatley, groceries for New Market and Winchester, Va., from Wm. & Chas. Bayne.

ES, Wed., 4/12/54, p. 3. *Georgetown, April 12, 1854*. – The packet boat *Fashion* has been purchased by persons living in Richmond, Va., and withdrawn from our canal; consequently, we have now no means of conveyance for passengers upon the canal, of any kind. This is much to be regretted, as it will subject those persons who are employed upon the Government water works at the Great Falls, whose families reside in the District, and many others, to very great inconvenience. We long wondered why some of the capitalists of the District or elsewhere, have not started upon the canal, between this and Harper's Ferry, a daily line of steam-packets. We feel confident, from our own observation, that

such an enterprise, if properly conducted, would pay handsomely, besides rendering a great service to the public.

Georgetown.

Business upon our Canal yesterday and today has been rather slack. Considerable increase in the trade in a day or two, is anticipated. A number of coal and other boats from Cumberland are expected to arrive tonight or early tomorrow. The receipts for tolls upon the line, for the last month, amounted to over \$17,000.

AG, Wed. 4/12/54, p. 3. **CANAL COMMERCE**

Departed, April 11.

Boat J. F. Wheatley, notions from Harper & McVeigh, for Strasburg, Va.

Sun, Thu. 4/13/54, p. 4. **Washington.**

Canal Office - Arrived, boats Gov. Sprigg, 107 miles, flour; P. F. Thomas, 31 miles, corn and hay; Seneca, 23 miles, flour; Ohio, 48 miles, wheat, &c.; L. A. Phelps, 48 miles, wheat.

Mercury.

ES, Fri. 4/14/54, p. 3. **Ohio and Chesapeake Canal.** - The navigation on the Alexandria branch of the Ohio and Chesapeake Canal, which it was expected would be resumed this week, has been prevented, notwithstanding that the water has been let into the aqueduct, by the discovery of a break in one of the locks below, which it will take some time to repair.

AG, Fri. 4/14/54, p. 4. **Coal Trade.**

The coal trade for the week ending Saturday the 8th instant, shows a considerable increase as compared with the previous week. Fifteen boats descended the Chesapeake and Ohio Canal, loaded with 1,486 11/20 tons of coal and 66 tons of coke. For the same time there were transported over the road of the Cumberland Coal & Iron Company 3,443 tons, and over the Mt. Savage Railroad 2,864 tons, making an aggregate over both roads of 6,307 tons, of which 3,825

went to market by the Baltimore & Ohio Railroad and 2,482 tons were shipped to the canal. Total amount shipped since the 1st of January, 35,741 tons, without including the shipments from the Westernport region for the last week. All of the companies have resumed operations, and a largely increased amount per week may be anticipated – *Cumberland Tel.*

Sun, Sat. 4/15/54, p. 2. **North Branch Canal.** - We learn from the *Cumberland (Md.) Journal*, that books are to be opened for subscriptions to the capital stock of this company in Cumberland, Baltimore, Washington and New York, on the 6th of May. The amount of stock is limited by the charter to one million dollars, divided into shares of \$100 each, the company to be organized as soon as 5,000 shares are subscribed. Their canal, which is intended as a feeder to the Chesapeake and Ohio canal, is to extend from Westernport, (the heart of the coal region) to Cumberland, a distance of 28 miles, and its cost is estimated by C. B. Fisk, the engineer, at \$500,000.

Ibid, p. 4. **Canal Office.** - Arrived, boats Salem, 62 miles, limestone; Wm. Jackson, 62 miles, limestone; Ida, 60 miles, flour; Adda Canloda, 9 miles, stone; Emily Francis, Cumberland, coal; Helen Bruce, Cumberland, coal; Henry May, Cumberland, coal; Delaware, Cumberland, coal; Amos Young, 100 miles, flour; Saloma Clarke, 39 miles, wood; James F. Essex, 60 miles, flour; Canonicus, Cumberland, coal. Your Cumberland readers will be gratified with a resumption of navigation through to Alexandria. Mercury.

AG, Sat. 4/15/54, p. 3. **CANAL COMMERCE**
Departed, April 14.

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

ES, Mon. 4/17/54, p. 3. **Ohio and Chesapeake Canal.** - In consequence of the damages on the Alexandria branch of the Ohio and Chesapeake Canal, already mentioned in our local columns,

the canal boats from up the country whose destination is Alexandria, are compelled on their arrival at Georgetown to descend the locks into the river and are towed by this way to Alexandria by a steamer. With this exception the navigation on the canal is uninterrupted. There was a break some time ago at Hancock, but it has been repaired and the boats are coming rapidly down, laden principally with coal from the Cumberland mining district. Their arrival is acceptable, for fuel was becoming scarce and dear.

AG, Mon. 4/17/54, p. 3. **CANAL COMMERCE**
Departed, April 15.

Boat Ida, tobacco and cigars for Hamilton and Purcellville, Loudoun county, Middletown, Frederick county, North Point, Page county, and Lexington, Rockbridge county, from George R. Coffroth.

Sun, Tue. 4/18/54, p. 4. **Georgetown, D. C.**

Canal Trade, - Arrived, boats James Fitzpatrick, Cumberland coal; Fenton Jacques, do., do.; P. B. Petrie, do., do.; Ann S. Borden, do., do.; Anngalese, do., do.; Sarah Louisa, do., do.; Louisa, do., do.; N. J. Boston, do., do.; Hugh Smith, 69 miles, limestone.

ES, Tue. 4/18/54, p. 3. Business upon our canal since our last, has been quite brisk. Forty boats have arrived, twenty-eight of them from Cumberland, bringing about 3,000 tons of coal, and the balance from different points along the line, with flour, grain, wood, &c. The receipt of tolls at the office in Georgetown, last week, amounted to \$1,200; this week we think it will be much greater.

AG, Tue. 4/18/54, p. 3. **CANAL COMMERCE**
Arrived, April 17.

Boats Emily Francis and Henry May, to Frostburg Coal Co.

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

Departed, April 17.

Boat Ida, groceries, &c., from McVeigh & Chamberlain, dry goods from Bryan, Adams & Co., queensware from R. H. Miller, and James P. Smith, boots, shoes, hats, &c., from Wells A. Harper & Co., hardware from English, Castleman & Co., notions from Harper & McVeigh, groceries from R. H. Hinton, for Harper's Ferry, Charlestown, Kabletown, Waverly, Speedwell Forge and Cross Keys, Va.

AG, Tue. 4/18/54, p. 2. **The Chesapeake and Ohio Canal** – May be said to have commenced its proper season during the week past. Quite a number of coal-boats have arrived down, well laden with that most important article of social and national wealth, not to say of manufacturing and military power, which exists in such vast quantities in upper Maryland and Virginia. There are now about one hundred cargoes on the move for the outlet here and at Alexandria. The hindrance at Hancock having been removed, the navigation is uninterrupted from Cumberland to Georgetown. It is to be regretted that, owing to some fracture or defect in the outlet locks at Alexandria, the boats that have thus far arrived here have compelled to pass down the range of locks passing through Georgetown, and lock out into the river, there to be taken in tow by a river steamer for their destination at the Alexandria wharves. We trust that these inconveniences will be soon overcome, so that the most may be made of the fine spirit of activity and energy now infused into all parties connected with the coal trade. – *National Intelligencer*.

A Washington correspondent of the *Baltimore Clipper* writes concerning the Chesapeake and Ohio Canal, which he calls that "unprosperous, lagging and badly managed concern," and speaks of its capabilities, and the immense advantage it might be to the whole country interested. He then proposes as President of the Company, Mr. R. W. Latham, of the banking house of Selden, Withers & Co., and says that if Mr. Latham were elected, he would devote himself assiduously to the prosperity of the work, and that he would be

satisfied with a compensation of \$500 per year for his services. The salary of the President now is \$2,500.

We learn from the *Miners' Journal* that the Chesapeake and Ohio Canal Company have transferred to the new North Branch Company its prior right of way to the bed and banks of the Potomac river from Cumberland to Westernport. This transfer places the latter company in possession not merely of the right of way, but of the only practicable site of a coal road on the Maryland bank of the Potomac river. It is thought the North Branch Company will construct a mine car road on a plan proposed by the Engineer, Charles B. Fisk, esq., the cost estimated by him as not likely to exceed \$500,000.

AG, Wed. 4/19/54, p. 4. **CANAL COMMERCE**
Departed, April 18.

Boat Ida, groceries for Purcellville, Hamilton and Berlin, Loudoun county; New Market and Mount Jackson, Shenandoah county; Ottobine, Rockingham county; North Point, Page county; and Middletown, Frederick county, Va., from Wm. & Chas. Bayne.

Sun, Thu. 4/20/54, p. 4. **Canal Trade.** - Arrived, barges N. J. Bunton, Cumberland, coal; J. H. Davis, do., do.; C. F. Mudge, do., do.; Maryland, 42 miles, wheat and corn; Catherine Shaffer, 89 miles, corn; Jos. Eichelberger, 134 miles, lumber; Eagle, 135 miles, bark; C. H. Ohr, Cumberland, coal; Pennsylvania, 126 miles, lumber; C. C. Smoot, 141 miles, bark, &c.; Osprey, Cumberland, coal.

I understand that the Cumberland Coal and Iron company have rented of Mr. Easby a wharf, between the basin and the river, for the purposes of their coal trade. Preparations are already in progress.

The monthly meeting of the board of directors of the Canal Company are today in session. It is supposed that they have important business under consideration.

Sun, Fri. 4/21/54, p. 1. *Business on the Canal*. - The transportation business on the canal is progressing at a lively rate. - During the last week 63 boats, loaded with coke and coal, left this port for Alexandria, carrying 6,666 tons. This is the largest week's work done on the canal since its completion.

AG, Fri. 4/21/54, p. 3. **CANAL COMMERCE**
Arrived, April 20.

Boats Canonicus, Baltimore, Sarah Ann, Anna S. Borden, Ann Gilleece and Sarah Louise, from Cumberland, coal to Borden Mining Co.

Departed, April 20.

Boats Helen Bruce, Eveline and Canonicus, for Cumberland, by Borden Mining Co.

Coal Trade.

The shipments of coal over the Chesapeake and Ohio Canal, for the week ending Saturday, 15th instant, show an increase as compared with the previous week, of 5,053 17/20 tons, 63 boats having loaded with 6,550 8/20 tons of coal and 116 tons of coke.

During the same period there were transported over the Cumberland Coal and Iron Company's Railroad 6,156 tons, and over the railroad of the Mt. Savage Company 5,147 tons - making an aggregate for the week, from the Frostburg region, of 11,303 tons; and over the Baltimore and Ohio Railroad, from the Westernport region, 4,072 7/20 tons.

Total from the whole coal region for the week, 15,375 7/20 tons, and since the first of January last, 54,584 10/20 tons, of which 46,151 10/20 tons were transported over the Baltimore and Ohio Railroad and 8,433 descended the canal. - *Cumberland Telegraph*.

Sun, Sat., 4/22/54, p. 4. *Georgetown, D. C., Friday Afternoon*, - I have the pleasure to report the arrival of a large fleet of boats by canal: - F. Rawdon, Cumberland, coal; Lady of North Bend, 91 miles, flour; Julia A. Elgin, 61 miles, flour; Jack Charles, 107 miles, flour & corn; Scow No.

2, 14 miles; Eliza Wolf, Cumberland, coal; Baltic, 81 miles, flour; Anzonetta, Cumberland, coal; J. A. Magruder, Cumberland, coal; Saloma Clarke, 20 miles, wood; Octorara, Cumberland, coal; Annawan, Cumberland, coal; M. R. Zimmerman, Cumberland, coal; Thos. Jefferson, 62 miles, limestone; General Tyson, Cumberland, coal; Star of Hancock, Cumberland, coal; Massasoit, Cumberland, coal; John P. Smart, 31 miles, flour; Isaac Long, Cumberland, coal; Thos. Silvers, Cumberland, coal; Robert Mason, 124 miles, coal; Morning Star, 69 miles, limestone; Abraham Leiter, Cumberland, coal; Margaret V. Hill, Williamsport, flour, has just arrived.

Mercury.

ES, Sat. 4/22/54, p. 4. **Georgetown Correspondence**. - Our canal this morning presents a sight truly cheering; all along through our town, for a space of more than half a mile, is completely lined with boats, laden with coal, flour, &c., 35 of them are from Cumberland, bringing over 3,500 tons of coal. It is supposed that the receipts for tolls at the Georgetown office next week, will amount to \$3,000.

AG, Sat. 4/22/54, p. 3. **CANAL COMMERCE**
Arrived, April 21.

Boats Three Brothers, Otho Baker and James Fitzpatrick, to Frostburg Coal Company.

Boat Antwan, to Frostburg Coal Company.

Departed, April 20.

Boats Anna Marion, Three Brothers, Otho Baker, James Fitzpatrick and Emily Francis, by Frostburg Coal Company.

Sun, Mon. 4/24/54, p. 4. *Canal Trade* - The good town of Cumberland is at present well represented here. Last evening, a fleet of boats thronged the stream from Captain Matthew's office to the Iron Works. I furnish the names of additional arrivals since my letter of Friday afternoon: Boats T. R. Annan, Abraham Teeter, R. G. Violett, W. T. Boothe, Advance, Rescue, George waters, Miles Standish and Chas. William. Besides these, we have the J. F.

Wheatley, from Harper's Ferry, with flour, and the Mountain Ranger, 99 miles, also with flour. Of sixty-one arrivals this week we have thirty-six cargoes of coal.

AG, Mon. 4/24/54, p. 3. **CANAL COMMERCE**
Arrived, April 22.

Boat Massasoit, Cumberland, to Frostburg Coal Co.

Departed, April 22.

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

Sun, Tue. 4/25/54, p. 4. **Canal**. - Arrived, boats John Beall and Jack, from Cumberland, with coal.

AG, Tue. 4/25/54, p. 2. **Chesapeake and Ohio Canal**. - The Chesapeake and Ohio Canal for the week past has been kept active by numerous arrivals from above and some departures.

About seventy boats have come down, and fifty of them with coal. The remainder were freighted with wheat, corn, limestone and other matters of country tribute. We regret that the repairs at the Alexandria outlet locks are not yet completed, as much inconvenience is suffered from it by the coal trade. No doubt, however, every exertion is making to put all things right as fast as possible; otherwise, there is no hinderance to the most rapid navigation through the whole line. - *Nat. Int.*

Ibid, p. 3. **CANAL COMMERCE**
Arrived, April 23.

Boat Star, Cumberland, Coal to Frostburg Coal Co.

Boat John P. Smart, Big Spring Mills, flour to Daniel F. Hooe.

Departed, April 24.

Boat Isaac Motter, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Williamsport, Hancock and Old Town, Md.

Boat John P. Smart, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Leesburg, Va.

Boats Annawan and Star, Cumberland, by Frostburg Coal Co.

Sun, Wed. 4/26/54, p. 4. **Canal Office**. - Arrived, boats L. A. Phelps, 48 miles, corn, &c.; John Beale, Cumberland, coal; L. M. Smith, do., do.; C. Arthur, do., do.; Pacific, Cumberland, coal. Mercury.

AG, Wed. 4/26/54, p. 3. **CANAL COMMERCE**
Departed, April 25.

Boat Charles F. Mudge, groceries for Clear Spring and Cumberland, Md., from Wm. & Chas. Bayne.

Boat John P. Smart, groceries from Wm. & Chas. Bayne, and hardware from English, Castleman & Co., for Leesburg, Va.

Boat C. C. Smoot, dry goods from Bryan, Adams & Co., for Little Orleans, Md.

Boat J. F. Wheatley, tobacco and cigars for Harrisonburg and Staunton, from Geo. R. Coffroth.

Sun, Thu. 4/27/54, p. 4. **Canal Trade** - Arrived, boats Martin Hoffman, Charles Arthur, Wm. P. Lynch, Columbia, Juno and Pacific, all from Cumberland. Coal boat Hugh Smith, 69 miles, limestone; Salem, do., do.; Enterprise, 77 miles, flour and corn; Niagara, do., hay.

AG, Thu. 4/27/54, p. 4. **CANAL COMMERCE**
Arrived, April 26.

Boats Chas. Arthur and John Beall, to Frostburg Coal Co.

Departed, April 26.

Boats Isaac Motter, J. H. Davis, Wm. J. Boothe, Chas. Williams and Geo. Waters, for Cumberland, by Allegany Mining Co.

Sun, Fri. 4/28/54, p. 1. **Affairs in Allegany County**. - We learn from the *Cumberland Telegraph* the following item:

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 to the previous week, of

3,691 tons, 29 boats having loaded with 2,975 tons of coal. - The decrease is owing to a detention at one of the gates of the Alexandria canal, which is out of order.

ES, Fri. 4/28/54, p. 3. Business upon our Canal, during the last few days, has not been quite so brisk as it was the latter part of last week. A fair trade, however, is being done upon it.

AG, Fri. 4/28/54, p. 4. **CANAL COMMERCE**

Arrived, April 27.

Boats Octorara and Pacific, to Frostburg Coal Co.

Departed, April 27.

Boats Charles Arthur, John Beal, Octorara and Pacific, by Frostburg Coal Co.

Sun, 4/29/54, p. 1. **Election of Canal Officers.** -

It is stated that the Board of Public Works will meet on the 3rd day of June for the election of Directors and other officers of the Chesapeake and Ohio Canal.

ES, Sat. 4/29/54, p. 3. **Georgetown, D. C.**

Canal Trade. - During the week ending today sixty boats have arrived, thirty-five of them from Cumberland, bringing over 5,300 tons of coal, the balance from different points along the line, with flour, grain, &c., &c. Although the exact amount of receipts were not known at the time we left, it is supposed it will reach \$4,000. So far as is known at this end, the entire line never was in better navigable order; and if no accident happens, a very heavy business upon it is anticipated.

AG, Sat. 4/29/54, p. 2. The Cumberland *Telegraph* says, Dam No. 4, on the Chesapeake and Ohio Canal, is to be demolished, and a new one built immediately below it. It is to be seven hundred and fifty feet in length, twenty-one in height and fifteen in width, built of stone in the most substantial manner.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, 28.

Boats Advance, Metacomet and Eldorado, Cumberland, coal to Borden Mining Co.

Departed, April 28.

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

Boat Wm. Fowle, groceries, &c., from McVeigh & Chamberlain, for Sharpsburg, Md.

Coal Trade.

The shipments of coal over the Chesapeake and Ohio Canal for the week ending Saturday, 22nd instant, exhibit a decrease as compared with the previous week, of 3,691 tons, 29 boats having loaded with 2,975 tons of coal. This decrease is owing to a detention at one of the gates of the Alexandria canal, which is out of order. During the same period, there were transported over the Cumberland Coal and Iron Company's Railroad, 5,130 tons, and over the Mount Savage Railroad, 5,524 tons, making an aggregate for the week from the Frostburg region of 10,654 tons. For the same time there were carried over the George's Creek Coal and Iron Company's Railroad, 3,477 19/20 tons, and over the Baltimore and Ohio Railroad 883 9/20 tons, making a total from the Westernport region for the week of 4,361 8/20 tons, all of which passed eastward, over the Baltimore and Ohio Railroad. - *Cumb. Jour.*

Sun, Mon. 5/1/54, p. 4. **Washington.**

Canal Trade. - Arrived, boats Emily and Francis, from Cumberland; Morning Star, 69 miles, limestone. We have had this week 54 arrivals, 34 of which were from Cumberland. The receipts at our office are \$4,400. Several new boats now on, but not half the number necessary for the trade.

AG, Mon. 5/1/54, p. 3. **CANAL COMMERCE**

Arrived, April 29.

Boats Ella Bell and Charles Perry, to Frostburg Coal Co.

Departed, April 29.

Boat Charles Perry, by Frostburg Coal Co.

Boat D. J. Cleary, for Hancock, Md., hardware from English, Castleman & Co.

ES, Tue. 5/2/54, p. 2. **Election of Canal Officers.** - It is stated that the Maryland Board of Public Works will meet on the 2nd day of June for the election of Directors and other officers of the Chesapeake and Ohio Canal.

AG, Tue. 5/2/54, p. 2. **Chesapeake and Ohio Canal** – The Chesapeake and Ohio Canal for the week just ended has done a fair business.

The arrivals at the Collector's office in Georgetown were seventy, of which fifty were with Cumberland coal; the remainder in ordinary produce. The receipts during the week were \$4,300; for the two past weeks about \$5,000. We understand that the repairs of the Alexandria outlet locks are not yet completed, but are expected to be so some time during the coming week.

We perceive that very considerable repairs to dams Nos. 4 and 5 have been determined on, and will shortly be commenced. There is also to be erected a masonry dam immediately below Dam No. 4. The work is to be contracted for on or before the 15th of May instant, and to be commenced on the 1st of June, and prosecuted with energy. It is a work well worthy the attention of contractors in that line.

The Cumberland coal trade, from the favorable reports from that region, will probably make up at no distant date for the loss of time during the winter. The Miners' *Journal* reports that the quantities turned out by some of the miners would have been considered fabulous before the strike. The Cumberland Coal and Iron Company alone have dispatched since the resumption a daily average of eight hundred and thirty-three tons to market, and this quantity they are constantly increasing. – *Nat. Int.*

Ibid, p. 3. **CANAL COMMERCE**

Arrived, May 1.

Boats John G. Lynn, Kate Bruce, Pioneer and Henry May, Cumberland, coal to Frostburg Coal Co.

Departed, May 1.

Boat Ellen Bell, Cumberland, by Frostburg Coal Co.

Boat D. J. McCoy, dry goods from Bryan, Adams & Co., for Hancock, Md.

Boat A. C. Blackburn, hardware, &c., from English, Castleman & Co., for Hancock, Md.

AG, Wed. 5/3/54, p. 3. **CANAL COMMERCE**
Arrived, May 2.

Boats E. E. Voorhees, Emily Francis, Hope, Two Brothers, Mountaineer, Anna Marion, Eveline, Two Sisters, James Fitzpatrick and Helen Bruce, Cumberland, coal to Borden Mining Co.

Boats J. P. Grove, John G. Stone, Baltimore and Sarah Ann, Cumberland, coal to Frostburg Coal Co.

Departed, May 2.

Boat R. S. Blackburn, groceries, &c., from McVeigh & Chamberlain, queensware from James P. Smith, boots, shoes, hats, &c., from Wells A. Harper & Co., and drugs from Peel & Stevens, for Hancock, Md.

Boat Ida, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Alpine Point, Morgan Co., Va.

Boat James F. Essex, groceries, &c., from McVeigh & Chamberlain, queensware from James P. Smith, dry goods from Bryan, Adams & Co., boots, shoes, hats, &c., from Wells A.

Harper & Co., hardware from English, Castleman & Co., notions from Harper & McVeigh,

queensware from Robert H. Miller, groceries from Fleming & Douglass, groceries from William & Charles Bayne, for Winchester, Harrisonburg, Cabin Hill, Strasburg, North Point, Elk Run, Conrad Store, Broadway, Port Republic, Stoney Creek, Basore Mills and Charlestown, Va.

Boat Frances, groceries, &c., from McVeigh & Chamberlain, for Harper's Ferry, Va.

Boats E. E. Voorhees, Emily Francis, Hope and two Brothers, Cumberland, by Borden Mining Co.

Boat Henry May, Cumberland, by Frostburg Coal Co.

AG, Thu. 5/4/54, p. 4. **CANAL COMMERCE**

Departed, May 3.

Boats John G. Lynn, Pioneer and Kate Bruce, Cumberland, by Frostburg Coal Co.

Sun, Fri. 5/5/54, p. 1. **Affairs in Allegany County** – *Maryland Coal Trade* – During the week ending the 29th ult., 43 canal boats cleared at this port, loaded with 4,639 19/20 tons of coal. For the month just expired, 15,661 17/20 tons of coal and 182 tons of coke were shipped from this point.

ES, Fri. 5/5/54, p. 3. **The Canal** - Unfortunately our Canal is again rapidly filling with mud. The machines in use are not sufficiently powerful to keep it clear, there being too wide a bottom to work over.

AG, Fri. 5/5/54, p. 2. **News of the Day.**
The total amount of coal sent from the Cumberland coal region, for the week ending 29th ult., was 15,575 08 tons, and since the 1st of January 84,427 18 tons, of which 16,758 tons descended the Chesapeake and Ohio Canal, and 67,669 18 tons were transported over the Baltimore and Ohio Rail Road.

The canal boat Canonicus, loaded with coal for the Borden Mining Company and belonging to Dr. R. S. McKaig, was sunk in the canal at the nine-mile level, on Thursday. She was soon raised, and no interruption to navigation occurred by the accident.

Ibid, p. 3. **CANAL COMMERCE**

Departed, May 4.

Boats John G. Stone, Baltimore and Sarah Ann, by Frostburg Coal Co.

AG, Sat. 5/6/54, p. 3. **CANAL COMMERCE**
Arrived, May 5.

Boats James Fitzpatrick, Helen Bruce, Canonicus, Three Brothers and Good Intent, Cumberland, coal, to Borden Mining Co.

Boats Ann Gilleece and Cock Robin, to Frostburg Coal Co.

Departed, May 5.

Boats Three Brothers, Eveline, Five Sisters, James Fitzpatrick and Helen Bruce, Cumberland, by Borden Mining Co.

Sun, Tue. 5/9/54, p. 4. **Canal Office.** - Arrived, boats W. Wolvington, Cumberland, coal; Lady of North Bend, 91 miles, wheat and flour; Belle, 73 miles, flour and offal; E. J. Neal, Cumberland, coal. Mercury.

AG, Tue. 5/9/54, p. 3. **CANAL COMMERCE**

Arrived, May 6.

Boat A. C. Green, to Frostburg Coal Co.

Boats Georgiana Darrow, Massasoit and Ann S. Borden, to Frostburg Coal Co.

Boats Good Intent, Annawan, Sarah Louise and Wm. Albert, Cumberland, coal to Borden Mining Co.

Departed, May 6.

Boats Three Brothers, Good Intent and Annawan, Cumberland, by Borden Mining Co.

Boats Cock Robin and Ann Gilleece, by Frostburg Coal Co.

Sun, Wed. 5/10/54, p. 4. **Cumberland, Md. May 8.** There was a break in the Chesapeake and Ohio canal, on Friday last, near Williamsport. It is said to be about fifteen feet in width. Light boats, however, it is reported, will pass tomorrow, and loaded ones on Friday next.

AG, Wed. 5/10/54, p. 3. **CANAL COMMERCE**

Arrived, May 9.

Boat K. H. Lambell, from Big Spring Mills, flour to Daniel F. Hooe.

Departed, May 9.

Boats Ann S. Borden and A. C. Green, by Frostburg Coal Co.

Boat K. H. Lambell, groceries from Fleming & Douglass, for Leesburg, Va.

AG, Thu. 5/11/54, p. 3. **CANAL COMMERCE**
- Departed, May 10.

Boats Massasoit and Georgianna Darrow, by Frostburg Coal Co.

Boats Sarah Louise and William Albert,
Cumberland, by Borden Mining Co.

Sun, Fri. 5/12/54, p. 2. **The Maryland Coal Trade.** - The Cumberland *Telegraph* confirms the statement of our correspondent, published on Wednesday last, that the coal trade last week was larger than in any previous week, the amount brought down reaching 19,704 tons, making, since the first of January, 104,962 tons. The shipments by canal, during the week, consisted of 7,305 tons, and 66 tons of coke, in 69 boats. The break in the canal, at dam No.5, has caused some detention.

AG, Fri. 5/12/54, p. 3. **CANAL COMMERCE**
Arrived, May 10.

Boat Advance, coal, to Frostburg Coal Co.

Departed, May 11.

Boat Advance, by Frostburg Coal Co.

Coal Trade.

The shipments of coal for the week ending Saturday, 6th inst., by the Chesapeake and Ohio Canal are larger than for any one week since the completion of the work. 69 boats cleared this port, loaded with 7,305 1/20 tons of coal and 66 14/20 tons of coke.

During the same week there were transported over the Cumberland Coal & Iron Company's Railroad 7,991 16/20 tons, and over the Mt. Savage Iron Company's Railroad 6,703 tons, making an aggregate of 14,694 15/20 tons, showing an increase for the week of 2,970 15/20 tons from the Frostburg region. For the same period there were carried over the George's Creek Coal & Iron Company's Railroad 3,941 2/20 tons, and over the Baltimore & Ohio Railroad, from the Llangollen and New Creek mines, 1,068 2/20 tons, making a total from the Westernport region of 5,009 4/20 tons, all of which passed eastward over the Baltimore & Ohio Railroad.

Total from the entire coal region for the week 19,704 tons, and since the 1st of January last 104,962 1/20 tons, of which 80,876 10/20 tons

were transported over the Baltimore and Ohio Railroad and 24,085 11/20 tons descended the Chesapeake and Ohio Canal.

This is the heaviest week's work ever done by the coal companies. - *Cumb. Tel.*

The break in the Chesapeake and Ohio Canal, will, it is said, be repaired this week.

Sun, Sat. 5/13/54, p. 1. The break in the Chesapeake and Ohio Canal, near Williamsport, has been repaired, and navigation resumed.

AG, Sat. 5/13/54, p. 3. **CANAL COMMERCE**
Departed, May 12.

Boat J. F. Wheatley, groceries, &c., from McVeigh & Chamberlain, for Alpine Depot, Charlestown and Edinburg, Va.

ES, Mon. 5/15/54, p. 3. We are informed that the break upon our Canal has been repaired, and that boats are again enabled to pass.

AG, Tue. 5/16/54, p. 3. **CANAL COMMERCE**
Arrived, May 13.

Boats Charles Perry, John Beal, Emily Francis, Jacob F. Saylor, Ann Caroline, Hope, Henry May and Eveline, coal from Cumberland, to Borden Mining Co.

Boats Star, Ellen Bell, Otho Baker and Anna Marian, to Frostburg Coal Co.

Departed, May 15.

Boats Charles Perry and John Beal, Cumberland, by Borden Mining Co.

Wed. 5/17/54, p. 2. ¹ **Canal Boats.** - Mr. Amos Young, of Georgetown, has received a patent for an improved method of discharging cargo from canal boats. What he claims as new and useful, is the method of discharging and transferring coal or cargo, from canal boats, by causing the boat to "free itself" of cargo, by the settling or falling of the boat in the dock, in drawing off the water from the latter in such a manner that the cargo contained in one or more cargo-boxes or truck,

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

provided with suspension truck attachments or devices as specified – is left suspended at its draught or floating level in the canal, on a suspension track or railroad built on the sides of it over the dock; whereby the cargo may be discharged from the boat with dispatch, and with but little labor, and be run off at a *high level*, to any distant place of transfer, and there be transferred from one receptacle to another without inconveniently detaining the boat, and whereby the many other advantages specified are obtained; the said cargo-box, with its suspension track or railroad being arranged and operating together as set forth – and the whole serving to economize time, labor and reduce the cost of transit and delivery at a *high level*, in a particular manner. – *Balt. Sun*.

AG, Tue. 5/16/54, p. 2. **News of the Day.**
The *National Intelligencer* says, the Chesapeake and Ohio Canal cannot boast of a successful week's business, owing to a break in the canal on the Williamsport level. This, however, is completely repaired and the navigation restored throughout, so that boats will now be arriving down in considerable numbers. We are glad to know that, by the completion of the repairs and other matters at the outlet locks at Alexandria, all is right there, and the boats now go freely out and back from the canal to the river.

AG, Wed. 5/17/54, p. 3. **CANAL COMMERCE**
Arrived, May 15.

Boats Wm. P. Lynch, J. Seaton, Southampton, Freeman Rawdon, Osprey, Five Brothers, Rescue, Juno, Eliza Wolf, L. Holbrook, Cumberland, Denton Jacques, J. J. Mann, Cumberland, coal to Cumberland Coal & Iron Co.

Boats Ida, James F. Essex and C. C. Smoot, bark to C. C. Smoot & Son.

Boats Mount Vernon, George Waters and Charles Williams, to Alleghany Mining Co.

Boat Millard Fillmore, coal, Frostburg Coal Co.

Boat Caroline B. Tisdale, coal to Frostburg Coal Co.

Departed, May 16.

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

Boats Wm. P. Lynch, J. Seaton, Southampton, Wolf, by Cumberland Coal & Iron Co.

Boats Emily Francis, J. F. Saylor, Ann Caroline and Henry May, Cumberland, by Borden Mining Co.

AG, Thu. 5/18/54, p. 4. **CANAL COMMERCE**
Arrived, May 17.

Boats Wm. Fowle, J. H. Davis and G. M. Groves, to Alleghany Mining Co.

Boats Pacific, James Fitzpatrick and Baltimore, to Frostburg Coal Co.

Departed, May 17.

Boats Wm. Fowle, J. H. Davis, by Alleghany Mining Co.

Boats Ellen Bell and Star, by Frostburg Coal Co.

Sun, Fri. 5/19/54, p. 1. **Affairs in Allegany County. - Land Slide.** - A heavy land slide occurred on the Chesapeake and Ohio Canal, on Monday, a short distance below the tunnel, which it is supposed will require several days to remove.

AG, Fri. 5/19/54, p. 2. The *Cumberland Telegraph* says: A heavy land slide occurred on the Chesapeake and Ohio Canal, on Monday, a short distance below the Tunnel, which it is supposed will require several days to remove – some say one week. During this period, navigation will be necessarily suspended. It is to be hoped that the slide is not of as much consequence as represented, and that navigation will be resumed speedily.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, May 17.

Boats Five Brothers, L. M. Smith, Yankee, A. Leiter, J. R. Annan, R. G. Violett, D. Shriver, Eldorado, A. E. Arts, C. F. Mudge, Henry Clay and Reindeer, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Kate Bruce, Metacomet, Sarah Ann, J. G. Linn and Sarah Perry, Cumberland, coal to Borden Mining Co.

Boats J. F. Wheatley and William Jackson, limestone to Thomas Smith.

Boat K. H. Lambell, Big Spring Mills, 247 barrels flour, to Daniel Hooe.

Departed, May 18.

Boats F. Rawdon, Osprey, Rescue, L. Holbrook, A. Leiter, C. F. Mudge and J. R. Annan, Cumberland, by Cumberland Coal and Iron Co.

Boats Eveline, Kate Bruce, Ann Caroline, Jacob L. Saylor, Emily Francis and Metacomet, Cumberland, by Borden Mining Co.

Boat A. C. Blackburn, groceries, &c., from McVeigh & Chamberlain, and hardware from English, Castleman & Co., for Hancock, Md.

Boat William Fowle, groceries, &c., from McVeigh & Chamberlain, for Sharpsburg, Md.

Boat Ida, groceries, &c., from McVeigh & Chamberlain, for Harrisonburg, Va.

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

Boat American Flag, drugs, paint, &c., from John Leadbeater.

Coal Trade.

The shipments of coal for the week ending Saturday, 13th instant, by the Chesapeake and Ohio Canal show a decrease, as compared with last week's shipments, of 885 14/20 tons, 60 boats having cleared this port, loaded with 6,354 12/20 tons of coal and 131 11/20 tons of coke.

During the same week there were transported over the Cumberland Coal and Iron Company's Railroad 7,392 17/20 tons, and over the Mt. Savage Iron Company's Railroad 6,762 tons, making an aggregate for the week, from the Frostburg region, of 14,154 17/20 tons. For the same period there were transported over the George's Creek Coal and Iron Company's Railroad, 5,518 18/20 tons, and over the Baltimore and Ohio Railroad, from Llangollen and New Creek Mines, 1,129 14/20 tons, making a total for the Westernport region of 6,648 12/20

tons, all of which passed eastward over the Baltimore & Ohio Railroad.

Total from the entire coal region for the week 20,803 9/20 tons, and since the first of January last 125,765 10/20 tons, of which 95,663 10/20 tons were transported over the Baltimore & Ohio Railroad and 30,102 tons descended the Chesapeake and Ohio Canal.

The shipments for the week exhibit an increase of 1,061 tons over the week previous. — *Cumb. Tel.*

Sun, Sat. 5/20/54, p. 2. **Chesapeake and Ohio Canal.** - The suspension of navigation on this canal, last Monday, was caused by the fall of about 600 tons of rock in several masses, one of which weighs about 200 tons, at the deep cut below the Big Tunnel, where the canal is very narrow, admitting of the passage of but a single boat at a time. It fell from the height of nearly 60 feet, and entirely blocked up the canal. A large number of hands are engaged in removing the obstruction, and it is supposed navigation will be resumed this evening.

AG, Sat. 5/20/54, p. 4. **CANAL COMMERCE**
Arrived, May 18.

Boats now lying at Alexandria, with coal for Cumberland Coal and Iron Co., from Cumberland: Buffalo, Reindeer, J. Terrill, M. R. Hale, James Boyce, Daniel Shriver, J. A. Magruder, Geo. Henderson, Jr., E. W. Dunham, May Flower, Louisa, J. Eichelberger, Jack, Eldorado, J. L. W. Baker, Five Brothers, Five Sisters, Cumberland, R. G. Violet, H. Clay, M. Hoffman, D. Jacques, M. Standish and L. M. Smith.

Boat Charles Arthur, to Frostburg Coal Co.

Boats Helen Bruce, Three Brothers and Ella E. Voorhees, to Frostburg Coal Co.

Boat Ann Gilleece, to Frostburg Coal Co.

Departed, May 18.

Boats Charles Arthur and Otho Baker, by Frostburg Coal Co.

Boat Millard Fillmore, by Frostburg Coal Co.

Boat Caroline B. Tisdale, Cumberland, by Frostburg Coal Co.

ES, Mon. 5/22/54, p. 3. **Chesapeake and Ohio Canal.** - The receipts during the past week have amounted to \$2,700. It is said that the contract for constructing the dam below No. 4 was awarded in this city on Wednesday, and that work is to be commenced by the 1st of June.

AG, Mon. 5/22/54, p. 3. **CANAL COMMERCE** – Departed, May 20.
Boats Three Brothers, James Fitzpatrick, Baltimore, Helen Bruce, Ann Gilleece, Pacific and Anna Marion, Cumberland, by Frostburg Coal Co.

AG, Tue, 5/23/54, p. 3. **CANAL COMMERCE**
Arrived, May 21.

Boats E. A. Cook, Sarah Jane and M. R. Hall, to Cumberland Coal and Iron Co.

Boat Pioneer, to Frostburg Coal Co.

Departed, May 21.

Boats Cumberland, E. W. Dunham, J. L. W. Baker and May Flower, by Cumberland Coal and Iron Co.

Boat Ella E. Voorhees, Cumberland, by Frostburg Coal Co.

Local Items

The Chesapeake and Ohio Canal, last week, did a good business in the main, though the latter part of the week was unusually slack. About ninety arrivals were made nearly all in the early part of the week. Three-fifths were with coal. The receipts were about twenty-seven hundred dollars. The contract for constructing the dam below No. 4, was awarded in Washington on Wednesday, and that work is to be commenced by the 1st of June.

AG, Wed. 5/24/54, p. 3. **CANAL COMMERCE** – Departed, May 23.
Boat Pioneer, Cumberland, by Frostburg Coal Co.

Sun, Thu. 5/25/54, p. 4. **Cumberland, Md., May 23, 1854.** - *The Coal Trade* - The following is a statement of the coal trade of this region for the week ending on Saturday, the 20th of May: - From Frostburg Region - By Mt. Savage Railroad 5,872 tons; by Cumberland Co.'s Railroad 6,288 02 tons. From Westernport Region - By Baltimore and Ohio Railroad 6,223 07 tons - making 18,383 09 tons for the week; of which 3,681 06 tons went to market by canal, and 14,702 03 by railroad to Baltimore. This is a falling off of more than two thousand tons as compared with the previous week, owing to the heavy fall of rock into the canal at the big tunnel. That obstruction was removed on Saturday evening last, and boats passed up and down freely from that time till Monday, when a break occurred about a mile below the tunnel, which is said to be nearly 60 feet wide, and will require a week to repair. - This is truly unfortunate, as the canal was considered in fine condition, and promised to redeem its reputation during the present season.

It is understood that the Board of Directors of the Canal Company have concluded not to put the new dam at No. 4 under contract at present, in view of the fact that they will probably go out of office after the 3rd of next month.

AG, Fri. 5/26/54, p. 3. **CANAL COMMERCE**
Departed, May 23.

Boat J. P. Grove, by Frostburg Coal Co.

Local Items.

Boats passed up and down the Chesapeake and Ohio canal freely till Monday, when a break occurred about a mile below the Tunnel, which is said to be nearly 60 feet wide, and will require a week to repair. This is truly unfortunate, as the canal was considered in fine condition, and promised to redeem its reputation during the present season.

ES, Sat. 5/27/54, p. 3. **Chesapeake and Ohio Canal.** - It is stated that the Board of Public Works will meet in Baltimore on Monday, the 5th of June, to elect a President and Board of

Directors to manage the affairs of the Chesapeake and Ohio Canal for the ensuing year.

AG, Sat. 5/27/54, p. 2. **News of the Day.**

The Williamsport *Banner* says that the last break on the Chesapeake and Ohio Canal was the result of gross negligence on the part of the Lock Keeper, who went to bed and suffered his level to overflow. Such carelessness ought to receive, as it deserves, the merited condemnation of the Company.

Ibid, p. 3. The Cumberland *Journal* says, it is understood that the Board of Public Works will meet at Baltimore on Monday, the 5th of June, to elect a President and Board of Directors to manage the affairs of the Chesapeake and Ohio Canal for the ensuing year.

ES, Tue. 5/30/54, p. 2. **Georgetown, May 30.** - The break upon our Canal has been repaired. No boats from Cumberland have, as yet, arrived, in consequence of the water being let off of a small portion of the Canal near the Great Falls, for the purpose of placing metal sills in some of the locks.

AG, Tue. 5/30/54, p. 2. **News of the Day.**

The Chesapeake and Ohio Canal during the past few days has done much less than an average business. The fall of rock to which we alluded last week, has been seconded in its effects in restraining navigation by a break on the upper section, and both together have prevented the arrivals down of the usual coal freights. Boats with grain and other produce have come down in probably about a fair average for this season of the year.

AG, Wed. 5/31/54, p. 2. **News of the Day.**

The annual general meeting of the stockholders of the Chesapeake and Ohio Canal Company, will be held at the office of the Company, (City Hall,) Washington on Monday, the 5th day of June next, at 12 o'clock, M.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, May 30.

Boats Anzonetta and Black Bear, Cumberland, coal to Cumberland Coal & Iron Co.

Boat K. H. Lambell, Big Spring Mills, 317 bbls. flour, to D. F. Hooe.

Boat Neptune, Goose Creek, 165 bbls. flour, to D. F. Hooe, and 66 bbls. flour to P. H. Hooff.

Departed, May 30.

Boat Anzonetta, by Cumberland Coal & Iron Co.

Sun. Thu. 6/1/54, p. 4. **Cumberland, Md., May 30, 1854.** - *The Coal Trade* - The following is a statement of the coal trade of the Cumberland region for the week ending on Saturday the 27th inst.: From Frostburg Region. - Cumberland Coal and Iron company 6,258 02 tons; Perry & Co. 457 18; Thomas Kerr 633 09; Frostburg company 2,377; Borden 2,358; Allegany 1,809; Parker 205. Total 14,098 09 for the week. From Westernport Region. - George's Creek Coal and Iron company 1,150 04 tons; Parker 1,095 10; Caledonia 1,303 03; Swanton 1,130 05; New Creek 844 07; Llangollen 324 11. Total 5,834 10 tons. Total for the week for the entire region 19,932 19 tons, of which 6,244 11 tons were carried to market by canal and 13,801 19 tons over the Baltimore and Ohio railroad. Total for the year commencing on the 1st of January, 163,965 11.

Coal is going forward now with considerable activity, and at the rate of about one million of tons per annum. The break in the canal below the big tunnel was repaired on Saturday evening last, and the work is now said to be in fine boating order throughout its entire length. The season, thus far, has been sufficiently abounding in rain to furnish an abundant supply of water at all times.

Much interest is felt here in the election of president and directors of the canal company. It is understood that the Board of Public Works meet in your city on Monday next for that purpose. The gentlemen most prominently named for the presidency are Col. C. M. Thurston, Samuel Hambleton, Esq., Wm. D. Merrick, Esq., J. Dixon Roman, Esq., Col.

George Schley, R. W. Latham, Esq., and Dr. S. P. Smith. Out of this number it will certainly be easy to make a selection that will satisfy the friends of the canal.

George Kean, a son of Anthony Kean, of this place, was accidently drowned at the upper canal wharf on yesterday. He fell into the water while playing near its brink and perished before succor could be afforded.

ES, Fri. 6/2/54, p. 2. A large number of canal boats, from Cumberland, with coal, &c., have passed the break near the tunnel, and reached our city yesterday evening and this morning.

ES, Sat. 6/3/54, p. 3. **Chesapeake and Ohio Canal.** - The annual meeting of the stockholders of the above company will be held in this city on Monday.

Sun, Tue. 6/6/54, p. 2. **President of the Chesapeake and Ohio Canal.** - Samuel Hambleton, Esq., of Talbot county, Md., was yesterday elected President of the Chesapeake and Ohio Canal, vice Ex-Governor Wm. Grayson. A new board of directors was also chosen, as will be seen by the letter of one of our Washington correspondents.

Ibid, p. 3. **Chesapeake and Ohio Canal.** - The Stockholders of the Chesapeake and Ohio Canal Company have elected Mr. Hamilton [*sic*, Hambleton], of Maryland, President of the Company.

The Directors elected for the ensuing year are Norman Bruce, Esq., of Cumberland; Dr. Fitzpatrick, of Old Town; Mr. Wason, of Hancock; Mr. Hanson, of Frederick; Mr. Clarke, of Baltimore; and Mr. Smoot, of Alexandria.

Ibid, p. 4. The annual meeting of the stockholders of the Chesapeake and Ohio Canal took place at noon today in the chamber of the Board of Aldermen. George H. Smoot, Esq., of Alexandria, presided. Upon calling the roll a majority of the stock was duly represented.

The representatives from Georgetown, D. C., were Judson Mitchell, Evan Lyons and David English, Esqs. Alexandria, Va., was represented by W. D. Massy, David Funston and S. F. Beach, Esqs. Dr. Semmes, of Prince George's county, Mr. Falls, of Baltimore, Colonel Price of Cumberland and James W. McCulloh, of Washington, were also amongst the representatives present.

Ex-Governor Grason, president, read his report - which was a review of the embarrassments and difficulties which have attended the canal administration for several years - some suggestions were made which, however, have been generally anticipated in the "*Sun*," from time to time. The appendix of receipts and expenditures for the past year are not yet ready, but will, probably, be forthcoming in some ten days hence. This is unfortunate - for the numerous persons, as well as corporations, interested in this important enterprise, were anxious to have full exhibits at this meeting.

Col. Price, of Cumberland, Md., presented a letter from Robert W. Latham, Esq., tendering his services as president of this company. Mr. L. proposed to serve one year without compensation; to visit every point on the line once a month, if health permitted; to increase the tonnage and reduce the expenditures or forfeit \$20,000. This was laid on the table. I was told that the house of Latham & Co. has upwards of \$100,000 in the canal.

The meeting then proceeded to the election of a President and Board of Directors for the ensuing year. Samuel Hambleton, of the Eastern Shore of Md., was chosen President; and the following named gentlemen Directors: Norman Bruce, of Allegany county; William B. Clarke, of Baltimore; A. B. Hanson, of Frederick; James Fitzpatrick, of Allegany; Robert Wasson of Washington county; and George H. Smoot, of Alexandria, Va.

It was resolved to remove the office of the Canal Company to Cumberland, Md., as soon as practicable. The salary of the president was fixed at \$2,500 per annum. Adjourned to meet the

second Thursday in July, at their office in Washington city.

AG, Sat. 6/3/54, p. 4. **CANAL COMMERCE**

Arrived, June 2.

Boats Anna S. Borden, Ellen Bell, Massasoit, Henry May and Jacob F. Saylor, Cumberland, coal to Borden Mining Co.

Boats William Albert and Anna Marion, Cumberland, coal to Frostburg Coal Co.

Departed, June 2.

Boats Anna S. Borden, Ellen Bell and Massasoit, Cumberland, by Borden Mining Co.

Boat William Albert, Cumberland, by Frostburg Coal Co.

AG, Mon. 6/5/54, p. 3. **The Canal Management**

It is understood that the Board of Public Works will meet in Baltimore On Saturday for the purpose of determining who are to be supported on the part of the State for President and Directors of the Chesapeake and Ohio Canal, at the annual meeting of the Stockholders to be held in Washington city on Monday next. As the Board represent the stock of the State at all elections, they of course have it in their power to select the entire management of the Canal. It is to be sincerely hoped that they will so exercise their power as to create during the next year a new era in the history of that most valuable but ill-fated work. — *Cumb. Jour.*

Ibid, p. 4. **CANAL COMMERCE**

Arrived, June 2.

Boats H. H. Casey, M. R. Zimmerman, Reporter, W. P. Lynch, Columbia, Delaware, J. Seaton, Southampton, E. Woolf, C. H. Ohr, A. E. Arts and N. J. Preston, Cumberland, to Cumberland Coal and Iron Co.

Boats Emily Francis, John Beall, Star, Eveline and Ann Gilleece, Cumberland, coal to Frostburg Coal Co.

Departed, June 3.

Boats H. H. Casey, N. J. Preston, Reporter and W. P. Lynch, Cumberland, by Cumberland Coal and Iron Co.

Boat Anna Marion, Cumberland, by Frostburg Coal Co.

AG, Tue. 6/6/54, p. 3. **CANAL COMMERCE**

Arrived, June 4.

Boats F. Rawdon, A. Leiter, L. M. Smith, C. W. Dunham, J. R. Annan, Thomas Silvers and J. E. Eichelberger, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Three Brothers and Hope, Cumberland, coal to Frostburg Coal Co.

Boat Albany, Cumberland, coal to Frostburg Coal Co.

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

Boats Wm. J. Boothe, J. H. Davis, P. F. Englehart, Wm. Fowle, Augusta and Old Dominion, Cumberland, coal to Alleghany Mining Co.

Boats Georgiana Darrow, Otho Baker, Baltimore, James Fitzpatrick, Kate Bruce, Charles Perry, John G. Stone and John G. Lynn, Cumberland, coal to Borden Mining Co.

Departed June 5.

Boats M. R. Zimmerman, Columbia, Delaware, J. Seaton and Southampton, Cumberland, by Cumberland Coal and Iron Co.

Boat Ann Gilleece, by Frostburg Coal Co.

Boats J. H. Davis and Wm. J. Boothe, by Alleghany Mining Co.

Boats Mt. Vernon, Ann Caroline and Isaac Motter, by Alleghany Mining Company.

Boats Henry May, Jacob F. Saylor, Georgiana Darrow, Otho Baker and Baltimore, Cumberland, by Borden Mining Co.

Boats Star and Eveline, by Frostburg Coal Co.

Sun, Wed. 6/7/54, p. 4. *The Canal Receipts and Expenditures* - The absence of exhibits of receipts and expenditures at the meeting of stockholders of the Chesapeake and Ohio Canal yesterday, which occasioned some remark, is not attributable to any delay on the part of the accounting officer. The yearly accounts are made up to the first day of June. On the 184 miles of canal there are six

superintendencies, who are supplied each month with money to pay the expenses on their division. This duty cannot easily be discharged in less than twenty days of the month, so that the annual meeting occurring on the *fifth*, it was impossible for the returns to be received and completed. The explanation will doubtless be satisfactory. The Treasurer is a most excellent officer, enthusiastically devoted to the interests of that great enterprise.

At an adjourned meeting of the Alexandria Canal Company, Joseph Eaches, Esq., was re-elected President for the ensuing year. William Gregory, James Green, Henry Daingerfield and Cassius F. Lee, Directors; and Messrs. Robert H. Miller and William N. McVeigh were chosen Directors in the places of Dr. William L. Powell, deceased, and A. P. Groves.

AG, Wed. 6/7/54, p. 3. **Chesapeake and Ohio Canal** – The Stockholders of the Chesapeake and Ohio Canal Company have elected Mr. Hambleton, of Maryland, President of the Company.

The Directors elected for the ensuing year, are: Norman Bruce, esq., of Cumberland; Dr. Fitzpatrick, of Old Town; Mr. Wason, of Hancock; Mr. Hanson of Frederick; Mr. Clarke, of Baltimore; and Mr. G. H. Smoot, of Alexandria. – *Nat. Int.*

Ibid, p. 4. **CANAL COMMERCE**

Arrived, June 6.

Boat Helen Bell, to Frostburg Coal Co.
Boats Geo. Waters and Charles Williams, to Alleghany Mining Co.

Departed, June 6.

Boats P. F. Iglehart and Wm. Fowle, by Alleghany Mining Co.

Sun, Thu. 6/8/54, p. 4. Another break in the canal! It seems that the history of the work is nothing but a succession of breaks. This last one occurred on Saturday, a short distance below

Williamsport, on Holleman's division. It is reported to be in the same spot where a break occurred last summer, and boats, it is said, will not be able to pass until Thursday next.

AG, Thu. 6/8/54, p. 2. The Stockholders of the Chesapeake and Ohio Canal Company are to meet in Washington again, on the second Thursday in July, at which time the annual statement of accounts will be ready.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, June 7.

Boats Osprey, James Terrill, Dr. Grimes, G. Henderson, H. Porterfield, D. Jacques, L. Holbrook, C. F. Mudge, May Fly, G. W. Riggs, Red Fox, H. D. Weld, James Boyce, Grey Fox, Bloodgood, Wild Kate, Reindeer, Martin Hoffman, Hopewell, Louisa, P. B. Petrie, William Beard, Cumberland, O. W. Sturtevant, Wolvington, Yankee and Juno, Cumberland, coal to Cumberland Coal and Iron Co.
Boats Five brothers, Cock Robin and C. B. Tisdale, Cumberland, coal to Borden Mining Co.
Boat A. C. Green, Cumberland, coal to Frostburg Coal Co.
Boat General Mercer, Cumberland, coal to Alleghany Mining Co.

Departed, June 7.

Boats E. Wolfe, C. H. Ohr, A. E. Arts, F. Rawdon, A. Leiter, L. M. Smith, E. W. Dunham, J. R. Annan, Susan Baker, Thomas Silver and J. Eichelberger, Cumberland, by Cumberland Coal and Iron Co.
Boats Augusta, Old Dominion and Charles Williams, Cumberland, by Alleghany Mining Co.
Boats James Fitzpatrick and Kate Bruce, Cumberland, by Borden Mining Co.
Boats John Beall and Three Brothers, Cumberland, by Frostburg Coal Co.

Previous to the election of President and Directors of the Chesapeake and Ohio Canal, on Monday, a letter was read from Robert W. Latham, esq., tendering his services as President of that company. Mr. L. proposed to serve one

year without compensation, to visit every point on the line once a month, if health permitted, to increase the tonnage, and reduce the expenditures, or forfeit \$20,000. This letter was laid on the table.

AG, Fri. 6/9/54, p. 3. **CANAL COMMERCE**

Arrived, June 8.

Boats Good Intent, Canonicus, Five Sisters and Metacomet, Cumberland, coal to Borden Mining Company.

Boats Advance and Pacific, Cumberland, coal to Frostburg Coal Company.

Departed, June 8.

Boats Osprey, James Terrill, Dr. Grimes, Geo. Henderson, Jr., C. T. Porterfield, Cumberland, by Cumberland Coal and Iron Company.

Boats Charles Perry, J. G. Stone, J. G. Lynn and Five Brothers, Cumberland, by Borden Mining Co.

Boats Hope, Helen Bruce, Advance and Albany, Cumberland, by Frostburg Coal Company.

Coal Trade.

The returns of the coal trade for the week ending on Saturday, the 3rd of June, present the following results. From the Frostburg region – Cumberland Coal and Iron Company, 7,119 03; Perry & Co., 504 14; Thomas Kerr, 649 01; Frostburg company, 2,318; Borden, 2,164; Allegany, 1,759; Parker 190 – total 14,703 18 tons.

From Westernport region – George's Creek company, 1,223 09; Parker Vein, 1,242 09; Caledonia, 1,217 15; Swanton, 1,216 19; New Creek, 915 19; Llangollen, 271 08 – total 6,067 19 tons. Total for the week, 20,791 17 tons, (against 19,946 09 tons the week previous,) of which 6,296 08 tons went to market by the Chesapeake and Ohio canal and 14,495 09 tons went by railroad. Total for the year 185,761 15 tons, against 177,524 tons up to the same time last year. – *Balt. Sun.*

AG, Sat. 6/10/54, p. 3. **CANAL COMMERCE**

Departed, June 9.

Boat L. Holbrook, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Hancock and Old Town, Md., and Warfordsburg, Pa., and groceries from Bayne, Buckner & Co., for Clear Spring, Md. Boat A. C. Green, Cumberland, by Frostburg Coal Co.

Sun, Mon. 6/12/54, p. 4. *Georgetown, D. C.* - At the Canal office, since Saturday, the 3rd, they have had sixty-five arrivals, principally from Cumberland. Tolls received here for the week amount to \$3,500. Considerable activity in the coal trade, but little of anything else.

AG, Mon. 6/12/54, p. 2. **The New Canal Board.**

It is understood that Charles R. Stewart, esq., one of the Whig members of the Board of Public Works, did not attend the annual meeting of the Stockholders of the Chesapeake and Ohio Canal Company on Monday last, in consequence of severe illness. It is probable, however, that had he been present the result would not have been more favorable to the party that elected him to office, as his tendencies of late have been decidedly of a democratic character. It was left, therefore, to Samuel Chamberlain, esq., the other Whig member of the Board, to accomplish what he could for his party in the selection of the new Board. That he did this we are confident, as we know that he is an honest and reliable gentleman.

If we consider the new Board politically, it is, of course, not exactly what we could have wished. But as we have ceased to entertain any decided asperities of political opinion, we are disposed to look upon the matter in a more liberal light. We therefore regard the new Board, with one or two exceptions, as one which will be likely to come up to the requisitions, that are demanded by the exigencies of the Canal.

The new President, Col. Samuel Hambleton, of Talbot, is, in our opinion, the very man to take charge of the Canal at the present crisis of its history. With a high order of intellect, indomitable energy and unsurpassed business capacity, he possesses suavity of manner and a

thorough knowledge of human nature. In the very prime of life, he has already, by his own unaided efforts, elevated himself to the level of the most eminent men of Maryland, and yet has only entered upon the career of distinction that is open before him. Under his management, with the efficient co-operation of the Board of Directors, there is nothing to fear for the future of the great work entrusted to his charge. It is to be hoped that he will eventually become a citizen of Western Maryland. and in that event, we shall heartily welcome his permanent establishment among us.

Only two of the old Board of Directors are members of the new, viz: Dr. James Fitzpatrick, of Allegany, and the venerable James Wason, of Washington county. The former is well-known to entertain progressive views in relation to the Canal, and on this account to have been seriously at variance with his former colleagues. There is, therefore, every reason to expect from him a hearty co-operation in all measures calculated to place the work upon a firmer and better basis. The latter is probably too far advanced in years to bestow much personal attention upon its concerns.

The new members of the Board are Messrs. Normand Bruce of Allegany, A. B. Hanson of Frederick, W. B. Clark of Baltimore, and George H. Smoot of Alexandria. They are all well-known to the citizens of the State as gentlemen of high standing, business capacity and enlarged public views. They will doubtless enter upon the discharge of their duties with a full sense of the responsibility that rests upon them and leave no efforts unemployed to redeem the character of the great work whose future destinies have been placed under their care.

The determination of the Stockholders to remove the Canal office to Cumberland at an early period will be received with great favor in this quarter. Of the propriety of the measure surely no Marylander can entertain a doubt. We hail it, therefore as calculated not only to increase the prosperity of our town, but to advance the interests of the Chesapeake and Ohio Canal. The

coal of the Cumberland region is the great source of vitality to that improvement. It is therefore, in every respect proper that the scene of its business operations should be located as near as possible to the fountain from which its life-blood is drawn.
— *Cumberland Journal*.

Ibid, p 4. **CANAL COMMERCE**

Departed, June 10.

Boat Pacific, Cumberland, by Frostburg Coal Co.

ES, Tue. 6/13/54, p. 3. **Cumberland Coal and Iron Company**. - This company estimate their canal boats, schooners, barges and other personal property, real estate, in Cumberland, Alexandria and Baltimore at \$465,079.42.

The Chesapeake and Ohio Canal has had nearly seventy arrivals for the past week at its office of collection in Georgetown, largely composed of freights of Cumberland coal. The receipts have amounted to about thirty- five hundred dollars.

AG, Sat. 6/17/54, p. 3. **CANAL COMMERCE**
Arrived. June 16.

Boats Sarah Perry, Massasoit and Sarah Louise, to Frostburg Coal Co.

Departed, June 10.

Boat D. J. McCoy, groceries from Bayne, Buckner & Co., and tobacco from G. R. Coffroth, for Hancock.

ES, Mon. 6/19/54, p. 3. **Chesapeake and Ohio Canal**. - The receipts on the above canal for the past week amount to \$2,000. Number of arrivals 67, of which two thirds came freighted with coal, the remainder with flour, wheat, limestone, brick, &c.

AG, Mon. 6/19/54, p. 3. **CANAL COMMERCE**
Departed, June 17.

Boat Baltic, groceries, &c., from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co., for Knoxville, Petersville, Burkittsville and Mercerville, Md., Harper's

Ferry, Charleston, Rippon, Harrisonburg and Strasburg, Va.

Boats Sarah Perry, Massasoit and Sarah Louise, Cumberland, by Frostburg Coal Co.

AG, Tue. 6/20/54, p. 2. **News of the Day.**

The Chesapeake and Ohio Canal is now in complete working order throughout. May it long remain so! During the past week the arrivals at Georgetown have been sixty-seven, of which about two-thirds came freighted with coal; the remainder divided between flour and wheat, with limestone, bark, and other less important articles. Receipts for the week about \$2,000.

Ibid. p. 3. **CANAL COMMERCE**

Arrived, June 18.

Boats G. W. Groves, American Flag, J. H. Davis, T. S. Iglehart and Ann Caroline, Cumberland, coal to Alleghany Mining Co.

Boats Henry May, Star, Ann Gilleece, Georgiana Darrow, James Fitzpatrick and Anna S. Borden, Cumberland, coal to Frostburg Coal Co.

Boats Charles Arthur, Anna Marion, Pioneer, J. F. Saylor, Ellen Bell, Sarah Ann, Eveline, William Albert and Emily Francis, Cumberland, coal to Borden Mining Co.

Departed, June 19.

Boats Mount Vernon, A. Carey, A. W. Eastlack, G. W. Groves and American Flag, Cumberland, by Alleghany Mining Co.

Boat Anna S. Borden, Cumberland, by Frostburg Coal Co.

Boat Ida, groceries, &c., from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co.; hardware, from English, Castleman & Co., and groceries from Bayne, Buckner & Co., for Charlestown, Martinsburg, Thompson's Depot, Harrisonburg and Mt. Jackson, Va. and Berlin, Md.

Boats Charles Arthur, Anna Marion, Pioneer, J. F. Saylor, Ellen Bell and Sarah Ann, Cumberland, by Borden Mining Co.

Chesapeake and Ohio Canal.

It is generally understood that the new President and Directors of the Canal Company, will accept the offices which they have been elected to fill. We have not heard, however, of any call for a meeting to organize the new board. In view of the possibility that the waters of the Potomac may gradually recede during the severe heats of the summer, and thus create a scarcity of supply at Dams Nos. 4 and 5, it is to be hoped that the board will meet at the earliest moment and adopt the most energetic measures to secure the continuance of navigation during the remainder of the year.

The Canal Break. – The break in the Canal below Williamsport was repaired about the middle of last week, and navigation once more resumed. A large number of boats, detained below, have arrived here, and taken their departure for Alexandria with cargoes of coal. The coal business on the Canal is now unusually active, and we are happy to see that shippers are in excellent spirits in relation to their future prospects, notwithstanding the numerous disasters that have befallen the work of late. It is also worthy of remark that the boatmen now employed in the trade are as a class very far superior to those formerly engaged in the business.

The are industrious, active, enterprising and, for the most part, reliable men, who are interested in the reputation and success of the Canal. – *Cumberland Journal*.

ES, Wed. 6/21/54, p. 3. **Coal.** - The largest shipment of coal which has ever taken place on the Chesapeake and Ohio canal was made at Cumberland last week - being 8,591 tons in the six days of the week.

The Drowning Place. - The spot at which young Mr. Phelps, of Upperville, Va., was drowned a day or two since, is known to men and boys reared in Washington as "the Sycamore." It has been the bathing place for at least two, if not three generations of our fellow citizens. The untimely death of Mr. Phelps occurred within a few feet of where the body of the venerable David

Shoemaker was found by John Quincy Adams when President of the United States, it will be remembered. This venerable and highly respectable member of the society of Friends, who, like Mr. Adams was extravagantly fond of bathing, was seized with cramp while bathing there, and drowned. Mr. Adams, according to his custom, was swimming about on a Sunday morning just after day break and was first to discover the body of Mr. Shoemaker for which a great hunt had taken place for some days before.

Mischievous boys, by the by, are responsible, in great measure, for the drowning of Mr. Phelps. On the morning of the day on which it occurred they amused themselves with endeavoring to induce passing boatmen to leap overboard to rescue boys whom they pretended were in danger of drowning. They thus made two boatmen plunge into the river, with clothes on, on a "fool's errand," not long before Mr. Phelps sank. When that event occurred, they set up their cry in earnest; but the hardy boatmen who were near enough easily to have rescued him refrained from making the attempt, only in the belief that the boys were tricking them.

AG, Wed. 6/21/54, p. 3. **CANAL COMMERCE**
Departed, June 20.

Boat Ann Gilleece, Cumberland, by Frostburg Coal Co.

Sun, Thu. 6/22/54, p. 2. **Chesapeake and Ohio Canal**. - The Williamsport Journal says the Canal has been in excellent navigable order for several days, and immense quantities of the *black diamonds* are being transported, daily, over its course.

AG, Thu. 6/22/54, p. 2. **News of the Day**.
The largest shipment of coal which has ever taken place on the Chesapeake and Ohio canal was made at Cumberland last week – being 8,691 tons in the six days of the week.

Ibid. p. 3. **CANAL COMMERCE**
Arrived, June 20.

Boat Hope, Cumberland, coal to Frostburg Coal Co.

Boat Three Brothers and Otho Baker to Frostburg Coal Co.

Departed, June 21.

Boats Star and Georgiana Darrow, by Frostburg Coal Co.

Boat Otho Baker, Cumberland, by Frostburg Coal Co.

Boats James Fitzpatrick and Henry May, Cumberland, by Frostburg Coal Co.

AG, Fri. 6/23/54, p. 3. **CANAL COMMERCE**
Arrived, June 21.

Boats Baltimore, Charles Perry and Kate Bruce, Cumberland, coal to Borden Mining Co.

Boats Wm. G. Boothe, Isaac Motter, General Mercer and Wm. Fowle, Cumberland, coal to Alleghany Mining Co.

Departed.

Boats Eveline, William Albert, Emily Francis, Baltimore and Charles Perry, Cumberland, by Borden Mining Co.

Boat American Flag, groceries, &c., from McVeigh & Chamberlain; boots, shoes, &c., from Wells A. Harper & Co., for Hedgesville and Martinsburg, Va.

Boat Neptune, groceries, &c., from McVeigh & Chamberlain, for Leesburg, Va.

Boats Ann Caroline and F. S. Iglehart, Cumberland, by Alleghany Mining Co.

AG, Sat. 6/24/54, p. 3. **CANAL COMMERCE**
Arrived, June 23.

Boats John Beal, John G. Lynn, American and Five Brothers, Cumberland, coal to Borden Mining Co.

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

Departed.

Boats Helen Bruce and Three Brothers, Cumberland, by Frostburg Coal Co.

Boat Hope, Cumberland, by Frostburg Coal Co.

Boats Wm. G. Boothe, Isaac Motter and Gen. Mercer, Cumberland, by Alleghany Mining Co.

Boats Kate Bruce, John Beal, John G. Lynn and Annawan, Cumberland, by Borden Mining Co.
Boat Neptune, Goose Creek, lumber form Kephart & Barker.

A lime-boat belonging to Mr. Callan, was burned on Monday last. It was on its way to market, via the Chesapeake and Ohio Canal, with a heavy cargo of lime. The fire occurred on the Shepherdstown level, and was the result of a collision with another boat, which threw her out of her course against the bank, and coming in contact with a rock, knocked a hole into her – thereby instantly communicating the water with the lime. The whole cargo, along with the boat, was consumed.

AG, Mon. 6/26/54, p. 3. **CANAL COMMERCE**
Arrived, June 24.

Boats Canonicus and Anna Woodward, to Frostburg Coal Co.

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

Departed.

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

Boat C. F. Mudge, groceries, &c., from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co., for Williamsport, Md., and North Mountain Depot, Va.

Boat Rescue, groceries, &c., from McVeigh & Chamberlain, for Paw Paw, Orkney Springs and Harrisonburg, Va.

AG, Tue. 6/27/54, p. 3. **CANAL COMMERCE**
Arrived, June 26.

Boats Caroline B. Tisdale, Charles Williams and George Waters, Cumberland, coal to Alleghany Mining Co.

Boats Advance and Anna Marion, Cumberland, to Frostburg Coal Co.

Departed.

Boat Caroline B. Tisdale, Cumberland, by Alleghany Mining Co.

Boats Canonicus and Anna Woodward, Cumberland, by Frostburg Coal Co.

Boat Charles Williams, groceries for Berryville, Winchester, Newtown, Stephensburg, New Market and Mount Clifton, from Bayne, Buckner & Co., and tobacco from G. R. Coffroth.

Boat Wm. Fowle, groceries, &c., from McVeigh & Chamberlain, and boots, shoes, &c., from Wells A. Harper & Co., for Sir Johns' Run and Berkley Springs, Va., and Sharpsburg, Md.

AG, Wed. 6/28/54, p. 3. **CANAL COMMERCE**
Arrived, June 27.

Boats John G. Stone and J. P. Groves, Cumberland, coal to Borden Mining Company.
Departed.

Boats Five Brothers, John G. Stone and J. P. Groves, Cumberland, by Borden Mining Co.
Boats Anna Marion and Advance, by Frostburg Coal Co.

AG, Thu. 6/29/54, p. 3. **CANAL COMMERCE**
Arrived, June 28.

Boats Albany and Sarah Louise, Cumberland, to Frostburg Coal Co.

Departed.

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

ES, Fri. 6/30/54, p. 3. **Canal Examination.** -
This morning, the President and Directors of the Chesapeake and Ohio Canal Company left Georgetown in the steamer *Congress*, for the purpose of examining and inspecting the whole line of the Canal, with a view to repairs and improvements, wherever they may be needed. This movement of the new Directors indicates a determination to perform their duties efficiently, from which it may be inferred that this great work, of such importance to the District, will be put in the best possible order, and in the shortest time. The *Congress* has been greatly improved in her engines and machinery, at the Iron Works of Mr. Ellis, 14th street, and it is expected will prove a swift as well as pleasant boat for the occasion.

AG, Fri. 6/30/54, p. 2. **Coal Trade.**

The shipments of coal for the week ending Saturday, 24th instant, by the Chesapeake and Ohio Canal, was 6,053 02 tons of coal, and 156 tons of coke, in 60 boats. The canal continues in fine order.

During the same period there were transported over the Cumberland Coal and Iron Company's Railroad, 8,628 05 tons, and over the Mt. Savage Iron Company's Railroad 6,893 tons, making an aggregate from the Frostburg region of 15,521 05 tons, and for the season, 162,984 02 tons. Over the George's Creek Coal and Iron Company's Railroad there were transported 3,422 13 tons, and by the Baltimore and Ohio Railroad from the New Creek and Llangollen Mines near Piedmont, 1,423 15 tons, making an aggregate from the Westernport region of 4,855 08 tons and for the season 79,545 12 tons; making a total for the whole coal region for the week 20,376 13 tons, and since 1st of January last 242,529 14 tons, of which 179,073 02 tons were transported over the Baltimore and Ohio Railroad, and 63,456 12 tons descended the Chesapeake and Ohio Canal. – *Cumb. Tel.*

Ibid, p. 3. **CANAL COMMERCE**

Arrived, June 29.

Boats Mt. Vernon and A. Carey, Cumberland, coal to Alleghany Mining Co.

Boats Jacob F. Saylor and Five Sisters, Cumberland, coal to Borden Mining Co.

Boats Good Intent, Massasoit and Ann Gilleece, Cumberland, coal to Frostburg Coal Co.

Departed.

Boats Mt. Vernon and A. Carey, Cumberland, by Alleghany Mining Co.

Boats Jacob F. Saylor and Five Sisters, Cumberland, by Borden Mining Co.

Sun, Sat. 7/1/54, p. 1. **Examination of the Canal.** - The President and Directors of the Chesapeake and Ohio Canal Company left Georgetown yesterday morning in the steam canal packet "Congress," on a tour of inspection of the whole line of the canal from end to end. They propose to occupy a week on this business

and will make stopping places at some half dozen principal points, giving to each the benefit of a thorough inspection and examination. The first place of halting will be at Seneca, the next probably Harper's Ferry, then dam No. 4, and so on.

Ibid, p. 4. On Monday last a train of cars ran off the track at the Point of Rocks and plunged into the Chesapeake and Ohio Canal.

AG, Sat. 7/1/54, p. 3. **CANAL COMMERCE**
Arrived, June 30.

Boats Eveline, Star and Charles Arthur, Cumberland, coal to Borden Mining Co.

Departed, June 30.

Boats Good Intent and Massasoit, Cumberland, by Frostburg Coal Co.

Boat Eveline, Cumberland, by Borden Mining Co.

AG, Mon. 7/3/54, p. 2. The *Cumberland Journal* has received a letter from the "Union Power Company of the United States," calling attention to the adaptation of "Gwynne's Centrifugal Pump" to raising water from the Potomac river into the Chesapeake and Ohio Canal. This Pump has received the endorsement of scientific engineers. The proprietors say that they will furnish a Pump and Engine for from \$6,000 to \$7,000, which will fill a lock 200 feet long, 15 feet wide and 12 feet deep – whose cubical contents will be 36,000 inches or 370,000 gallons – every twenty minutes time. This, they say, will pass *three* boats per hour, or *Seventy-two* boats in twenty-four hours. The cost of fuel, attendance, &c., they state at \$10 per day.

On Monday last, a train of coal cars ran off the track at the Point or Rocks, and plunged into the Chesapeake and Ohio Canal. As the *employees* of the road, however, have acquired, from much sharp practice, considerable skill in returning cars to the track with speed, we suppose there was no interruption to the Canal navigation. –
Cumberland Journal.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, July 1.

Boat Ann S. Borden, Cumberland, coal to
Frostburg Coal Co.

Departed.

Boat Ann S. Borden, by Frostburg Coal Co.
-----**LOCAL ITEMS**

The receipts of Coal by the Alexandria Canal, for the month of June, have been 25,293³/₄ tons, the greatest quantity that has been received in any one month since the commencement of the Canal trade at this place.

	Tons Cwt
Cumberland Coal & Iron Co.	13,662 03
Frostburg Co.	3,568 08
Borden Mining Co.	4,863 17
Alleghany Mining Co.	3,199 07
Total	25,293 15

AG, Tue. 7/4/54, p. 2. **News of the Day.**

The Chesapeake and Ohio Canal is now in complete working order throughout, and a good business is doing on it, especially in the transportation of coal from Cumberland. During the past week there were sixty-eight arrivals, of which sixty-two were with coal freights. The receipts for the week were a little upwards of \$2,900.

Ibid, p. 4. **CANAL COMMERCE**

Arrived, July 3.

Boats Otho Baker and A. C. Green, Cumberland,
to Frostburg Coal Co.

Departed.

Boats Otho Baker and Ann Gilleece,
Cumberland, by Frostburg Coal Co.

AG, Thu. 7/6/54, p. 2. A writer in the Baltimore *Dispatch* advocates a searching examination into the affairs of the Chesapeake and Ohio Canal Company, and, "if the Canal has proved to be a failure" that "our Washington, Georgetown and Alexandria friends may petition Congress to have the canal filled up at once and a railroad

constructed in its place." *Baltimore*, we presume, of course, would have no objection to having the Canal "filled up."

Ibid, p. 3. **CANAL COMMERCE**

Arrived, July 5.

Boats Sarah Ann, Metacomet, Emily Francis, Ella E. Voorhees, Georgiana Darrow, Baltimore, James Fitzpatrick, Henry May and John Beal, Cumberland, coal to Borden Mining Co.

Boats Charles Perry, Ellen Bell and Hope, Cumberland, to Frostburg Coal Co.

Departed.

Boats Eveline, Star, Charles Arthur, Sarah Ann, Metacomet, Emily Francis and Ella E. Voorhees, Cumberland, by Borden Mining Co.

Boats A. C. Green, Cumberland, by Frostburg Coal Co.

Boat Otho Baker, groceries, &c., from McVeigh & Chamberlain; boots, shoes, hats, &c., from Wells A. Harper & Co., for Shepherdstown, Va.

Sun, Fri. 7/7/54, p. 2. **Tour Completed.** - Col. Samuel Hambleton, president of the Chesapeake and Ohio Canal Company, and the board of directors, on Wednesday were at Cumberland completing the tour of inspection of the canal.

Maryland Coal Trade. - We learn from the Cumberland *Telegraph* that during the past week, 7,066 tons of coal and 146 tons of coke were shipped by canal, and there were transported over the Cumberland Coal and Iron company's road, 9,313 tons of coal, besides 110,600 feet of lumber; over the Mt. Savage road 7,224 tons of coal, and from the Westernport region 5,805 tons, making a total from the whole region for the week of 22,343 tons of coal.

AG, Sat. 7/8/54, p. 2. **News of the Day.**

Col. Samuel Hambleton, president of the Chesapeake and Ohio Canal Company, and the board of directors, on Wednesday, were at Cumberland completing the tour of inspection of the canal.

We learn that the recent examination of the line of the Chesapeake and Ohio Canal, made by the President and Directors of the Company, was very searching and thorough, and that those now at the head of the work, are determined to exert themselves, as far as possible, to remedy defects in its management they can, and to bring about such improvements as the means at their command will allow.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, July 7.

Boats William Albert, Anna Marion and Helen Bruce, Cumberland, to Frostburg Coal Co.

Boats J. H. Davis and G. W. Groves, Cumberland, coal to Alleghany Mining Co.

Departed.

Boat A. W. Eastlack, Cumberland, by Alleghany Mining Co.

AG, Mon. 7/10/54, p. 3. **CANAL COMMERCE**

Arrived, July 8.

Boat Three Brothers, Cumberland, coal to Frostburg Coal Co.

Boats Wm. J. Boothe and Flag, coal to Alleghany Mining Co.

Departed.

Boat Anna Marion, groceries, &c., from McVeigh & Chamberlain; boots, shoes, &c., from Wells A. Harper & Co., for Shepherdstown, Va.; Sharpsburg, Boonsboro, Hancock and Old Town, Md.; and Warfordsburg, Pa.

Boats Three Brothers, Ellen Bell and Anna Marion, Cumberland, by Frostburg Coal Co.

AG, Tue. 7/11/54, p. 3. **CANAL COMMERCE**

Arrived, July 10.

Boats Sarah Perry and Pioneer, Cumberland, to Frostburg Coal Co.

Boats James Fitzpatrick, Henry May, John Bear, Kate Bruce, John G. Lynn, Five Brothers and Canonicus, Cumberland, coal to Borden Mining Co.

Departed.

Boats James Fitzpatrick, Henry May and John Bear, Cumberland, by Borden Mining Co.

AG, Wed. 7/12/54, p. 4. **CANAL COMMERCE**
Departed, July 11.

Boat Hope, Cumberland, by Frostburg Coal Co.

AG, Thu. 7/13/54, p. 4. **CANAL COMMERCE**
Arrived, July 12.

Boat Gen. Mercer, coal to Alleghany Mining Co.
Departed, July 12.

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

AG, Thu. 7/13/54, p. 2. **The Chesapeake and Ohio Canal** – The following abbreviated

statement of the report of a committee of the Board of Directors of the Chesapeake and Ohio Canal will be interesting to many of our readers:

“The committee appointed by the Board of Directors of the Chesapeake and Ohio Canal Company, made a report dated Cumberland, July 6, 1854. In this report they state that they found the general line of this great work in much better condition than they had expected from the general impressions existing respecting it. At all the points which sustained the greatest injury in the freshets of 1847 and 1852, and by which the trade was so long suspended, the repairs and reconstruction have been so perfect that a recurrence of similar injury at these points seems almost impossible. In their passage up the canal, they met many boats laden with coal, showing an active business. No want of water has been felt this season, and the superintendents were enjoined to ceaseless vigilance and activity in performing their duties, so that no interruption of the growing trade of the canal should take place. Dams Nos. 4 and 5 require prompt attention. The necessary repairs to these will be decided upon when the engineer shall make a full report to the Board, which he is ordered to do at their next meeting in August. Many improvements might be made to promote the interests of this work, which will be carried out when the present fair prospects shall be realized. No just idea can be formed of the vastness and apparent solidity of the work without passing along its length. It is a

work for ages, increasing in strength with its years." – *Nat. Int.*

Sun, Fri. 7/14/54, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland (Md.) *Telegraph*:

Maryland Coal Trade. - The shipments of coal by the Chesapeake and Ohio Canal for the week ending July 8th, was 4,900 11 tons of coal, and 229 18 tons of coke, in fifty boats.

AG, Fri. 7/14/54, p. 3. **CANAL COMMERCE**
Departed, July 12.

Boats J. G. Lynn and Five Brothers, Cumberland, by Borden Mining Co.

AG, Sat. 7/15/54, p. 2. **Chesapeake and Ohio Canal** – The New Canal Board, has not yet determined upon any definite rule of action, so far as the necessary improvements on the canal are concerned. They have, however, resolved to require every superintendent to pass over his division at least once a week and report in writing the result of his observations to the Board. We are pleased to see the spirit with which the board has taken hold of matters. They meet again on the tenth of August and will then determine upon a plan for the repair of Dams Nos. 4 and 5, or for the construction of new ones, either of stone or wood. The former, we are told, would savor more of wisdom on the part of the Board, and would doubtless prove more economical in the end.

The revenue of the canal is about \$18,000 per month, \$12,000 of which is derived from the tolls on coal transportation.

At the next meeting of the Board, other matters will be attended to, designed to and perhaps will restore confidence in the availability of this magnificent work. – *Cumb. Tel.*

Ibid, p. 4. **CANAL COMMERCE**
Departed, July 14.

Boat William Albert, Cumberland, by Frostburg Coal Company.

AG, Mon. 7/17/54, p. 3. **CANAL COMMERCE**
Departed, July 15.

Boats Helen Bruce and Charles Perry, Cumberland, by Frostburg Coal Co.

AG, Tue. 7/18/54, p. 3. **CANAL COMMERCE**
Arrived, July 17.

Boats Ann S. Borden, Sarah Louise and Ann Gilleece, Cumberland, coal to Frostburg Coal Co.
Boats J. G. Stone, Charles Arthur, J. F. Saylor, Five Sisters, Massasoit, Star, Emily Francis and Eveline, Cumberland, coal to Borden Mining Co.
Departed, July 17.

Boats Canonicus and J. F. Saylor, Cumberland, by Borden Mining Co.

Boats Sarah Perry, Pioneer and Ann Gilleece, Cumberland, by Frostburg Coal Co.

AG, Wed. 7/19/54, p. 3. **CANAL COMMERCE**
Arrived, July 18.

Boats Mt. Vernon, A. Carey, Old Dominion, Ann Caroline and Wm. Fowle, to Alleghany Mining Company.

Boats C. B. Tisdale, J. P. Grove and Anna Marion, to Frostburg Coal Company.
Departed, July 18.

Boats Mt. Vernon, A. Carey, Cumberland, by Alleghany Mining Company.
Boat Anna Marion, by Frostburg Coal Co.

AG, Thu. 7/20/54, p. 4. **CANAL COMMERCE**
Arrived, July 19.

Boats S. J. Iglehart, Charles Williams and Geo. Waters, coal to Alleghany Mining Co.
Departed, July 19.

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

Sun, Fri. 7/21/54, p. 1. *Recovery of Stolen Horses.* - One day last week, Mr. G. Reed, of Cumberland, employed a man to take charge of a canal boat, which he was sending freighted down the Chesapeake and Ohio Canal. Near the Point of Rocks, the boat grounded in the canal, and the employee, either being unable or unwilling to get the boat along, left the boat, taking the horses

with him. Application was made to the police firm of Polee, Graham & McKinley, of this city, who, on Wednesday, found the horses which had been sold, one to a man on the Hookstown road, and the other to a man in Biddle street. The thief has not been detected.

Ibid, p. 2. **Affairs in Allegany County.** - The Cumberland *Telegraph* denies a report that cholera had appeared there, and says the town was never more healthy. The *Telegraph* has also the following item:

Maryland Coal Trade. - The shipments of coal by the Chesapeake and Ohio canal for the week ending July 15th, was 4,084 06 tons of coal, and 115 13 tons of coke, in 41 boats. The canal is still in good navigable order, notwithstanding the excessive drought.

During the summer period there were transported over the Cumberland Coal and Iron Company's railroad, 7,879 13 tons; over the Mt. Savage Iron Company's railroad, 5,858 tons; over the George's Creek road, 4,179 tons; and over the Baltimore and Ohio road from New Creek and Llangollen mines, 1,616 tons. Total from the whole region, for the week, 19,533 04 tons, and for the season, 299,088 14 tons, of which 217,727 01 tons were transported over the Baltimore and Ohio Railroad and 81361 13 tons descended the Chesapeake and Ohio Canal, - *Cumb. Telegraph*.

AG, Fri. 7/21/54, p. 3. **CANAL COMMERCE**

Departed, July 20.

Boats Sarah Louise and Ann S. Borden, Cumberland, by Frostburg Coal Co.

Boat S. Hulbert, groceries from McVeigh & Chamberlain, for Sir John's Run and Luray, Va.

AG, Sat. 7/22/54, p. 3. **CANAL COMMERCE**

Departed, July 21.

Boat Advance, by Frostburg Coal Co.

AG, Mon. 7/24/54, p. 4. **CANAL COMMERCE**

Arrived, July 22.

Boat Kate Bruce, to Frostburg Coal Co.

Departed, July 22.

Boats C. B. Tisdale and J. P. Grove, by Frostburg Coal Co.

Mon. 7/24/54, p. 4.² **The Late Hon. George C. Washington.** - Our paper yesterday contained a brief announcement of the decease of Col.

George C. Washington, of Maryland, who died at his town residence in Georgetown, D. C., on the 17th instant, after several months' gradual decline. The eminent virtues of this gentleman, and the universal respect in which he was held, will not permit him to pass away to the tomb without some expression responsive to the public feeling. He was a native of Virginia and was at the time of his decease the oldest and nearest surviving relative of his grand uncle, Geo. Washington. Though, from the warmth of his heart, eminently social in his tastes and habits, Col. Washington never neglected a duty; and whether as member of the House of Representatives from his district in Maryland, in which he served several years, or as filling the responsible post of President of the Chesapeake and Ohio Canal, or Commissioner for the settlement of Indian claims, his duties were performed with faithful attention and marked ability; at the same time his domestic and social virtues, his benevolence, his generosity and open handed hospitality endeared him to a wider circle of friends throughout the Union than it has been the fortune of many men to possess. - Bound by our affectionate regard for the memory of a valued friend to speak of him personally, we must say that we have never known a truer gentleman. All the attributes of that high character in its justest sense were bred in his nature and rendered him worthy of his honored name and kindred blood.

His remains were followed to the grave yesterday afternoon by as many sincere friends and as much unfeigned sorrow as ever attended any departed member of this community to the tomb.

Nat. Intel.

AG, Tue. 7/25/54, p. 4. **CANAL COMMERCE**

² *Richmond Dispatch*, Richmond, Virginia.

Arrived, July 24.

Boats Kate Bruce and Good Intent, Cumberland, coal to Frostburg Coal Co.

Departed, July 24.

Boat Kate Bruce, Cumberland, by Frostburg Coal Co.

AG, Wed. 7/26/54, p. 3. **CANAL COMMERCE**

Arrived, July 25.

Boat Gen. Mercer, coal to Alleghany Mining Co.

Departed.

Boat Gen. Mercer, Cumberland, by Alleghany Mining Co.

Boats Baltimore, Good Intent and Kate Bruce, by Frostburg Coal Co.

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

AG, Thu. 7/27/54, p. 4. **CANAL COMMERCE**

Arrived, July 25.

Boats Osprey, Hopewell and M. L. Rawdon, coal to Cumberland Coal & Iron Co.

Boats Metacomet and Cock Robin, Cumberland, coal to Borden Mining Co.

Departed.

Boats Emily Hoffman, Red Fox, P. B. Petrie, Wm. Baird, L. M. Smith and Washington, Cumberland, by Cumberland Coal and Iron Co.

Boats Sarah Ann, John Beall, Albany and Five Brothers, Cumberland, by Borden Mining Co.

AG, Fri. 7/28/54, p. 4. **CANAL COMMERCE**

Arrived, July 26.

Boats Black Bear, Grey Fox, J. K. Polk, James Eichelberger and General Tyson, Cumberland, coal to Cumberland Coal and Iron Co.

Boats William Albert and Canonicus, Cumberland, coal to Frostburg Coal Co.

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

Departed.

Boats William P. Lynch, May Fly, Metacomet, Ellen Bell, William Albert, Left Bower, Osprey, Cock Robin and M. L. Rawdon.

Boats Josephine Seaton, Cumberland, lumber from Waters, Zimmerman & Co.

Boat Emily Hoffman, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Knoxville, Sharpsburg, Williamsport and Hancock, Md.; and Warfordsburg, Penn.

AG, Sat. 7/29/54, p. 2. **Coal Trade.**

The shipments of coal by the Chesapeake and Ohio Canal for the week ending July 22nd, were 4,729 tons of coal and 89 13/20 tons of coke, in 47 boats. During the same period there were transported over the Cumberland Coal and Iron Company's Rail Road 7,918 17 tons; over the Mount Savage Iron Company's Rail Road 6,393 tons; over the George's Creek road 3,842 tons; and over the Baltimore and Philadelphia road from Piedmont 923 tons – making for the week, from the whole region, 18,508 tons and for the season 317,597 tons.

The Chesapeake and Ohio Canal still continues in good repair, but those engaged in the boating business are complaining of a scarcity of water. The heavy rains up the Potomac during the last few days, it is hoped, will furnish an abundant supply of water, and that navigation will not be suspended. A severe hail storm passed over the country above Frostburg, on Friday evening last. The hail fell in such quantity that bushels could have been gathered without difficulty.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, July 20.

Boats James Boyce, Anzonetta and Thomas Silvers, coal to Cumberland Coal and Iron Co.

Boats Three Brothers and James Fitzpatrick, coal to Borden Mining Co.

Boat Henry May, coal to Frostburg Coal Co.

Departed.

Boats Black Bear, Grey Fox, J. K. Polk, James Boyce, James Eichelberger and Canonicus.

AG, Mon. 7/31/54, p. 3. **CANAL COMMERCE**

Arrived, July 29.

Boat Robert Tyson.

Departed.

Boats Robert Tyson, Anzonetta and General Tyson.

AG, Wed. 8/2/54, p. 3. **LOCAL ITEMS**

The following is the quantity of Coal received by the Alexandria Canal, for the month of July:

	Tons Cwt
Cumberland Coal and Iron Co.	9,374 05
Borden Mining Co.	3,659 19
Frostburg Coal Co.	2,506 09
Alleghany Mining Co.	1,839 12
Total	17,380 05

ES, Thu., 8/3/54, p. 3.

STEAM PACKET LINE TO HARPER'S FERRY.

THE Canal Steamer "Congress" having been thoroughly repaired, and put in best safe order, is now ready to resume her regular trips for the transportation of passengers and light freight between Georgetown and the above named point, on the most pleasing terms.

The Boat will leave the wharf of W. H. Ritter, for Harper's Ferry, on every Monday, Wednesday and Friday mornings, at 6 o'clock, and Harper's Ferry for Georgetown, on Tuesdays, Thursdays, and Saturdays at the same hour, stopping at the different landings along the line, for the reception and landing of freight and passengers, going and returning. Passage through either way \$2, shorter distances at the same rates per mile.

Fare on board the boat equal to that on any kind of travel.

BERNARD PURSEL, Capt.
Jy 28—41m

[Transcriber's Note: It would appear that some District capitalist heard the newspaper's lament and started passenger service between Georgetown and Harper's Ferry, on the canal.]

AG, Thu. 8/3/54, p. 4. **CANAL COMMERCE**

Arrived, August 2.

Boat Wm. J. Boothe, Cumberland, coal to Alleghany Mining Co.

Boats Charles Perry, Anna Marion and Star of Hancock, Cumberland, coal to Borden Mining Co.

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

Boats Southampton and Martin Hoffman, Cumberland, coal to Cumberland Coal and Iron Co.

Departed.

Boats William J. Boothe, Three Brothers, Hopewell, Thomas Silvers, Henry May and James Fitzpatrick, Cumberland.

AG, Fri. 8/4/54, p. 4. **CANAL COMMERCE**

Arrived, August 3.

Boats Columbia, D. Jacques, H. H. Casey, Reporter and C. T. Porterfield, coal to Cumberland Coal and Iron Co.

Boat Mount Vernon, Cumberland, coal to Alleghany Mining Co.

Boat Thomas Jefferson, limestone to Thomas Smith.

Departed.

Boats Southampton, Columbia, Martin Hoffman and Charles Perry, for Cumberland.

Boat Porterfield, groceries, &c., from McVeigh & Chamberlain, and Bayne, Buckner & Co., queensware from R. H. Miller, notions from Berry & Blakemore, and hardware from English, Castleman & Co., boots, shoes, Hats and caps from George H. Bayne & Co., tobacco and cigars from George R. Coffroth, for Clear Spring and Cumberland, Md.

AG, Sat. 8/5/54, p. 3. **CANAL COMMERCE**

Arrived, August 4.

Boats C. F. Mudge, Juno, Dr. Grimes, James Terrill, George Henderson, Reindeer, Sarah Jane, Yankee and Hail Columbia, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Anna S. Borden, Cumberland, coal to Frostburg Coal Co.

Boat A. Carey, Cumberland, coal to Alleghany Mining Co.

Boats A. C. Green and J. F. Saylor, Cumberland, coal to Borden Mining Co.

Departed.

Boats D. Jacques, Reporter, Emily Francis, Ann Gilleece, H. H. Casey, Star of Hancock, Juno, Anna S. Borden, Mount Vernon and Dr. Grimes, for Cumberland.

Boat Maryland, guano, for Cumberland.

AG, Mon. 8/7/54, p. 3. **CANAL COMMERCE**

Arrived, August 5.

Boats G. W. Riggs, C. B. Thurston, Rescue, Col. Young and L. Holbrook, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Pioneer, Superior, Massasoit, Sarah Louise, Eveline and Anna Woodward, Cumberland, coal to Borden Mining Co.

Departed.

Boats C. F. Mudge, J. F. Saylor, Reindeer, A. C. Green, A. Carey, James Terrill, G. Henderson, Massasoit, Yankee and Eveline, for Cumberland. Boat C. B. Thurston, sundries from J. J. Wheat & Bros., for Shepherdstown.

AG, Tue. 8/8/54, p. 3. **CANAL COMMERCE**

Arrived, August 7.

Boat Elk, coal to Cumberland Coal and Iron Co.

Boat Sarah Perry, coal to Frostburg Coal Co.

Departed.

Boats Hail Columbia, Anna Woodward, Sarah Jane, Pioneer, G. W. Riggs, Rescue and Elk, for Cumberland.

Boat L. Holbrook, liquors from Joseph Grimes, for Harper's Ferry.

AG, Wed. 8/9/54, p. 3. **CANAL COMMERCE**

Arrived, August 8.

Boats J. J. Mann, J. L. W. Baker, W. R. King, M. V. Hill, Mary R. Zimmerman, Louise and E. W. Dunham, coal to Cumberland Coal and Iron Co.

Boat Five Sisters, coal to Borden Mining Co.

Boat Charles Arthur, coal to Frostburg Coal Co.

Departed.

Boats Superior, J. L. W. Baker, Five Sisters, J. J. Mann and Wm. R. King, Cumberland.

Boat Neptune, lumber from Waters, Zimmerman & Co., Leesburg.

Boat Lewis Rochester, groceries, &c., from McVeigh & Chamberlain; boots, shoes, &c., from Wells A. Harper & Co., for Sir John's Run, Va.

AG, Thu. 8/10/54, p. 3. **CANAL COMMERCE**

Arrived, August 8.

Boats R. G. Violett, Freeman Rawdon, C. H. Ohr, O. W. Sturtevant, B. M. Blocker, Grampus and

Susan Baker, coal to Cumberland Coal and Iron Co.

Boats Old Dominion, Augusta and Thomas J.

Iglehart, coal to Alleghany Mining Co.

Boat D. J. McCoy, tan bark, to C. C. Smoot.

Departed.

Boats M. V. Hill, Col. Young, Sarah Louisa, E. W. Dunham, Louisa, M. R. Zimmerman, Sarah Perry and C. H. Ohr, Cumberland.

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

Sun, Fri. 8/11/54, p. 2. **Maryland Coal Trade.**

During the past week, 29 boats descended the Chesapeake and Ohio Canal with 2,954 tons of coal.

AG, Fri. 8/11/54, p. 3. **Coal Trade.**

For the week ending the 5th inst., 29 boats descended the Chesapeake and Ohio Canal, laden with 3,954 02 tons of coal.

During the same period there were transported over the Cumberland Coal and Iron Company's Railroad 7,787 08 tons, and over the Mt. Savage Iron Company's Railroad 5,847 tons, making an aggregate from the Frostburg region of 13,634 08 tons, and for the season 246,658 11 tons. Over the George's Creek Coal and Iron Company's Railroad, there were transported 4,022 15 tons.

We have received no report from the New Creek and Llangollen Mines for the week.

Total amount for the whole coal region for the week, 17,657 03 tons, and since the 1st of January last, 354,823 10 tons, of which 257,114 25 tons were transported over the Baltimore and Ohio Railroad and 97,708 15 descended the Chesapeake and Ohio Canal. – *Cumb. Tel.*

Ibid, p. 4. **CANAL COMMERCE**

Arrived, August 10.

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

Departed.

Boats Charles Williams and American Flag, Cumberland, by Alleghany Mining Co.

Sun, Sat. 8/12/54, p. 4. **Drowned.** Frank Cooper, a colored man, engaged by Captain Hetzer upon one of his boats navigating the Chesapeake and Ohio canal, was drowned in slack water, at dam No. 4, on Sunday last.

ES, Sat. 8/12/54, p. 2. Business upon our Canal is becoming more brisk. In addition to the large quantities of coal from Cumberland, considerable quantities of flour are beginning to arrive. The trade upon it this fall, we doubt not, will be very heavy.

AG, Sat. 8/12/54, p. 2. **CANAL COMMERCE**
Arrived, August 11.

Boats Wm. B. Clarke, M. R. Hale, Jack, May Flower, Dickey B. and Mountain Ranger, Cumberland, coal to Cumberland Coal and Iron Co.

Boat J. S. Iglehart, Cumberland, coal to Alleghany Mining Co.

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

Boat Advance, Cumberland, coal to Frostburg Coal Co.

Boat Thomas Jefferson, limestone to Thomas Smith.

Departed.

Boats Grampus, O. W. Sturtevant, B. M. Blockus, R. G. Violet, M. R. Hale, Jack and May Flower, for Cumberland.

AG, Mon. 8/14/54, p. 2. **News of the Day.**
The navigation of the Chesapeake and Ohio Canal has again been effectually stopped, two loaded boats having settled on the bottom of the canal in the vicinity of the "15-mile level," which was drained of its water by the washing away of a weir on the lower part of Condry's division. There does not seem any probability that navigation will be resumed until plenteous showers replenish the exhausted fountains of the land.

Ibid, p. 3. **Canal Meeting.**

There was a meeting yesterday of the President and Directors of the Chesapeake and Ohio Canal at Washington City. It was understood that the subject of the removal of some of the superintendents would come up, and that at least three important changes would be made. By an unhappy misunderstanding on the part of the Whig members of the Board of Public Works, the President of the Canal Board is in a minority, and his authority mere 'brutum fulmen.' Thus, the fortunes of the Canal stand but little chance of being resuscitated under the present regime unless a mutual sacrifice is made between the two parties in the Board of all political feeling, and an agreement is entered into to look solely to the interests of the canal without reference to the claims of individuals. — *Cumb. Jour.*

Ibid, p. 4. **CANAL COMMERCE**

Arrived, Aug. 12.

Boat Henry Clay, Cumberland, coal to Cumberland Coal and Iron Co.

Departed.

Boats Henry Clay, Mountain Ranger and Dickey B., for Cumberland.

Boat John P. Smart, groceries for Leesburg, from Fleming & Douglass.

AG, Thu. 8/17/54, p. 2. The navigation on the Chesapeake and Ohio Canal, appears to be still suspended.

Sun, Fri. 8/18/54, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland (Md.) *Telegraph*:

Maryland Coal Trade. - In consequence of the scarcity of water and a break near Williamsport, (since repaired,) only 24 boats, with 2,224 tons of coal and 143 tons of coke, descended the Chesapeake and Ohio Canal last week.

AG, Sat. 8/19/54, p. 2. **News of the Day.**
The Chesapeake and Ohio Canal is in bad navigable order, owing to the long continuance of the drought, and the consequent scarcity of water.

Otherwise, the work is in good condition, the damage sustained last week having been fully repaired.

The new Chesapeake & Ohio Canal Board held a meeting in Washington city on the 10th instant. The office of civil engineer was abolished. It was held by T. L. Patterson. The office was a mere sinecure.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, August 18.

Boat Maryland, from Harper's Ferry

Boat Neptune, from Goose Creek.

AG, Mon. 8/21/54, p. 2. It will be seen that navigation has been resumed on the Chesapeake and Ohio Canal, and that a number of boats from different points on the line of the Canal, have reached this place.

Ibid. p. 4. **CANAL COMMERCE**

Arrived, August 19.

Boats Juno, Red Fox, J. Snively, Reporter, Eliza Wolfe and Dr. Grimes, Cumberland, coal to Cumberland Coal and Iron Co.

Boat John Beall, Cumberland, coal to Frostburg Coal Co.

Boats Georgiana Darrow, Five Brothers, Otho Baker, Sarah Ann and Danver, Cumberland, coal to Borden Mining Co.

Boat Kate Bruce, Cumberland, coal, fire brick and clay to Alexandria Gas Co.

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

Boat Thomas Jefferson, Harper's Ferry, limestone to Thomas Smith.

Boat Niagara, from Goose Creek.

Departed.

Boat Thomas Jefferson, for Harper's Ferry.

Boat Maryland, guano, from Fowle & Co.

Boats Five Brothers and Otho Baker, Cumberland, by Borden Mining Co.

AG, Wed. 8/23/54, p. 3. **CANAL COMMERCE**

Arrived, August 21.

Boats Magnum, James Terrill, Cumberland, George Henderson, N. J. Berston, Emily Hoffman, Buena Vista, Delaware, Wild Kate, Wm. R. King and Bloodgood, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Sarah Ann, Charles Perry, Albany, J. F. Saylor, John G. Lynn and Three Brothers, Cumberland, coal to Borden Mining Co.

Boats Anna Marion, Star of Hancock, Ann Gilleece, Good Intent, Ellen Bell and Baltimore, Cumberland, coal to Frostburg Coal Co.

Boat D. J. McCoy, tan bark, to Smoot & Son.

Boat Seneca, Harper's Ferry.

Boat _____, building stone, to Gotlieb Appich.

Boats Gen. Mercer and George Waters, coal to Alleghany Mining Co.

Departed.

Boat J. Snively, Otho Baker, Three Brothers, Reporter, Red Fox, John Beall, Eliza Wolf, James Terrill, Georgiana Darrow, N. J. Berston, Sarah Ann, Cumberland, Magnum, Albany, Star of Hancock and George Henderson, Cumberland. Boat Neptune, guano, laths and shingles, for Harper's Ferry.

Boat A. W. Eastlack, Cumberland, by Alleghany Mining Co.

ES, Thu. 8/24/54, p. 3. **Georgetown**

Correspondence. - We learn from persons who have passed over the entire line of our canal, that the whole of it is in excellent order, and better calculated to resist the force of a heavy freshet than it has ever been heretofore. Owing, however, to the drought, some portions of it lack a sufficient quantity of water to admit of any business of moment being done upon it. This difficulty must soon cease to exist. The fall rains, we hope, will shortly furnish a full supply of water, when an unusually heavy trade in flour, grain, coal, wood, &c., is anticipated.

AG, Thu. 8/24/54, p. 2. **Chesapeake and Ohio Canal.** - We understand that this work is now in a good condition throughout its entire length, and is better prepared to resist a flood than at any former period. We speak of a flood, because,

after an extraordinary drought which has affected all the tributaries of the Potomac for months past, there must, according to the predictions of the weather-wise, be ere long a sudden "opening of the Heavens," such as was experienced in April, 1852. Some of our "old folks" speak of a memorable outpouring in August, 1816, an era to be remembered in Baltimore as well as elsewhere, when bridges of many years' standing were swept away like weeds. Very little business can be done on the canal at present; but upon the first supply of water, we may expect numerous boats with coal, flour, corn and other articles of value. — *Nat. Int.*

Ibid, p. 4. **CANAL COMMERCE**

Arrived, August 23.

Boats Louisa, Wm. Elder, I. Long, E. J. Neale, H. H. Casey and E. A. Cook, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Superior, Cumberland, coal to Borden Mining Co.

Boat Gen. Mercer, Cumberland, coal to Alleghany Mining Co.

Boat Julia Elgin, Harper's Ferry.

Departed.

Boats Emily Hoffman, Delaware, Charles Perry, Wild Kate, Buena Vista, J. G. Lynn, A. W.

Eastlack, Kate Bruce, Anna Marion, Louisa, William R. King and Bloodgood, Cumberland.

Boats Ann Caroline and General Mercer, Cumberland, by Alleghany Mining Co.

Sun, Fri. 8/25/54, p. 4. **Affairs in Allegany County.** - We copy the following item from the *Cumberland Telegraph*:

The Coal Trade - There were transported last week over the Cumberland Coal and Iron Co.'s road 8,772 tons; over the Mt. Savage road 6,381 tons; over the George's Creek road 2,994 tons; and over the Baltimore and Ohio road from the New Creek mines 764 tons. Total from the whole coal region for the week 18,911 09 tons and since the first of January last 385,735 04 tons, of which 284,054 17 tons were transported over the Baltimore and Ohio Railroad, and 101,168

tons descended the Chesapeake and Ohio Canal. During the past week also 53 boats descended the Canal, with 5,180 tons of coal, and 153 tons of coke.

Scarcity of Water - The canal is now "hard up" for a sufficient quantity of water, and unless we have a copious rain in a few days navigation must cease. This is much to be deplored, but hopes are still entertained that the excessive drought will not continue much longer. The Potomac and Wills' Creek were never known to be so low.

AG, Fri. 8/25/54, p. 3. **CANAL COMMERCE**

Arrived, August 24.

Boats Eldorado, Right Bower, Hail Columbia, J. A. Magruder, G. F. Kephart, Black Bear and Martin Hoffman, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Five Sisters and Emily Francis, Cumberland, coal to Borden Mining Co.

Boats George Waters, William J. Boothe and J. P. Groves, Cumberland, coal to Alleghany Mining Co.

Departed.

Boats Superior, Good Intent, Ann Caroline, I. Long, J. F. Saylor, William Elder, Martin Hoffman, Hail Columbia, E. A. Cook, E. J. Neale, H. H. Casey, Three Brothers and General Mercer, Cumberland.

Boats Ann Caroline, George Waters, William J. Boothe and J. P. Groves, Cumberland, by Alleghany Mining Co.

AG, Sat. 8/26/54, p. 2. **Coal Trade.**

For the week ending Saturday, 19th inst., 53 boats descended the Chesapeake and Ohio Canal laden with 5,180 07 tons of coal, and 152 06 tons of coke.

From the Frostburg region there were transported 15,153 tons. Over the George's Creek Coal and Iron Company's Railroad there were transported 2,994 06 tons. Over the Baltimore and Ohio Railroad from the New Creek Mines 764 04 tons.

Total from the whole coal region for the week 18,911 tons and since the 1st of January last 385,735 04 tons of which 284,053 17 tons were transported over the Baltimore and Ohio Railroad, and 101,168 tons descended the Chesapeake and Ohio Canal.

Ibid, p. 4. **CANAL COMMERCE**

Arrived, August 25.

Boats Osprey, Mary L. Rawdon, Right Bower, Lake Erie, Reindeer and E. W. Dunham, Cumberland, coal to Cumberland Coal and Iron Co.

Boat J. P. Grove, Cumberland, coal to Alleghany Mining Co.

Departed.

Boats Baltimore, Ellen Bell, Eldorado, Five Sisters, James Magruder, Emily Francis, Wm. J. Boothe, Mary L. Rawdon, Black Bear and G. F. Kephart, for Cumberland.

AG, Mon. 8/28/54, p. 2. A leak occurred in the Chesapeake and Ohio Canal, some seven miles below Cumberland, on Sunday week, and but for the promptitude of those in charge, serious consequences would have followed. The Superintendent repaired to the scene with all possible dispatch, and in a few hours had the breach repaired.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, August 26.

Boats Anna Woodward, A. Leiter, Yankee, Left Bower, Grey Fox and Hopewell, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Pioneer, Cumberland, coal to Borden Mining Co.

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

Boat Ann S. Borden, Cumberland, coal to Frostburg Coal Co.

Departed.

Boats Osprey, J. P. Grove, Lake Erie, Reindeer, E. W. Dunham and Archibald Cary, for Cumberland.

Boat Julia Elgin, guano, for Harper's Ferry.

AG, Tue. 8/29/54, p. 3. **CANAL COMMERCE**

Arrived, August 28.

Boats A. Carey and T. S. Iglehart, coal to Alleghany Mining Co.

Departed.

Boats A. Carey and T. S. Iglehart, Cumberland, by Alleghany Mining Co.

AG, Wed. 8/30/54, p. 3. **CANAL COMMERCE**

Arrived, August 29.

Boats Wolvington, C. F. Mudge, Rescue, Elk, Columbia, Miles Standish, C. T. Porterfield, C. H. Ohr, Freeman Rawdon, Mary R. Zimmerman, G. W. Riggs, B. M. Blocher and Joseph Eichelberger, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Canonicus and Metacomet, Cumberland, coal to Borden Mining Co.

Boats Martha and Hope, Cumberland, coal to Frostburg Coal Co.

Boat Thomas Jefferson, Harper's Ferry, limestone to Thomas W. Smith.

Departed.

Boats Right Bower, Left Bower, Pioneer, Yankee, Anna Woodward, A. Leiter, Ann S. Borden, Canonicus, Wolvington, Elk, C. H. Ohr, Freeman Rawdon, C. F. Mudge and Columbia, for Cumberland.

Boat Thomas Jefferson, for Harper's Ferry.

AG, Fri. 9/1/54, p. 3. **Maryland Coal Trade.**

For the week ending Saturday 26th ult., 40 boats descended the Chesapeake and Ohio Canal laden with 3,612 tons of coal, and 140 06 tons of coke.

During the same period there were transported over the Cumberland Coal and Iron Company's Railroad, 8,546 15 tons, and over the Mt. Savage Iron Company's Railroad 4,824 tons, making an aggregate from the Frostburg region for the week of 13,370 15 tons and for the season 281,604 14 tons. Over the George's Creek and Iron Company's Railroad there were transported 2k,889 18 tons. Over the Baltimore and Ohio Railroad from the New Creek Mines 658 08 tons.

Total from the Westernport region for this week 3,558 04 tons, and for the season 120,033 16 tons.

Total from the whole coal region for the week, 16,928 19 tons and since the 1st of January last 401,638 10 tons, of which 297,268 08 tons were transported over the Baltimore and Ohio Railroad, and 104,370 02 tons descended the Chesapeake and Ohio Canal. – *Cumb. Tel.*

AG, Sat. 9/2/54, p. 3. **CANAL COMMERCE**

Arrived, September 1.

Boat Eveline, Cumberland, coal to Borden Mining Co.

Departed.

Boat Eveline, Cumberland, by Borden Mining Co.

AG, Mon. 9/4/54, p. 2. The *Cumberland Journal* states that the Board of Public Works, in Maryland, have the power, at any general meeting, to remove the President and Directors of the Chesapeake and Ohio Canal, and appoint others in their stead.

AG, Tue. 9/5/54, p. 3. **CANAL COMMERCE**

Arrived, September 4.

Boat Massasoit, Cumberland, coal to Frostburg Coal Co.

Sun, Fri. 9/9/54, p. 2. **Navigation on the Canal.**

- The long continuance of the drought has at length caused a total cessation of the coal business on the canal. The interruption is a serious one and will prove a heavy burthen to boat owners and shippers generally. - Only 18 boats, with 1,551 tons of coal, descended during the week ending the 2nd instant. We are told that at dam No. 4 no less than forty boats were, in the middle of last week, tied up in slack water, there not being sufficient water to carry them through.

The Coal Trade. – For the week ending Saturday 2nd instant, 18 boats descended the Chesapeake and Ohio Canal loaded with 1,551 10 tons of coal.

During the same period there were transported over the Cumberland Coal and Iron Company's Railroad 6,689 07 tons, and over the Mt. Savage Iron Company's Railroad 5,617 tons, making an aggregate from the Frostburg region for the week of 12,306 07 and for the season 293,911 01 tons. Over the George's Creek Coal and Iron Company's Railroad there were transported 3,266 18 tons. The Baltimore and Ohio Railroad from the New Creek Mines 453 04 tons. Total from the Westernport region for the week 3,720 02 tons, and for the season 123,753 18 tons.

Total from the whole region for the week 16,026 06 tons and since the 1st of January 417,664 19 tons, of which 310,349 tons were transported over the Baltimore and Ohio Railroad, and 107,315 19 tons descended the Chesapeake and Ohio Canal. – *Cumb. Tel.*

ES, Sat. 9/9/54, p. 3. The almost entire suspension of business upon our Canal, in consequence of the drought, has quite a depressing effect upon business generally in our city. Spectator.

AG, Sat. 9/9/54, p. 4. **CANAL COMMERCE**

Arrived, September 8.

Boat Susan Baker, Cumberland, coal to Cumberland Coal and Iron Co.

Boat _____, building stone to G. Appich.

Boat _____, building stone to Orange and Alexandria Tail Road.

Departed.

Boat Massasoit, Cumberland, by Frostburg Coal Co.

AG, Tue. 9/12/54, p. 3. **CANAL COMMERCE**

Arrived, September 11.

Boats Eliza Wolf, Magnum, Dr. Grimes, Reporter, Red Fox and J. Snively, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Otho Baker, coal to Borden Mining Co.

Boat John G. Lynn, coal to Frostburg Coal Co.

AG, Wed. 9/13/54, p. 3. **CANAL COMMERCE**

Departed, September 12.

Boat Otho Baker, groceries, &c., from McVeigh & Chamberlain; boots, shoes, caps, &c., from Wells A. Harper & Co., for Shepherdstown, Va.

AG, Thu. 9/14/54, p. 4. **CANAL COMMERCE**

Arrived, September 13.

Boats American Flag and Ann Marie, coal to Alleghany Mining Co.

Departed, September 13.

Boats American Flag and Ann Marie, Cumberland, by Alleghany Mining Co.

AG, Fri. 9/15/54, p. 4. **CANAL COMMERCE**

Arrived, September 14.

Boats Grampus, Sarah Jane, Anzonetta, Gen. Cass, May Flower, L. Holbrook, T. B. Thurston, J. Boyce, Wm. B. Clarke, J. L. W. Baker, Mary R. Hale, L. M. Smith, Thomas Silver, Wm. Baird and T. B. Petrie, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Five Brothers, Henry May, J. G. Stone and C. B. Tisdale, Cumberland, coal to Borden Mining Co.

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

Boats John Beall, J. Fitzpatrick, Advance, Cock Robin and A. C. Green, Cumberland, coal to Frostburg Coal Co.

Boat Abraham Leiter, Williamsport.

Boat H. K. Lambell, Harper's Ferry.

Boat Thomas Jefferson, Harper's Ferry, limestone, to Thomas Smith.

Departed.

Boats J. G. Lynn, Five Brothers, Reporter, Superior, J. Snively, Magnum, Eliza Wolf, Dr. Grimes, Red Fox, Grampus, Anzonetta, Sarah Janes, Gen. Cass, Henry May, J. Fitzpatrick, L. Holbrook, May Flower, T. B. Thurston, C. B. Tisdale, J. L. W. Baker, Cock Robin and Mary R. Hale, Cumberland.

Boat A. Leiter, salt and guano, Williamsport.

Boat H. K. Lambell, salt, plaster, shingles, guano and sundries, for Harper's Ferry, &c.

AG, Sat. 9/16/54, p. 2. **News of the Day.**

The special committee appointed to consider the application of the Baltimore and Ohio Rail Road Company, for the privilege of using water from the Chesapeake and Ohio Canal, will, the *Cumberland Journal* thinks, report adversely.

ES, Mon. 9/18/54, p. 3. **Georgetown**

Correspondence. - As yet there has been no arrivals of boats by canal, except a few from points near Georgetown. The delay we learn is caused by a *deficiency of water on some of the upper levels.*

ES, Fri. 9/15/54, p. 3. **Georgetown**

Correspondence. - We were visited yesterday with one of the most drenching rains we have had for many months. For some four or five hours, it poured down in perfect torrents, completely deluging us. After the rain ceased, the sun came out bright and warm, and this morning the surrounding country seems to be rejoicing over the general refreshing. As this rain seems to have been general, we doubt not it will have other good effects than simply the watering of the parched earth and withered vegetation. We think it will so far increase the quantity of water in our canal, as to enable the navigation to be resumed, and thus allow a vast quantity of produce to find its way to market.

AG, Mon. 9/18/54, p. 4. **CANAL COMMERCE**

Arrived, September 16.

Boat David Shriver, Cumberland, coal to Cumberland Coal and Iron Co.

Boat J. F. Wheatley, for Harper's Ferry.

Departed.

Boats L. M. Smith, A. C. Green, Advance, Thomas Silver, T. B. Petrie, J. M. Clayton, John Beall and Wm. Baird, for Cumberland.

Boat Thomas Jefferson, for Harper's Ferry.

Boat J. F. Wheatley, plaster and palings for Harper's Ferry.

Boat Augusta, groceries from McVeigh & Chamberlain, for Clear Spring and Hancock, Md., and Elysian Mills, Pa.

Sun, Fri. 9/22/54, p. 1. **Affairs in Allegany County.** - The Cumberland *Telegraph* states that the canal is sadly in want of water, only two boats, with 212 tons of coal, having descended last week. The *Telegraph* has also the following item:

The Coal Trade. - During last week, there were received over the Cumberland Coal and Iron Co.'s road 4,971 tons of coal; over the Mt. Savage road 4,917 tons; and over the Georg's Creek road 3,469 tons, making for the week 13,358 tons and for the season 444,350, of which 335,129 tons were transported over the Baltimore and Ohio Railroad, and 109,220 tons descended the Chesapeake and Ohio Canal.

AG, Fri. 9/22/54, p. 4. **CANAL COMMERCE**

Arrived, September 21.

Boats T. B. Thurston and Col. Young, Cumberland, coal to Cumberland Coal and Iron Co.

Departed.

Boats T. B. Thurston and Col. Young, Cumberland, by Cumberland Coal and Iron Co. Boat Neptune, notions from Tiffey, Purcell & Co., tobacco and cigars from George R. Coffroth, to Leesburg, Loudoun Co., Va.

AG, Sat. 9/23/54, p. 2. The Chesapeake and Ohio Canal is sadly in want of water, only two boats, with 212 tons of coal, having descended last week.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, September 22.

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

Departed.

Boat Niagara, groceries, &c., from McVeigh & Chamberlain; boots, shoes, caps, &c., from Wells A. Harper & Co.; queensware from Turner & Dowell; notions from Harper & McVeigh; hardware from John T. Creighton & Co.; and drugs from Peel & Stevens, for Strasburg and Harrison, Va.

Boat J. F. Saylor, Cumberland, by Borden Mining Co.

Sun, Mon. 9/25/54, p. 4. *Georgetown, D. C.* Since the 21st, twenty-one boats have arrived by canal, all loaded with coal - a few with flour, grain, &c.

AG, Mon. 9/25/54, p. 4. **CANAL COMMERCE**

Arrived, September 23.

Boats J. K. Polk, R. G. Violett and Reindeer, Cumberland, coal to Cumberland Coal & Iron Co. Boat Anna Marion, Cumberland, coal to Borden Mining Co.

Boats Gen. Mercer and Archibald Cary, Cumberland, coal to Alleghany Coal Co.

Boat Five Sisters, Cumberland, coal to Frostburg Coal Co.

Boats Gen. Cass, Neptune, Union, Niagara and R. H. Thomas, Harper's Ferry.

Departed.

Boats J. K. Polk and Gen. Mercer, Cumberland.

Boat Gen. Cass, guano, for Harper's Ferry.

Boat Union, guano and plaster, for Harper's Ferry

Boat Neptune, guano, salt and shingles, for Harper's Ferry.

AG, Tue. 9/26/54, p. 4. **CANAL COMMERCE**

Arrived, September 25.

Boats Wm. J. Boothe, Wm. Fowle and A. W.

Eastlack, coal to Alleghany Mining Co.

Departed.

Boat A. W. Eastlack, Cumberland, by Alleghany Mining Co.

Boat Francis, groceries from Bayne, Buckner & Co., for Harrisonburg and Winchester, and groceries from Fleming & Douglass, for Charlestown and Harper's Ferry.

Boat Zion, drugs, paints, oils, &c., from John Leadbeater for Williamsport, Md.

ES, Wed. 9/27/54, p. 3. **Georgetown, D. C.**

A breach has occurred on the Alexandria Canal, which has caused a suspension of navigation upon it. Several boats which have

arrived from Cumberland with coal, had to take the river route.

AG, Thu. 9/28/54, p. 3. **CANAL COMMERCE**
Departed.

Boat K. H. Lambell, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., queensware from R. H. Miller, dry goods from Bryan, Adams & Co., and hardware from English, Castleman & Co., for Leesburg, Va.

AG, Fri. 9/29/54, p. 2. **News of the Day.**

An adjourned general meeting of the Stockholders of the Chesapeake and Ohio Canal Company, will be held at the office of the Company, (City Hall,) in Washington, on Thursday, the 5th day of October next, at 12 o'clock, M.

Sun, Sat. 9/30/54, p. 4. **Washington.**

Notwithstanding the interruption to business on the canal, and the incessant heat of summer, more vessels have arrived at, and departed from here, than during any season for many years. Besides the regular business at the wharves, the coal trade at Easby's Point has been quite active and promises a rapid increase, affording employment to many industrious hands.

ES, Tue. 10/3/54, p. 3. **Georgetown Correspondence.** - Business upon our canal during the last day or two has looked rather more encouraging. A considerable number of boats have arrived from Cumberland and other points along the line, with coal, flour, wood, &c. We learn from persons who have just returned from Cumberland, that bilious and ague and fever prevails to a fearful extent at several points on the line of the canal.

Friend Shoemaker, our old and popular flour inspector, reports to the Clerk of the Corporation the following inspections for the quarter ending September 20th: Whole bbls. wheat flour, 63,217; half do. 2,173. This is rather a

small quarter's work, owing mainly to the fact that most of the time our Canal has lacked a full supply of water - still it sounds much better than 3,000 bbls., as has been heretofore reported by the correspondent of the Baltimore Sun.

AG, Tue. 10/3/54, p. 3. **CANAL COMMERCE**
Arrived, October 2.

Boats William Fowle, William G. Boothe, Charles Williams, T. S. Iglehart and George Waters, Cumberland, coal to Alleghany Mining Co.

Departed, October 5.

Boat J. F. Wheatley, groceries from Fleming & Douglass, for Charlestown, Jefferson County, and Bridgewater, Rockingham County, Va.
Boats William Fowle and William G. Boothe, Cumberland, by Alleghany Mining Co.

AG, Thu. 10/5/54, p. 3. **CANAL COMMERCE**
Departed, October 4.

Boat Eastlack, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Clearspring and Hancock, Md.
Boat Bloodgood, groceries, &c., from McVeigh and Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., for Old Town, Md.

ES, Fri., 10/6/54, p. 3. In consequence of the death, on last Sunday, of Captain Purcell, of the canal steamer *Congress*, the packet line between our city and Harper's Ferry has been discontinued, and the steamer, we understand, is to be sold. We hope she will fall into enterprising hands, as a good daily or tri-weekly line would be a great accommodation, and we believe would be a profitable investment.

AG, Sat. 10/7/54, p. 2. **Coal Trade.**

The Cumberland *Telegraph* has the following: The total amount of coal transported from the whole coal region, for the week ending 30th September, is 13,224 07 tons, and since the 1st of January last 472,882 01 tons, of which 359,605 06 tons were transported over the Baltimore and Ohio Railroad, and 113,176 15 tons descended

the Chesapeake and Ohio Canal. In consequence of a reduction of coastwise freight, the demand for Cumberland coal in Baltimore has increased. Large sales have been made at former prices. Operations in the mining region still continue somewhat contracted by the absence of a sufficient quantity of water in the canal. All that can be forwarded over the railroad is mined, and that is scarcely sufficient, we are informed, to fill contracts entered into by the companies during last spring.

AG, Wed. 10/11/54, p. 2. A break has occurred on the Chesapeake and Ohio Canal, near the Point of Rocks, which will interrupt navigation for a few days.

AG, Sat. 10/14/54, p. 3. **Coal Trade.** For the week ending on the 7th there were transported from the whole coal region 13,767 05 tons, and since the first of January last, 486,043 15 tons, of which 373,933 10 tons were transported over the Baltimore and Ohio Railroad, and 113,110 05 tons descended the Chesapeake and Ohio Canal. The following statement will be found interesting as giving some idea of the rapid increase of the trade since 1842. In that year we sent to market 1,708 tons; in 1843, 10,082; in 1844, 24,890; in 1845, 24,553; in 1846, 29,765; in 1847, 52,940; in 1848, 79,571; in 1849, 142,449; in 1850, 196,848; in 1851, 257,679; in 1852, 334,178; in 1853, 533,980; and up to October 1854, 486,043. For 1854, there were two serious drawbacks – the strike amongst the miners, which continued for three months, and the excessive drought, causing almost a total suspension of shipments over the canal for the last six months. The trade, however, will exhibit a very large increase over that of last year. – *Cum. Tel.*

AG, Mon. 10/16/54, p. 2. The Cumberland *Miners' Journal* says: - "At the present time the superintendent of the Chesapeake and Ohio Canal is engaged in acquiring a level of water. In a few days navigation will be resumed." The

Williamsport *Journal* says that the boats that have been lying there for some time, have started for Cumberland.

AG, Fri. 10/20/54, p. 3. **Coal Trade.** For the week ending Saturday the 14th, 23 boats descended the Chesapeake and Ohio Canal, carrying 1,843 04 tons of coal.

During the same period there were transported over the railroad of the Cumberland Coal and Iron Company 5,200 01 tons, and over the railroad of the Mt. Savage Iron Company 4,541 tons, making an aggregate from the Frostburg region for the week of 9,741 01 tons, and for the season 354,432 19 tons.

Over the George's Creek Coal and Iron Company's Railroad there were transported 3,827 18 tons. Total from Westernport region for the week 3,826 17 tons, and for the season 145,179 14 tons.

Total for the whole coal region for the week 13,368 18 tons, and since the first of January last, 499,612 13 tons, of which 384,786 17 tons were transported over the Baltimore and Ohio Railroad and 114,825 16 tons descended the Chesapeake and Ohio Canal. – *Cumb. Tel.*

AG, Sat. 10/21/54, p. 2. **News of the Day.** The recent rains have raised the waters in the streams considerably, and navigation on the Chesapeake and Ohio Canal has been resumed. In a short period, we may expect to see great activity restored in the coal business.

Ibid. p. 3. **CANAL COMMERCE**

Arrived, October 20.

Boats Gen. Mercer and A. Carey, coal to Alleghany Mining Co.

Departed, October 20.

Boats Gen. Mercer and A. Carey, Cumberland, by Alleghany Mining Co.

AG, Wed. 10/25/54, p 4 **CANAL COMMERCE**
Departed, October 24.

Boat Bleakman, groceries, &c., from McVeigh and Chamberlain, boots, shoes, hats, caps, &c.,

from Wells A. Harper & Co., hardware, from English, Castleman & Co., dry goods, from Bryan, Adams & Co., queensware, from Turner & Dowell, and notions from Harper & McVeigh, for Hancock, Md.

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

AG, Fri. 10/27/54, p. 3. **Coal Trade.**

For the week ending Saturday the 21st October, 68 boats descended the Chesapeake and Ohio Canal, carrying 6,533 17 tons of coal, and 224 05 tons of coke.

During the same period, there were transported over the railroad of the Cumberland Coal and Iron Company 8.175 10 tons, and over the railroad of the Mt. Savage Iron Company 5,960 tons, making an aggregate from the Frostburg region for the week of 14,135 10 tons, and for the season 368,436 08 tons.

Over the George's Creek Coal and Iron Company's railroad there were transported 4,252 15 tons, and over the Baltimore and Ohio Railroad from the mines of the New Creek Company 57 11 tons. Total from Westernport region for the week 4,310 06 tons, and for the season 149,490 tons.

Total from the whole coal region for the week 18,445 16 tons and since the first of January last, 517,926 08 tons, of which 397,683 03 tons were transported over the Baltimore and Ohio Railroad and 120,243 05 tons descended the Chesapeake and Ohio Canal. – *Cum. Tel.*

AG, Sat. 10/28/54, p. 2. **Chesapeake and Ohio Canal** – The Canal is now in navigable order, and boats are traversing its course continually.

The trade is looking up, and if freezing weather does not set in too early, our boatmen and others interested, may yet have a tolerable season. We hope such may be the case, as they truly had rather a hard time of it this season. Their case has been “all going out, and nothing

coming in.” Rather a bad state of affairs, when everything necessary commands such high process! – *Williamsport Banner.*

Ibid, p. 3. **CANAL COMMERCE**

Arrived, October 27.

Boats J. F. Saylor, John G. Stone, Westmoreland, Metacomet, John G. Lynn, Five Sisters and Superior, Cumberland, coal to Borden Mining Co.

Boats T. S. Iglehart, Charles Williams, Wm. Fowle and George Waters, Cumberland, coal to Alleghany Mining Co.

Departed, October 27.

Boats J. F. Saylor, John G. Stone, Westmoreland, Metacomet and John G. Lynn, Cumberland, by Borden Mining Co.

Boats T. S. Iglehart, Charles Williams and William Fowle, Cumberland, by Alleghany Mining Co.

AG, Tue. 10/31/54, p. 3. **CANAL COMMERCE**

Arrived, October 30.

Boats Mount Vernon and Wm. J. Boothe, coal to Alleghany Mining Co.

Departed, October 30.

Boats Mount Vernon and Wm. J. Boothe, for Cumberland, by Alleghany Mining Co.

AG, Wed. 11/1/54, p. 3. **News of the Day.**

An adjourned general meeting of the Stockholders of the Chesapeake and Ohio Canal Company, will be held at the office of the Company, (Washington,) on Thursday, the 2nd day of November next, at 12 o'clock, M.

Sun, Thu. 11/2/54, p. 4. **Georgetown, D. C.**

The canal trade to Georgetown is now quite brisk; since Saturday forty-one boats have arrived, 26 from Cumberland with coal - the remainder from various points on the route, laden with flour, wheat, hay, wood, iron, &c., &c.

Sun, Fri. 11/3/54, p. 1. *More Business* - Since the late rains have raised the streams so as to enable boats to run on the canal, a new and vigorous

impetus has been given to mining operations. The last two weeks show a very large increase over the shipments of many weeks preceding. But for the long continuance of the drought this season but little less than a million of tons would have been sent to market. As it is the amount of shipments will probably reach near seven hundred thousand tons.

AG, Fri. 11/3/54, p. 2. **Coal Trade.**

For the week ending Saturday the 28th October, 54 boats descended the Chesapeake and Ohio Canal, carrying 5,015 05 tons of coal and 220 tons coke.

During the same period there were transported over the railroad of the Cumberland Coal Company, 8,067 16 tons, and over the railroad of the Mt. Savage Iron Company 6,420 tons making an aggregate from the Frostburg region for the week, of 14,487 16 tons, and for the season 382,845 13 tons.

Over the George's Creek Coal and Iron Company's Railroad there were transported 4,016 10 tons, and over the Baltimore and Ohio Railroad, from the mines of the New Creek Company, 81 15 tons. Total from Westernport region for the week 4,097 05 tons, and for the season 153,588 05 tons.

Total from the whole coal region for the week 18,586 01 tons, and since the 1st of January last 536,433 18 tons, of which 410,807 15 tons were transported over the Baltimore and Ohio railroad, and 125,626 03 tons descended the Chesapeake and Ohio Canal. – *Cumb. Telegraph*.

Sun, Sat. 11/4/54, p. 4. In my journey through the county, I had much opportunity of seeing its great and only thoroughfare - the Chesapeake and Ohio canal, and I was truly glad to find it not only in excellent repair, but, under the circumstances, in a most excellent navigable condition.

Notwithstanding the extraordinary drought, which has compelled an entire suspension of navigation upon a number of other works, this has remained in a condition to afford a draft of 3½ feet; and

boats are now busily plying between Cumberland and Georgetown, with loads ranging from 85 to 90 tons. This is not a very profitable business to boatmen, but with better freights than were paid last year, it will still pay more than expenses, and is much better than laying idle. While *they* are thus benefited, the *Company* is deriving considerable revenue, which would, otherwise, be entirely lost. In future, it is confidently hoped any scarcity of water will be avoided, even in the driest seasons, by the arrangements which are now making for the repair of dams No. 4 and 5. The Cumberland dam has heretofore supplied a distance with water too great for even its greatest powers of accumulation; but hereafter this supply will be aided by steam pumps at the South branch of the Potomac. The experiment made at dam No. 8 fully demonstrates the practicability of the plan. Everything along the line exhibits an amount of ability, vigilance and industry highly creditable to the officers now directing its affairs. Much of its present flattering condition is attributable to the employment of *practical* men in its management, and high hopes are beginning to influence its stockholders of better and more profitable times for this truly magnificent thoroughfare. Cosmopolite.

Sat. 11/4/54, p. 3. **Chesapeake and Ohio Canal Company.** - The stockholders of the Chesapeake and Ohio Canal Company met on Thursday last, and elected James A. Magruder, of Georgetown, District of Columbia, a Director of the company, to fill a vacancy occasioned by the death of Norman Bruce, of Cumberland, Maryland.

We are gratified also to state that the stockholders *rescinded* the order adopted at the meeting in June last, directing the removal of the office of the company to Cumberland. - *Intelligencer*.³

AG, Sat. 11/4/54, p. 3. **Alexandria Trade**
Trade between this Valley and Alexandria is fast returning to the relations occupied in former times, owing to the new facilities of intercourse.

³ *The Daily Globe*, Washington, D. C.

In the list of canal commerce for one day only, last week, we noticed groceries for this place and Wardensville. A merchant of one of the country towns informs us that he buys all his groceries and queensware in Alexandria. — *Winchester Rep.*

Rail Road Extension.

The Stockholders of the Winchester and Potomac Railroad are too intimately associated with the prosperity of Winchester and its neighborhood to desire the Strasburg extension simply for the purpose of transferring the road, afterwards, to a foreign corporation, with the prospective result of an unjust and ruinous discrimination against this place in a tariff of rates.

The sale of the Road to the Baltimore and Ohio Company might, perhaps, be a profitable extension to the largest holders of stock, but the idea is hardly to be credited that the town and public generally would countenance any movement that would yield the power of regulating the charges from Strasburg, so as to pass every thing through our town, as the case would certainly be if our road was owned by any company other than our own. The policy of our company would unquestionably be to force trade and travel *to* this town, whilst the policy of any other company would be to force it *through*. — *Winchester Rep.*

AG, Mon. 11/6/54, p. 3. The Stockholders of the Chesapeake and Ohio Canal Company have rescinded the order adopted by the meeting in June last, directing the removal of the office of the company to Cumberland.

AG, Thu. 11/9/54, p. 3. **CANAL COMMERCE**
Departed,
Boats Isaac Motter and J. H. Davis, Cumberland, by Alleghany Mining Co.

Sun, Fri. 11/10/54, p. 1. **Affairs in Allegany County.** - We learn from the Cumberland *Telegraph* that a large number of canal boats are now loading coal for Alexandria, and that last week 53 boats descended the canal with 5,224 14

tons of coal, and 163 06 tons of coke. The *Telegraph* has also the following item:

Maryland Coal Trade. - During the past week, 8,051 04 tons of coal were transported over the road of the Cumberland Coal Company; 6,942 over the Mt. Savage road; 3,474 09 over the George's Creek road; 36 06 tons from the New Creek mines. Total from the whole coal region for the week, 18,503 19 tons, and since the first of January last, 554,906 17 tons, of which 423,652 tons were transported over the Baltimore and Ohio Railroad, and 131,254 17 tons descended the Chesapeake and Ohio Canal.

Indian Remains. - Some of the employees on the Chesapeake and Ohio Canal, whilst engaged in excavating an embankment near Harness' Bottom, dug up from beneath a bed of boulders the remains of two human beings, supposed from various causes to have been those of Indians. Some portions of the skeletons were still in a good state of preservation, particularly the skulls and thigh bones. These relics of a race now almost extinct are occasionally met within this county.

AG, Sat. 11/11/54, p. 4. **CANAL COMMERCE**
Arrived, November 10.

Boat Mount Vernon, Cumberland, coal to Alleghany Mining Co.

Departed, November 10.

Boat Mount Vernon, Cumberland, by Alleghany Mining Co.

AG, Mon. 11/13, p. 3. **CANAL COMMERCE**
Arrived, November 11.

Boats Five Brothers, J. G. Stone, J. F. Saylor, Westmoreland, Annawan, Helen Bruce, Emily Francis and Baltimore, Cumberland, coal to Borden Mining Co.

Departed, November 11.

Boats Five Brothers, J. G. Stone, J. F. Saylor and Westmoreland, Cumberland, by Borden Mining Co.

AG, Tue. 11/14/54, p. 4. **CANAL COMMERCE**
Arrived, November 13.

Boats John G. Lynn and Superior, Cumberland, coal to Borden Mining Co.

Departed, November 13.

Boats Emily Francis, Helen Bruce and Annawan, Cumberland, by Borden Mining Co.

Sun, Fri. 11/17/54, p. 1. **Affairs in Allegany County.** – The Cumberland (Md.) *Telegraph* states that the weather in that region is quite cold, and on Tuesday snow to the depth of two inches fell on the mountains. There was a fine rain a few days ago, and all the streams are now flush. The canal is now doing an active business, which will probably continue to the end of the season. The *Telegraph* has also the following items:

Maryland Coal Trade. – During the past week there were transported over the Mount Savage road 6,524 tons of coal; over the George's Creek road, 3,878 tons; and from the New York company's mines 118 tons. No report from the Cumberland Coal and Iron Company's road. Total from the whole coal region for the week 10,518 tons, and, since the first of January last, 565,758 tons, of which 432,081 tons were transported over the Baltimore and Ohio Railroad, and 133,677 tons descended the Chesapeake and Ohio Canal. Last week 65 boats descended the Canal, with 6,367 tons of coal and 157 tons of coke.

Slide in the Canal. – A slide occurred in the canal below the tunnel, on Tuesday evening, which it was supposed would suspend navigation for 24 hours. One very large rock has fallen in, and the water will have to be partially drawn off so as to enable the hands to blast it.

Ibid, p. 4. *Georgetown, D. C., Thursday Afternoon.* - The Chesapeake and Ohio canal is now in order, and the increasing number of arrivals thereby have the effect to enliven this town and augment the amount of business.

AG, Fri. 11/17/54, p. 3. **CANAL COMMERCE**
Arrived, November 16.

Boat Mountaineer, Cumberland, coal to Borden Mining Co.

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

Departed, November 16.

Boats Ann Caroline and Augusta, Cumberland, by Alleghany Mining Co.

Boats Five Sisters and Mountaineer, Cumberland, by Borden Mining Co.

AG, Sat. 11/18/54, p. 2. **Coal Trade.**

During the past week there were transported over the Mount Savage road, 6,524 tons of coal; over the George's Creek road, 3,878 tons, and from the New Creek company's mines 118 tons. No report from the Cumberland Coal and Iron Company's road. Total from the whole coal region for the week, 10,518 tons, and, since the 1st of January last, 565,758 tons, of which 432,081 tons were transported over the Baltimore and Ohio Railroad and 133,677 tons descended the Chesapeake and Ohio Canal. Last week 63 boats descended the Canal, with 6,367 tons of coal and 157 tons of coke. – *Cumb. Tel.*

AG, Tue. 11/14/54, p. 3. The Washington correspondent of the Baltimore *Sun* says: "The impression strengthens with every day's experience, that if the Government and Maryland would relinquish their claims on the Chesapeake and Ohio Canal, and let it pass into the hands of a private company, purchasers could be readily obtained who would, by a feeder, turn the South branch of the Potomac into the Canal, and instead of thirty or forty arrivals per week, with sometimes less, we would be cheered with upwards of one hundred cargoes of coal and produce per day."

Mon., 11/20/54, p. 3. **Local News. - Arrest of Counterfeiters.** - Last night a man called at the apothecary store of Mr. Schwartz, on Pennsylvania avenue, and, having purchased some small articles, paid for them with a spurious five dollar note, and received about four dollars in change. A few moments after, he attempted the same thing at the apothecary store of Mr. W. H. Gilman, but Mr. Dyson, the clerk, detected the

character of the note, and caused the arrest of the man, by Messrs. Bell and King, of the Auxiliary Guard, and also of a confederate whom he found lurking on the street, in the vicinity. This morning both the prisoners were committed by Captain Burch for trial before the criminal court. They proved to be Charles O'Donnell, master, and Samuel James, a "hand," belonging to the canal boat *J. G. Stone*. They are young men. The notes purport to be the issue of the Merchants' Bank, at Lynchburg, Virginia. We have not had an opportunity to inspect them.⁴

Sun, Mon. 11/20/54, p. 1. **Affairs in Washington County.** - We copy the following from the Hagerstown News:

Canal Bridge. - The building of a bridge across the Chesapeake and Ohio Canal, so long held in contemplation, and so long needed has at last been commenced.

AG, Tue. 11/21/54, p. 4. **CANAL COMMERCE**
Arrived, November 20.

Boats Henry May, Massasoit and E. E. Voorhees, Cumberland, coal to Borden Mining Co.

Departed, November 20.

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

AG, Thu. 11/23/54, p. 4. **CANAL COMMERCE**
Arrived, November 22.

Boats Eastlack and Gen. Mercer, Cumberland, coal to Alleghany Mining Co.

Departed, November 22.

Boats Eastlack and Gen. Mercer, Cumberland, by Alleghany Mining Co.

Sun, Sat. 11/25/54, p. 1. **Affairs in Allegany County.** - The Cumberland (Md.) *Telegraph* states that the canal is now in fine navigable order, and that the mountains west of that place are wrapped in a mantle of snow. The *Telegraph* has also the following item:

Maryland Coal Trade - During last week there were transported over the Cumberland Coal

Company's road 8,766 12 tons of coal; over the Mt. Savage road 6,689 tons; and over the George's Creek road 3,413 17 tons. Total from the whole coal region for the week, 18,869 09 tons, and since the first January last, 588,291 10 tons, of which 445,216 16 tons were transported over the Baltimore and Ohio Railroad and 143,074 14 tons descended the Chesapeake and Ohio Canal. During the week, 52 boats descended the canal with 5,317 17 tons of coal and 127 09 tons of coke.

AG, Sat. 11/25/54, p. 2. The recent rains have furnished the Chesapeake and Ohio Canal with an abundance of water, and boats meet with no interruption. The canal is represented to be in excellent order throughout its entire length, as is proven by the activity of the coal trade at this time. With the increased price of freights, boatmen are making money.

Ibid, p. 4. **CANAL COMMERCE**

Arrived, November 24.

Boats Baltimore and A. S. Borden, Cumberland, coal to Borden Mining Co.

AG, Tue. 11/28/54, p. 3. **CANAL COMMERCE**
Arrived, November 27.

Boats Wm. Albert, C. B. Tisdale and Canonicus, Cumberland, coal to Borden Mining Co.

Boats A. Carey, T. S. Iglehart, J. H. Davis and Isaac Motter, Cumberland, coal to Alleghany Mining Co.

Departed, November 27.

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

Sun, Fri. 12/1/54, p. 2. **Affairs in Allegany County.** - The Cumberland *Telegraph* states that the canal is still in fine condition, and that during the present year 1,491 boats have descended to Georgetown and Alexandria, including 64 with 6,713 tons of coal last week. The *Telegraph* has also the following item:

⁴ *Daily Globe*, Washington, D. C.

Maryland Coal Trade. - Last week the Cumberland Company's road brought down 8,434 17 tons of coal; the Mount Savage road 5,606 tons; and the George's Creek road 3,801 15 tons. Total from the whole coal region for the week 17,841 12 tons, and since the first of January last 605,563 12 tons, of which 456,243 07 tons were transported over the Baltimore and Ohio Railroad, and 149,320 05 tons descended the Chesapeake and Ohio Canal.

AG, Sat. 12/2/54, p. 2. The Chesapeake and Ohio Canal still continues in good navigable order throughout its entire length. For the current year 1,491 boats, loaded with coal, have descended to Georgetown and Alexandria.

Sun, Fri. 12/8/54, p. 2. **Affairs in Allegany County.** - We copy the following from the *Cumberland Telegraph*:

Froze Up. - The weather for a few days has been so intensely cold that the canal has been frozen up, and in all probability an end put to navigation for the season. The snow on the ground fell to the depth of five inches.

Maryland Coal Trade. - For the week ending on Saturday last, 53 boats descended the Chesapeake and Ohio Canal, carrying 5,860 14 tons of coal. - During the same period there were transported over the Cumberland Coal and Iron Company's railroad 8,733 01 tons; over the Mt. Savage Iron Company's railroad 5,041 tons; and over the George's Creek road 3,569 08 tons. Total from the whole coal region for the week, 17,345 09 tons; and since the first of January last, 622,999 01 tons; of which 467,702 10 tons were transported over the Baltimore and Ohio railroad, and 155,206 11 tons descended the Chesapeake and Ohio Canal.

AG, Thu. 12/14/54, p. 2. Notice is given to the holders of that class of debts of the Chesapeake and Ohio Canal Company, which stand deferred to the mortgages heretofore given to the State of Maryland, commonly known as "scrip, bonds issued for scrip, bonds and acceptances to

creditors, balances due to contractors," &c., that the President and Directors have authorized the consolidation and conversion of said claims, where the holders may desire it, into a registered debt and interest of said Company; for which certificates will be issued on presentation and delivery of the evidences of such debts at the office of the Company on and after the 1st day of January next. The interest accrued on said claims will be computed to the 1st of January, 1855, and embraced in the certificates issued; from which date the principal sum only of said certificate will bear interest.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, December 13.

Boat J. Fitzpatrick, Cumberland, coal to Borden Mining Co.

Departed, December 13.

Boat J. Fitzpatrick, Cumberland, by Borden Mining Co.

Sun, Fri. 12/15/54, p. 2. **Affairs in Allegany County.** - We copy the following items from the *Cumberland Telegraph*:

The Canal. - The water is to be drawn off the canal about the first of January, to enable the superintendent of this division to make repairs at the tunnel. At that point navigation has been a good deal obstructed by slides of rocks during the past season. These are to be removed. The canal continues tightly frozen up. The ice on it is about six inches thick, and without any prospect of growing less. There are about twenty boats, some of them loaded with coal, blocked up in the ice between this port and dam No. 6.

The Coal Trade. - During the week ending the 9th instant there were transported over the Cumberland Coal and Iron Company's Railroad 4,582 tons; over the Mount Savage Iron Company's Railroad 2,220 tons; and over the George's Creek 3,175 tons. Total for the whole coal region for the week 9,977 11 tons, and, since the first of January last, 632,244 01 tons, of which 481,971 18 tons were transported over the

Baltimore and Ohio Railroad, and 150,272 04 tons descended the Chesapeake and Ohio Canal.

Sun, Fri. 12/22/54, p. 1. **Affairs in Allegany County.** - We copy the following from the *Cumberland Telegraph*:

The Coal Trade. - During the week ending the 16th instant, there were transported over the Cumberland Coal and Iron Company's Railroad 3,135 15 tons; over the Mount Savage Iron Company's Railroad 2,082 tons; and over the George's Creek road 2,942 tons. Total from the whole coal region for the week 8,159 tons, and since the first of January last 640,334 tons, of which 490,131 tons were transported over the Baltimore and Ohio Railroad, and 150,233 tons descended the Chesapeake and Ohio Canal.

AG, Mon. 12/25/54, p. 3. There is a work which part of the people of Maryland are endeavoring to have constructed, known under its charter as the Chesapeake and Potomac Canal, to connect in the District with the Chesapeake and Ohio Canal, and from thence across by the Patuxent River to the Chesapeake Bay – the whole distance about twenty-four miles.

Sun, Sat. 12/30/54, p. 1. **Affairs in Allegany County.** - We copy the following from the *Cumberland Miners' Journal* of yesterday:

The Canal. - The navigation of the Chesapeake and Ohio canal is now closed by ice. The board have determined to purchase at once engines and pumps to be erected at this point, for the purpose of feeding the canal at any season from a reservoir in the Potomac with an abundant supply of water. It is also the intention of the board, as soon as their measures for keeping up a constant supply of water during the dry season of the year are consummated, to provide the means also of keeping open the navigation during the winter.