

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
A CUMBERLAND NEWSPAPER
&
THE SUN
A BALTIMORE NEWSPAPER
1854

Compiled by
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Revised SEPTEMBER 2015

A. PREFACE

In this compilation, articles were transcribed from *The Alleganian*, a Cumberland newspaper and *The Sun*, a Baltimore newspaper (the latter are identified by *Sun* 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 newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD. I did not include the newspaper editorials because those were opinion pieces. The research continues because the reader may yet find a missing date.

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

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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Revised September 2015
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Canal Trade 1854

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, 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.

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, 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.

Wed. 2/1/54, p. 2. **Chesapeake and Ohio Canal Company.** - A bill is before the Maryland House of Delegates for the relief of the creditors of this company. It 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 per cent 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 Dec. 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.

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.

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.

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. Thruston, 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.

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.¹

¹ *Evening Star*, Washington, D. C.

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.

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 \$8.50.²

Sun, Sat. 3/11/54, p. 4. *Georgetown, D. C., Friday Afternoon.* - Arrived by canal, boats John P. Smart, 31 miles, flour, &c.; Mercersville, from Mercersville, 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.

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

The canal trade is daily increasing in interest. Since my yesterday's report we

² *Evening Star*, Washington, D. C.

have six arrivals, as follows: Boat Seneca, from Seneca, with 1,000 bbls. flour. Abram Leighter, from Williamsport, Md., with flour, whiskey and clover seed. Isaac Long, Williamsport, flour. James F. Essex, Harper's Ferry, flour. Auzonetta, 77 miles, flour, and Chas. F. Mudge, Williamsport, 1,015 bbls. flour.

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.³

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

Canal Trade. - Barges Majors, 77 miles, flour and hay; R. 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.

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.

³ *Evening Star*, Washington, D. C.

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.

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.⁴

⁴ *Evening Star*, Washington, D. C.

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.⁵

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; R. H. Lambell, 31 miles, flour and wheat; Ida, 62 miles, flour and corn; Catoctin, 57 miles, flour and corn.

⁵ *Evening Star*, Washington, D. C.

Wed. 3/22/54, p. 2. The Chesapeake and Ohio Canal, the National Intelligencer says, was 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.⁶

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.⁷

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.

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.]⁸

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.⁹

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.

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.

⁶ *Richmond Dispatch*, Richmond, Virginia.

⁷ *Evening Star*, Washington, D. C.

⁸ *Evening Star*, Washington, D. C.

⁹ *Evening Star*, Washington, D. C.

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; R. H. Lambell, 31 miles, flour; James Fitzpatrick, Cumberland, lumber.

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.¹⁰

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.; J. F. Essex, 60 miles, flour.

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.¹¹

¹⁰ *Evening Star*, Washington, D. C.

¹¹ *Evening Star*, Washington, D. C.

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.

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; Addalantadde, 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.

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.¹²

Wed. 4/12/54, p. 3. **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 \$17,000.¹³

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.

Sun, Sat. 4/15/54, p. 2. North Branch Canal. - We learn from the Cumberland (Md.) Journal, that books are to be opened

¹² *Evening Star, Washington, D. C.*

¹³ *Evening Star, Washington, D. C.*

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; Atalantadda, 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; J. F. Essex, 60 miles, flour; Canonicus, Cumberland, coal. Your Cumberland readers will be gratified with a resumption of navigation through to Alexandria. Mercury.

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.¹⁴

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.

¹⁴ *Evening Star, Washington, D. C.*

Boston, do., do.; Hugh Smith, 69 miles, limestone.

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.

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 miles, 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 \$3,000.¹⁵

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: - T. 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; Auzonetta, Cumberland, coal; J. A. Magruder, Cumberland, coal; Saloma Clarke, 20 miles, wood; Octorara,

¹⁵ *Evening Star*, Washington, D. C.

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.

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

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.

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.

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.¹⁶

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

¹⁶ *Evening Star*, Washington, D. C.

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.

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.¹⁷

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.

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.

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.¹⁸

Sun, Tue. 5/9/54, p. 4. **Canal Office.** - Arrived, boats W. Wolvinton, Cumberland, coal; Lady of North Bend, 91 miles, wheat

and flour; Belle, 73 miles, flour and offal; E. J. Neal, Cumberland, coal. Mercury.

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.

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

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.¹⁹

Sun, Fri. 5/19/54, p. 1. **Affairs in Allegany County.** - We learn from the Cumberland Telegraph, that during the week ending the 13th inst., there cleared at that place 60 canal boats, with 6,354 tons of coal and 131 tons of coke. The quantity of coal brought from the mines, during the same time, was 20,803 tons, of which 14,154 were from the Frostburg, and 6,648 from the Westernport region.

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.

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

¹⁷ *Evening Star*, Washington, D. C.

¹⁸ *Evening Star*, Washington, D. C.

¹⁹ *Evening Star*, Washington, D. C.

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.

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.²⁰

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.

Ibid. p. 3. **Chesapeake and Ohio Canal.** - The break in the canal below the big tunnel was repaired on Saturday evening last, and that 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.²¹

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.

²⁰ *Evening Star*, Washington, D. C.

²¹ *Evening Star*, Washington, D. C.

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.

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.

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.

Mon. 6/12/54, p. 3. **Chesapeake and Ohio Canal.** - Number of arrivals of boats during the past week, sixty, principally from Cumberland; amount of tolls received \$3,500.²²

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 \$465,079.42.²³

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.²⁴

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.²⁵

The Drowning Place. - The spot at which young Mr. Phelps, of Upperville, Va., was drowned a day or two since, is known to

²² *Evening Star*, Washington, D. C.

²³ *Evening Star*, Washington, D. C.

²⁴ *Evening Star*, Washington, D. C.

²⁵ *Evening Star*, Washington, D. C.

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.²⁶

*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.

*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.

*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.

*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.

Sun, Sat. 7/1/54, 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.

²⁶ *Evening Star*, Washington, D. C.

*Sun, Fri. 7/21/54, p. 2. **Affairs in Allegany County.*** - The Cumberland Telegraph has the following items:

Maryland Coal Trade. - The shipments of coal by the Chesapeake and Ohio canal for the week ending July 15th, was 40,846 tons of coal, and 15,613 tons of coke in 41 boats. The canal is still in good navigable order, notwithstanding the excessive drought.

*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 40,846 tons of coal, and 15,613 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, 787,913 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 Llangolien mines, 1,616 tons.

Total from the whole region, for the week, 19,533 tons, and for the season, 299,088 tons.

*Mon. 7/24/54, p. 4. **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.*²⁷

Thu., 8/3/54, p. 3.²⁸

**STEAM PACKET LINE TO
HARPER'S FERRY.**

THE Canal Steamer "Congress" having been thoroughly repaired, and put in best rate 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.

BARNARD PURSEL, Capt.

jy 28—11m

[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.]

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.

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.

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.²⁹

²⁷ *Richmond Dispatch*, Richmond, Virginia.

²⁸ *Evening Star*, Washington, D. C.

²⁹ *Evening Star*, Washington, D. C.

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.

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.³⁰

Sun, Fri. 9/8/54, p. 4. **Affairs in Allegany County.** - We copy the following item from the Cumberland Telegraph:

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. - The amount of coal brought down last week was 16,026, and since the 1st of January 417,664 tons, of which 310,349 tons were transported over the Baltimore and Ohio Railroad, and

³⁰ *Evening Star*, Washington, D. C.

107,315 19 tons descended the Chesapeake and Ohio Canal.

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.³¹

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.*³²

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.³³

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.

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.

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.³⁴

Sun, Sat. 9/30/54, p. 4. **Washington.** Notwithstanding the interruption to business on the canal, and the incessant heat of summer, more vesels 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.

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.

³¹ *Evening Star*, Washington, D. C.

³² *Evening Star*, Washington, D. C.

³³ *Evening Star*, Washington, D. C.

³⁴ *Evening Star*, Washington, D. C.

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 sound much better than 3,000 bbls., as has been heretofore reported by the correspondent of the Baltimore Sun.³⁵

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.³⁶

Fri. 10/20/54, p. 3. The Cumberland (Maryland) Telegraph says:

The Canal. - The recent rains have raised the waters in the streams considerably, and navigation on the canal has been resumed. In a short period we may expect to see great activity restored to the coal business. During the past week 23 boats descended, with 1,843 tons of coal.

The Coal Trade. - During the past week 5,200 tons of coal were brought over the Cumberland Coal Company's road; 4,541 tons over the Mount Savage road; and 3,827 tons over the George's Creek road - total for the week, 13,368 tons, and for the season 499,612 tons; of which 384,786 tons were transported over the Baltimore and Ohio railroad, and 114,825 tons descended the Chesapeake and Ohio Canal.³⁷

³⁵ *Evening Star*, Washington, D. C.

³⁶ *Evening Star*, Washington, D. C.

³⁷ *The Daily Globe*, Washington, D. C.

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, 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.

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 tons of coal, and 163 tons of coke. The Telegraph has also the following item:

Maryland Coal Trade. - During the past week, 8,051 tons of coal were transported over the road of the Cumberland Coal Company; 6,942 over the Mt. Savage road; 3,474 over the George's Creek road; 36 tons from the New Creek mines. Total from the whole coal region for the week, 18,503 tons, and since the first of January last, 554,906 tons, of which 423,652 tons were transported over the Baltimore and Ohio Railroad, and 131,254 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 with in this county.

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.

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. H. 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.³⁸

Sun, Fri. 11/17/54, 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.

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.

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:

Maryland Coal Trade. - Last week the Cumberland Company's road brought down 8,434 tons of coal; the Mount Savage road 2,806 tons; and the George's Creek road 3,801 tons. Total from the whole coal region for the week 17,842 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.

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 8,041 tons; over the Mt. Savage Iron Company's railroad 5,041 tons; and over the George's Creek road 3,569 tons. Total from the whole coal region for the week, 19,345 tons; and since the first of January last, 622,900 tons; of which 467,902 tons were transported over the Baltimore and Ohio railroad, and 155,206 tons descended the Chesapeake and Ohio Canal.

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

³⁸ *Daily Globe*, Washington, D. C.

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.

*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.