

COMPILATION OF
CANAL TRADE ARTICLES FROM THE
DEMOCRATIC ALLEGANIAN
a Cumberland, Md. newspaper
and
THE BALTIMORE SUN
a Baltimore, Md. newspaper
and
DAILY UNION,
DAILY NATIONAL INTELLIGENCER,
EVENING STAR
and
STATES
four Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper.
1857

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Revision 1, AUGUST 2016
Revision 2, APRIL 2020
Revision 3, JULY 2022

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Democratic Allegian*, a weekly Cumberland newspaper, from *The Baltimore Sun*, a Baltimore newspaper, from the *Daily Union*, *Daily National Intelligencer*, *Evening Star* and *States*, four Washington, D. C. newspapers and the *Alexandria Gazette*, an Alexandria, Va., newspaper of the era. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. The Cumberland newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD, while the other newspapers were found on-line. Articles without a precedent are from the Cumberland newspaper, while articles from the *Baltimore Sun* newspaper are preceded by *Sun*, articles from the *Daily Union* are preceded by DU, articles from the *Daily National Intelligencer* are preceded by DNI, articles from the *Evening Star* are preceded by ES, articles from the *States* are preceded by *States*, and articles from the *Alexandria Gazette* are preceded by AG.

Other articles were found online and are footnoted.

In 1857, four freshets caused serious injury to Dam Nos. 4 and 5, seriously impeding navigation. The travail those freshets caused may be discerned from this compilation.

In 1857, this newspaper reported **Coal Trade** as the number of tons of coal each of several railroads brought to Cumberland; a distinction was made between that brought to the R. R. and that brought to the Canal. No information was found on how many boats carried how many tons for each of the several mining companies per week.

Articles from the *Daily Union* and the *Alexandria Gazette* form the basis of this revision 3. mostly from the *Alexandria Gazette*. There are some loooong articles which the reader may prefer to skip over.

Readers might get the impression that coal arriving at Georgetown or Alexandria was then transshipped to some ephemeral “northern city.” In this revision, I have included data showing where the sailing vessels carried the coal. For some unknown reason, in August, the *Alexandria Gazette* stopped publishing the arrival and departure of canal boats; but they did continue to publish the sailings of vessels with coal, so the reader still gains some idea of the outward-bound coal from Alexandria.

The reader may find the tabulated numbers do not always add up. Every effort was made to correctly transcribe the numbers, which were in a small font and difficult to read. Also remember to add in the tons and hundred-weight system **not** the decimal system.

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

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Revision 1, August 2016
Revision 2, April 2020
Revision 3, June 2022
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Canal Trade – 1857.

Sun, Thu. 1/8/57, p. 4. - The president and directors of the Chesapeake and Ohio Canal Company, in full attendance, are in session today in their chamber at the City Hall. They will probably let out the work for dam No. 5. On dam No. 4 the contractors are actively engaged in quarrying stone and preparing other material for energetic prosecution of the work. At Cumberland there are twenty new canal boats on the stocks, besides several others at various places along the line. The facilities for the transportation of coal will doubtless be greater next year than ever before.

AG, Fri. 1/9/57, p. 2. – The President and Directors of the Chesapeake and Ohio Canal Company, are in session in Washington. They will probably let out the work for dam No. 5. On dam No. 4, the contractors are actively engaged in quarrying stone, and preparing other material for an energetic prosecution of the work. At Cumberland there are twenty new canal boats on the stocks, besides several others at various places along the line.

Sun, Sat. 1/10/57, p. 4. Washington, January 9.

The board of directors of the Chesapeake and Ohio Canal Company awarded the contract for dam No. 5 to Messrs. William Brown, John Gorman and David Lemmon. Dam No. 4 was let some two months since to Messrs. John Humbird and Israel Robinson.

The directors entertain strong hopes that both these great improvements will be completed in time for navigation next spring twelve months, at which time all the principal difficulties may be considered at an end.

I am happy to learn that my information in regard to the number of boats now building in Cumberland was far short of the number, there being nearer forty boats than twenty on the stocks.

ES, Mon. 1/12/57, p. 3. **Canal Repairs** - In view of the anticipated increase in coal shipments from this port during the coming season, the water has been drawn off the Chesapeake and Ohio Canal to enable the superintendents to make such repairs as may be necessary. As soon as the weather will permit, the work will be commenced. – *Cum. Telegraph*.

AG, Mon. 1/12/57, p. 3. **Coal Trade** – Receipts of coal by the Alexandria Canal for the month of December, 1856:

	Tons	Cwt.
Cumberland Coal & Iron Co.	6,480	03
Borden Mining Company	1,917	19
Alleghany Mining Company	1,518	09
Frostburg Coal Company	668	01
Henry Dorges	110	18
Total	10,695	10

During the calendar year of 1856, there were shipped from Cumberland, by way of the Chesapeake and Ohio Canal, 206,260 tons of coal, of which 163,321 tons (about four-fifths of the whole) were received at Alexandria; the remainder, 42,939 tons, (about one-fifth,) was disposed of, either on the line of the Chesapeake and Ohio Canal, or at Georgetown or Washington, D. C.

DU, Tue. 1/13/57, p. 3. The receipts of coal by the Alexandria Canal during the month of December were 10,695 tons. During the calendar year of 1856, there were shipped from Cumberland, by way of the Chesapeake and Ohio Canal, 206,260 tons of coal, of which 163,321 tons were received at Alexandria.

Sun, Thu. 1/15/57, p. 4. *At Alexandria*, the ice on the reservoir is thicker than during the last year.

The receipts of coal by the Alexandria canal during the month of December were 10,695 tons. During the calendar year 1856 there were shipped from Cumberland by way of the Chesapeake and Ohio Canal 206,260 tons of coal, of which 163,321 tons were received at Alexandria.

This afternoon snow is falling fast. The earth is already mantled, but the weather is remarkably mild. Mercury.

Sat. 1/17/57, p. 2. **The American Coal Company.** - We learn that the American Coal Company are making the necessary preparations to increase their business largely during the present year. Owing to the limited transportation which the Baltimore and Ohio Railroad have been able to afford them during the past year, they have been unable to supply the increasing demand for their coal, and have therefore been driven to the necessity of procuring another outlet for that increased transportation which they need, and which the Baltimore and Ohio Railroad Company have not furnished. We are glad, however, to learn that the quantity of coal coming to this place from the American Company's mines for shipment is not likely to be less than it was in 1856, and will be almost doubled if the necessary transportation can be had over the Baltimore and Ohio Railroad. The new outlet alluded to above is by the Cumberland and Pennsylvania Railroad to the Chesapeake and Ohio Canal at Cumberland, and thence to Alexandria as a shipping port.

The extension of the Cumberland and Pennsylvania Railroad from Frostburg, its present terminus, to Lonaconing, is now in progress of construction, and will, beyond doubt, be completed during the coming summer. By this new outlet leading to the Canal, the distance is about eleven miles from Lonaconing than by the present route, consequently, it is fair to assume that, notwithstanding the difference in grades (which is in favor of the B. & O. R.) a large portion of the coal mined above or at Lonaconing hereafter, will go by the new route, at least, while the present difference in cost of transportation between the two routes continues.

The American Coal Company which at first was not looked upon here favorably, starting, as it did, from the ruins of that mammoth swindling concern (the Parker Vein Coal Co.) have by their continued judicious

management and by their prompt and honorable compliance in all cases with their engagements, firmly established their character among us as one of the most sound, legitimate, substantial and meritorious companies in this region and from what we know of the character, extent and value of their coal property and what we have seen of the management and have a right to expect from the highly respectable parties who control that management, with ample means, and the well-directed application thereof, we cannot doubt their perfect success. We do not wish to be considered as indicating by the above remarks, any partiality for this company over any other of our many well deserving coal companies, we deem it but a simple act of justice, in this case, to express our confidence and approbation when we, at one time, felt inclined to condemn them in advance for the sins of their predecessors, for which we are now well satisfied they were in no manner responsible. We wish them and all other well managed companies success. - *Piedmont Independent.*

The Chesapeake and Ohio Canal. The present President and Board of Directors of the Canal, are giving evidence that they have a proper appreciation of the importance of the work committed to their charge; and there is good ground for the indulgence of the hope that the oft deferred prospect of a regular business on the Canal is to be realized at no distant day.

Some months since a contract was awarded to Messrs. John Humbird and I. Robinson, for the construction of a substantial stone Dam in place of the leaky affair known as Dam No. 4 - and the work is now in progress.

At the meeting of the Board in Washington, last week, a contract was given to Messrs. Gorman, Brown & Clark, for the construction of a substantial stone Dam at No. 5.

There have been frequent interruptions of the navigation, by heavy slides of rock into the Canal, at the East end of the Tunnel, and from the character of the mountain at that point, further slides may be anticipated. To facilitate

the removing of such obstructions, a short railroad is in the course of construction at that point.

The steam pump, erected several years since, having failed to accomplish the work it was to have performed; the Board determined to have the structure taken down and rebuilt. And we understand that a committee of the Board, who have spent several days in examining the Canal in this vicinity, have awarded the contract for rebuilding the pump to John Beall, Esq. for a sum something less than the original contract; the work to be completed by the 1st day of June ensuing.

Sun, Thu. 1/22/57, p. 2. Chesapeake and Ohio Canal. - About two months since the contract for the construction of a masonry dam at dam No. 5 was awarded to Messrs. John Humbird and I. Robinson. We learn from Mr. Humbird that the work is now going on, that they have a force of hands employed for nearly two months in quarrying and cutting stone, and that as soon as the spring freshets are over will be prepared to commence laying the dam, and have it finished by the 1st of September next. We learn that the water will be let in the canal about 1st of March.

Sat. 1/24/57, p. 2. **CANAL SCRIP**

Sometime since a memorial of citizens of this county, who hold the scrip and other evidences of debt of the C. & O. Canal Company, was presented to the Canal Board, asking that a portion of these evidences of debt be received in the payment of tolls. This memorial was referred to a Committee of the Board, who, we are gratified to perceive, are [obscured] disposed to make this method of absorbing a portion of these long deferred debts of the Company. The Committee made the following Report to the Board, at their meeting in Washington city on the 7th instant, and the Board unanimously adopted it: -

To the President and Directors of the

Chesapeake and Ohio Canal Company:

The undersigned, to whom the memorial of sundry citizens - creditors of the Chesapeake and Ohio Canal

was referred - "asking that one-third of the monies taken in for Tolls might be received in all established evidences of debt against said Company - provided said evidences are held, owned, and offered by persons actually trading on the Canal:" - Beg leave to report -

In the performance of this duty, and for a correct understanding of the subject, reference must be made to the times, when necessity drove the Agent of the State to do, one of two things - either to stop work then under contract - the effect of which would have been ruinous to the work, and destructive to the contractors engaged on it - or to issue and pay out evidences of indebtedness against the Canal Company.

It will be borne in mind, that the work was nearly completed to Dam No. 6 (134 miles). In it, the State of Maryland held a large interest - the millions that were expended in its construction would be unproductive and useless. Fifty miles and some tenths, still remained to be done before the Coal region of Allegany County could be reached; - without arriving at that point, the State or other interested parties could not derive the slightest benefit for the amount expended.

In view of these indisputable facts, the Canal Company, although having exhausted all their means, resolved on continuing the work, relying on the action of the Legislature for an appropriation to meet all the expenses incurred; their anticipations were not realized - the Legislature refused, and adjourned without making the necessary appropriations to pay the debts that accrued, to prosecute the Canal to completion.

So unexpected a result from the action of the Legislature, arrested for a time the progress of the work. Contractors had invested their means and exhausted their credit, the laborers demanded payment for his daily toil, the merchant and the farmer withheld their supplies, suspension would have been disastrous to portions of the unfinished work, time and exposure would render it subject to ruin and decay, and in order to protect the work from destruction and the parties engaged in its construction from ruin, a meeting of the Stockholders was called. At that meeting, the Agent of the State was present, it was then and there determined, that scrip or other evidences of indebtedness should be issued, in sums not less than five dollars, signed by the President of the Canal Company and the acting Secretary - anticipating no doubt, in the adoption of the measure,

that the following Legislature would make an appropriation sufficient to enable them to redeem their issues and finish the Canal to Cumberland.

Again, they were disappointed, the Legislature for reasons known only to itself, adjourned, without making any appropriation. It was hopeless to struggle any longer, contractors and others engaged on the Canal, without money or credit, had to surrender; all was gone, except the scrip, and Bonds they had been receiving for their labor, for the redemption of which, they confided in the justice of a sovereign State - she being so largely interested in the prosperity and speedy completion of the work.

For years, all operations on the Canal - the evils, this unfortunate condition of things to the work and to persons connected with it, too well known to advert to now. From this period the Canal reposed until 1844 - when the State, through her Legislature, deemed it proper to waive her liens in favor of an issue of Bonds - upon which the Canal was made navigable to the Coal regions of Allegany County.

It cannot be denied that the State held control over this great work; that she conferred on her Agent a commission, or delegated to him powers, whereby he felt authorized (in his official capacity) to vote for the issue of Scrip or Bonds, or he most assuredly would not have done so; by his act and assent alone could it be done: without him, effect or force could not be given to do; and in our judgment the State of Maryland is responsible for the good or evil it entailed.

We behold then, the deputed agent of a sovereign State, occupying the most prominent place, directing and controlling - believing he was subserving the great interest confided to his care and accomplishing an act of great utility. A different construction, on the official act, of the distinguished gentleman who so ably and honestly discharged his duties, would be nothing less than the charge of [illegible] and abuse of power, which we believe he was incapable of, and not chargeable with. The act was the will of the State of Maryland, as expressed and ordered by her agent; he sanctioned and confirmed the measure, and pledged her honor to its redemption.

In our examination of the grounds, upon which the claimants seek for justice, let us not be understood, as throwing any imputation on the officer, who whilst intending to protect the property of the State from ruin and decay, by the adoption of

the measure, did not dream of the bankruptcy and innumerable woes, which contractors and others endured and groaned under since that unfortunate day; his personal integrity was too unimpeachable and in no manner involved in the ruin; his motives were honest and the purity of his intentions, on that occasion cannot be doubted.

The circulation and payment of this batch of "promises to pay," operated almost inequitably, the State and Stockholders have been benefitted by the last dollar of it, while a meritorious class of citizens received it for their labor for supplies furnished, and they or their descendants, still hold it - utterly worthless, but to look at, as a memento of their folly and confidence.

Some of the undersigned, recollect the misfortunes and disasters which the measure entailed on the memorialists and other creditors, they recollect their appeal to the State to cancel the debt, which she, through her agent had contracted and in making was a benefitted party - from her they received no compensation or encouragement - bitter disappointment was the reward meted out to them, in return for their labor, skill and investment - crushed and overpowered by calamities, they ceased from their trials and efforts, believing that the day was not remote, when the prosperous condition of the Canal itself, would be sufficient to pay up all the debts that accrued in its construction. The steady gradual increase of business induces them now to believe, that the day has arrived, when these evidences of indebtedness can be gradually absorbed in tolls, without producing a diminution, but on the contrary an augmentation of the annual revenues.

It may be urged as an objection against this class of debts, that there is no legal obligation resting on the State to redeem them; this point is not our province to argue, and we trust there will be no necessity to test the question. But is there not an obligation of a moral character resting on her shoulders? If there be, as we really think there is, it is more binding on her than if she had made a contract with the parties, and affixed to it the great seal of her sovereignty. The advocates of this plea are in our judgment laboring under errors of fact; they forget, the substantial benefits, this class of debts rendered; they forget, that the heaviest and most expensive portions of the Canal were carried on by it, including the Canal Tunnel, ranked amongst the first works of its kind, in the U. States; a structure that reflects honor on its projectors and undertakers; and they also

forget that so far as it was paid for work done, the State and stockholders were as much benefitted thereby, as if they had in reality paid out as much gold or silver. We are unable to discover any distinction between the payments made with money in the best Bank in the Union for the object it was applied to, and the payment of these "promises to pay" as far as they were executed and applied they answered a useful expense and unquestionably enhanced the value of the Canal.

[The balance of the text is illegible.]

Trade upon the Canal.

The trade upon the Canal during the year 1856, exceeded that of any previous year. In the year, the total tonnage descending, amounted to 287,836 - being an increase of 29,423 tons over the year 1855. There was a slight decrease in the amount of tonnage ascending.

The tolls received for the year 1856, amounted to \$153,051.36 - an increase over 1855 of \$14,375.52.

The following is a comparative statement of the principal articles descending the Canal for 1855 and 1856:

Flour, 1855 - 14,240 tons; in 1856, 14,853 tons; increase 613 tons. Wheat, 1855 - 6,983 tons; in 1856, 9,017 tons; increase 2,034 tons. Corn, 1855 - 628 tons; in 1856, 6,893 tons; increase 6,265 tons. Mill offal, 1855 - 388 tons; in 1856, 425 tons; increase 37 tons. Lumber, 1855 - 3,051 tons; in 1856, 3,209 tons; increase 158 tons. Pig iron, 1855 - 2,515 tons; in 1856, 2,541 tons; increase 26 tons. Coal, 1855 - 188,029 tons; in 1856, 205,568 tons; increase 17,539 tons. Coke, 1855 - 2,060 tons; in 1856, 3,110 tons; increase 1,050 tons.

Sun, Tue. 1/27/57, p. 2. **Chesapeake and Ohio Canal.** - Sometime since a memorial of citizens of Allegany co., Md., who hold the scrip and other evidences of debt of the Chesapeake and Ohio Canal Company, was presented to the canal board, asking that one-third of these evidences of debt be received in the payment of tolls; provided said evidences are held, owned and offered by persons actually trading on the canal.

This memorial was referred to a committee of the board, who, on the 7th instant, made a favorable report, recommending its adoption by the bond holders and the Legislature of Maryland at its next session.

Sun, Thu. 1/29/57, p. 4. *The Cumberland and Pennsylvania Railroad Extension.* - The work on this improvement, (the Mount Savage Railroad,) known of recent date under the above title, is daily pushing forward, and over 200 men are employed. When completed from Frostburg to Lonaconing there will be a railroad thoroughfare from one end of our coal basin to the other, opening up a new outlet for about forty square miles of mineral land. It will make a channel for transit of coal from even Barton and other southern points, and will be tributary either to the Chesapeake and Ohio Canal or Baltimore and Ohio Railroad at Cumberland, thus offering a choice of routes to tide-water that has never before been enjoyed.

AG, Tue. 2/3/57, p. 3. The Borden Mining Company have purchased the wharves, implements, &c., of the Swanton Coal Company, at Georgetown.

AG, Fri. 2/6/57, p. 2. A number of canal boats and railroad hopper cars, hitherto used and owned by the Swanton Coal Company, have been purchased by the Borden Mining Company, in order to largely increase their trade by water.

AG, Sat. 2/7/57, p. 2. The Swanton Coal and Iron Company, long and favorably known in the Coal region, has decided to go into liquidation, owing, we believe, to some losses sustained at the east.

Sun, Mon. 2/9/57, p. 2.

NOTICE.—The SWANTON COAL AND IRON COMPANY have conveyed to MICHAEL A. MYERS, of New York, and GEORGE A. THRUSTON, of Cumberland, Md., all their property in trust for the benefit of their creditors, by deed dated, executed and recorded February 4, 1857. All parties having claims against said Company, whether by open account, note, bond or otherwise, are requested to give full notice of the same to GEORGE A. THRUSTON, at Cumberland, Md., on or before the 15th of March next. All parties indebted to the Company will settle with GEORGE A. THRUSTON only until further notice.

GEORGE A. THRUSTON, } Trustees.
MICHAEL A. MYERS, }
Cumberland, Md., February 9, 1857. felo-tMh15

[Transcriber's Note: The above advertisement was run daily from Feb. 9 through Mar. 13, 1857. While the Company real estate and mining equipment was sold at public auction their canal boats were sold individually.]

Sun, Wed. 2/11/57, p. 1. We learn that dam No. 5, near Hancock, on the Chesapeake and Ohio Canal has been washed away by the flood. Some statements are that two-thirds of the dam are destroyed, other accounts are that the entire dam has been swept away. The consequences of this loss are truly disastrous to the company. The dam, it is estimated, cannot be rebuilt under six or twelve month's time, and the business of the canal must be in great measure suspended until it is reconstructed.

It is well known that the increased demand for coal, in connection with other causes, had induced several of the coal companies of Allegany to make large investments in boats, &c., for the purpose of sending their coal to market by the canal. The prospects of the company were that two or three times the previous amount of business would be performed the coming season. One hundred and seventy additional boats were to have been put on the line of the canal, and every arrangement had been made for the accommodation of this expected increase of business.

This unfortunate work seems to have experienced only a succession of calamities, and the hopes which the public have latterly indulged of the improving prospects of this great work, which has already cost, including the interest paid by the State, over twenty-two millions of dollars, are again frustrated by this new misfortune. The dam No. 5, which has been

destroyed, was in dilapidated condition, and a contract was made last fall by the company for its renewal the coming summer at a cost of from \$80 to \$100,000.

We learn from the Cumberland (Md.) *Civilian* that the ice on Will's creek began to move on Saturday last, but owing to the cribs at its mouth - placed there as a protection to canal boats on entering the locks - the ice was unable to make a passage, and the consequence is that it lies piled, choked and gorged from the river locks to beyond the bridge. The mayor, however, has put a force of men to work to cut a passage for the ice to pass out. The only damage done, as far as is known, is to Mr. G. Beall's dam, situated just above the railroad aqueduct; loss about \$800. A number of trees and logs were swept off. Water commenced running into cellars along the creek on Monday.

Sun, Thu. 2/12/57, p. 1. **The Damage to the Chesapeake and Ohio Canal.** - We gave an account yesterday of the reported damage to this work by the late freshet. The Hagerstown *Herald*, of yesterday, thus confirms our statement:

"Information has reached town of the partial destruction of dams No. 5 and No. 4, on the Chesapeake and Ohio Canal, by the breaking up of the ice in the river. A correspondent at Clearspring writes us that the timbers for about two-thirds the length of dam No. 5, and from six to eight feet in depth are gone; and that it is impossible to say what the amount of damage is, or how long the navigation of the canal will be suspended, but that it will require a great deal of energy to restore navigation before the next harvest."

ES, Thu. 2/12/57, p. 2. **The Canal** – We learn that the managers of the affairs of the Chesapeake and Ohio Canal in this city, entertain hopes that the damage done to that work by the current freshet are not as serious as many believe. That is, that but a single dam has gone, and that supply of water to remedy its loss can be

obtained in time to permit the resumption of the navigation of the canal as early as the 10th of March. It is sincerely to be hoped that their anticipation in this connection may prove well-founded. Otherwise, the loss to individuals in the District of Columbia and Maryland, as well as to the company will be very great indeed. We trust that the disaster, great or small, may lead to a final disposition of the State's interest in the canal, so that it may no longer continue to be the positive hindrance to the prosperity and progress of the section of the State relying on it for facilities of transportation, and the *ingis fatuns* it has always been to the men of enterprise who have trusted their means and expended their time in any description of business wherein its facilities for transportation are necessary elements.

Sun, Fri. 2/13/57, p. 1. **Affairs in Allegany County** - We copy the following from the *Cumberland Telegraph*:

The Movement of the Ice. - The break-up of the ice in Will's Creek has not yet been attended with serious damage. The floating ice, by the force of the current, was forced beneath the fixed ice, and large quantities were carried over the canal dam. The principal part, however, became gorged up just above the piers at the locks, where it now remains, partially damming up the channel in Will's creek and creating apprehension for the safety of the property in that locality, should a rain follow before it is worn away. Efforts were made to blow up the fixed ice on the canal dam, so as to open a channel for the gorged ice to escape, but they failed. Vessels containing powder were exploded beneath the ice by means of safety fuse, but the ice, being twenty-six inches thick, presented a resistance too great for the powder. We understand that ice is gorged up in the narrows, two miles above the city, in Will's creek. On Saturday the embargo in the Potomac gave way and moved down with tremendous force until it reached within a mile of the city, where it was arrested by the fixed ice. It came with such force

that vast blocks of it were thrown out on the banks. - When it gives way and comes down on us, should it be attended by a rain, we may anticipate more or less damage to property. On Sunday the weather changed, grew cold, and the body of ice gorged up in Will's creek is now frozen almost into a solid mass. What will be the effect, should another change take place, visiting us with rain, it is not difficult to imagine.

Ice's Doings. - The dredging machine belonging to the Canal company, and used in freeing the canal of sand and mud, was capsized by the ice on Saturday, and will perhaps prove a total loss. It was moored in Will's Creek, where it still remains wedged in amid the huge masses of ice piled up near the bridge. When the ice moves again the cable which holds it must part, and it will pass over the dam.

AG, Fri. 2/13/1857, p. 2. **Boats for Chesapeake and Ohio Canal.** - The Hampshire Coal and Iron Company have purchased 30, C. E. Detmold 30, and Dr. R. S. McKaig 10 Canal boats - making 70 in all - from the line of the Erie canal for use in the Chesapeake and Ohio Canal.

They are now at New York, and as soon as the ice is broken, will be brought to Alexandria, where they will undergo a slight alteration of decks and then be immediately engaged in the coal carrying trade. We learn that they are all in good condition - well made - having capacity of from 100 to 110 tons. They will prove a great addition to our canal equipments and should navigation remain uninterrupted throughout the season, we may expect astonishing results from coal transportation.

We understand other companies and individuals intend bringing boats also from the same place.

There will certainly be nearly 400 boats employed in transporting coal during the coming season. - *Cumberland Civilian*.

Sat. 2/14/57, p. 2. **The Thaw and Freshets.**

A sudden change in the atmosphere in the latter part of last week, melted the snow in the mountains, filled up the water courses, and raised the ice embargo. Wills Creek broke up on the 7th. A large body of ice having accumulated above the dam of Mr. Gustavo Beall, in the upper part of town, the structure became too weak for the mass, and it gave way; the fragments of the dam, and the blocks of ice rushed together, to find an outlet in the Potomac. They were partially arrested by the heavy bed of ice above the Canal dam, and here gorged, and still remain, presenting such a body of blocks of ice as were never before witnessed by the "oldest inhabitant." Similar gorges occurred on the Potomac above and below this city.

The breaking up of the heavy ice on the Canal Company's dams across the Potomac, necessarily endangered those works. Rumor had it that Dam No. 5 was wholly destroyed, and that Dam No. 4 had been much damaged. The precise amount of injury is not yet ascertained; but we are gratified to learn that it is much less than was at first supposed. Dam No. 4 is not hurt. A portion of No. 5 has been swept off; but the hope is indulged that it may be sufficiently repaired to allow the commencement of transportation early in the season. Both of these dams have been in a dilapidated condition; and contracts have been made for the construction of substantial new ones in the course of the present year.

The Canal has been an unfortunate work from its commencement; but it has been and is still looked to as the great outlet for the valuable minerals of our mountains. The energy shown by the present directors of the Company, has encouraged the long deferred hopes of our community, and induced the coal operators to provide the necessary appliances for doubling the business on the Canal the current season. And unless other disasters shall attend the clearing of the river of ice, the hope of all, even for the present year, may yet be realized.

The Long bridge between Washington and the Virginia side of the Potomac, was carried down the river.

Proceedings of the Canal Board. - At a recent meeting of the Board of Directors of the Chesapeake and Ohio Canal, a resolution was passed abolishing the office of General Superintendent from and after the first day of March. It was found to be impossible to get along without the aid of a civil engineer at present, in consequence of the construction of Dams No. 4 and 5, and to employ a civil engineer and superintendent was deemed a useless expenditure of money, and inasmuch as they could not dispense with the former for at least a year the office of the latter was abolished.

From the first, we opposed the creation of the office of General Superintendent, because we considered it a mere sinecure, the Superintendents being abundantly able to discharge the duty devolving upon them without the supervision of the General Superintendent, who very seldom knew as much as his subordinates as to the conditions and wants of the canal. We are glad to see the office done away with. The saving to the canal thereby is about \$1,450 per year.

Economy is a great desideration upon public works, and it is peculiarly so on the canal. The present Directors, we are glad to say, are using every exertion to cut down expenses. We will be glad to second them in such laudable efforts. *Telegraph.*

AG, Sat. 2/14/57, p. 2. **Chesapeake and Ohio Canal.** - The Cumberland *Telegraph* learns from a reliable source that the report of the destruction of dam No. 5 has been greatly exaggerated. The superintendent of that division has inspected the damages, and states that that part of the dam built by his predecessors remains firm, but that eight or ten feet of the top of the old part, for a distance of five hundred feet, has been demolished and carried away by the ice. Plenty of timber to repair is on hand at dam No. 6, and can be taken to the point in two days by letting the water in at that dam, and floating it down. The canal, it is alleged, can be made navigable in

one month, if the work is commenced at once and pushed forward energetically. Dam No. 4 is not injured.

Ibid, p. 4. **Damage to the Canal.** – We learn from a gentleman who resides near the break, on the Chesapeake and Ohio Canal, at Dam No. 5, and who has been on the spot, that the damage, in his opinion, can be repaired in five or six weeks.

AG, Tue. 2/17/57, p. 2. **Chesapeake and Ohio Canal.** The *National Intelligencer* says, that on Saturday last, in obedience to notification from the President of the Canal Board, Mr. Maulsby, of Frederick city, and the members of the Board put themselves *enroute* for Martinsburg, Virginia, which on account of its centrality to the whole canal, as well as its nearness to the chief scenes of damage, was chosen as a fit place for a general meeting of all the Directors at the present time. The object of the meeting is to ascertain everything relating to the condition of the canal throughout the extent, of the damages sustained, and the manner and cost of repair. As a result of this well-judged and timely movement, we have no doubt the Board will publish an early report on this subject.

Sun, Wed. 2/18/57, P. 2. **Affairs in Allegany County.** - We copy the following from the Cumberland Civilian: *Chesapeake and Ohio Canal.* - There are not such serious calamities and drawbacks happening [to] this great work but what activity and determination upon the part of its managers can overcome, even in the last *great calamity* - the washing away of dam No. 5. The damage done to dam No. 4 is very slight, only requiring a few days to repair it. A late letter received here from the president of the canal, W. P. Maulsby, who was at the scene of the disaster on Saturday, says that about eight feet of the top, and about 500 feet in length, of dam No. 5, is washed away. - The president also says this damage will be repaired before the first day of April next; that he has a force of hands

already engaged, and this number will be greatly augmented, and that he feels confident that navigation can be resumed at the time above mentioned.

New Railroad. - The Baltimore and Ohio Railroad Company are now building a new iron bridge, of the Bollman patent, to supersede the wooden structure across the Potomac river and Chesapeake and Ohio canal on the line of their road, six miles below this city. It is expected to be completed by the first of April next.

AG, Wed. 2/18/57, p. 2. **Chesapeake and Ohio Canal** – We understand that the President and Directors of the Chesapeake and Ohio Canal Company have given orders to the Superintendent to let the water into the canal, from Harper’s Ferry dam, on the 1st of March; and we further understand that the Frostburg Coal Company have made arrangements to send coal from Cumberland by railroad, to be re-shipped in boats, via canal, from Harper’s Ferry. The Directors expect to have the Canal in complete order by the 1st of April.

AG, Fri. 2/20/57, p. 2. The Chesapeake and Potomac Canal, chartered by the State of Maryland in 1854, is designed to connect with the Chesapeake and Ohio Canal near Washington city, and from thence across to the Patuxent river – within the vicinity of Upper Marlboro – a distance of seventeen miles; and from thence across to the Chesapeake Bay, at a cove called Herring Bay or Fair Haven – a distance of six miles from the Patuxent river, the whole distance from Washington city being only twenty-three miles.

Ibid, p. 3. **MARINE LIST** – Sailed. Schooner Iram Smith, McGivern, Fall River, by Borden Mining Co.

Sat. 2/21/57, p. 2. **The Canal.** It is believed by those having charge of the work, that navigation on the Canal will commence as early as last year - about the 8th of April - notwithstanding the

damage occasioned by the breaking up of the ice. Upon a notification of the President, the Board of Directors assembled at Martinsburg on Saturday last, and visited Dam No. 5, where the most serious damage was done. A considerable portion of the structure had been swept away; to repair which would take some months of labor in the ordinary way. But by the adoption of vigorous measures, and the employment of a force of hands for day and night, it is believed that the work will be accomplished by the time above named.

Sun, Tue. 2/24/57, p. 2. Chesapeake and Ohio Canal. - The *National Intelligencer* states that on Saturday last a telegraphic dispatch was received from the president of the canal company, Mr. Maulsby, stating that the water would be admitted throughout the canal on the 4th of March. This is earlier than was anticipated. The two breaks above Georgetown are being rapidly repaired. - Yesterday twenty additional horses and carts were to be set at work. It is stated that two coal depots at Georgetown will change hand this season, and that the new company will urge the receipt and shipment of coal there with redoubled energy. The trade is therefore likely to be put on its best practicable footing.

Sun, Wed. 2/25/57, p. 1. Affairs in Allegany County. - The following items we take from the *Cumberland Civilian: Chesapeake and Ohio Canal.* - The cost of repairs to dam No. 5 is set down at \$20,000. The president and directors have given orders to the superintendent to let the water in the canal from Harper's Ferry dam, on the 1st of March. The river dam (No.7) at this city is to be temporarily raised two feet by pinning logs and plank on the breast of the dam. This will increase the depth of water in the channel of Will's creek, which will greatly facilitate the passage of boats from the locks to the Cumberland Basin Company's wharf. The water will be let in this division of the canal on Thursday next.

AG, Sat. 2/28/57, p. 2. Water was let in on the Cumberland division of the Chesapeake and Ohio Canal on Tuesday. This is done to facilitate operations and to have the canal in readiness to transport lumber and whatever other material may be required to repair the damage at dams Nos. 4 and 5.

AG, Tue. 3/3/57, p. 3. **Chesapeake and Ohio Canal.** - The Chesapeake and Ohio Canal repairs, the *National Intelligencer* learns, are proceeding successfully. Information direct from Dam No. 5 has reached us, which speaks well of the prospect of affairs there. No reason seems now to exist to lead to any doubt of the navigation of the canal at the time first proposed.

Sun, Thu. 3/5/57, p. 2. Chesapeake and Ohio Canal. William P. Maulsby, president of this work, in a letter to the *National Intelligencer*, says: The canal is now navigable from Harper's Ferry to Georgetown, and one hundred and fifty men are industriously engaged in making repairs at this point, whilst a sufficient force is also occupied similarly at dam No. 4. The present prospect justifies the confident belief that the entire line will be navigable on or about the 1st of April; and it is pleasant, amid the gloom resulting from the late casualty, to hear boatmen, as I did today, congratulate themselves and the canal that the accident had occurred. - The occasion is being availed of to make improvements which have been long desired, and which could not well be made so long as the dam continued at its proper height.

It is believed that when navigation shall be resumed on the 1st of April it will be maintained in a more acceptable condition than perhaps ever before, because of the removal of obstructions which the haste with which portions of the canal were originally finished did not allow the removal of.

Sat. 3/7/57, p. 3. ADVERTISEMENT
Sale of COAL CARS
AND

CANAL BOATS!

The undersigned will offer at public sale, in the city of Cumberland, in front of the St. Nicholas Hotel, on Thursday the 12th of March, instant, at 12 o'clock, M.

14 Iron Hopper Coal Cars, and 5 CANAL BOATS

The cars are new, never having made but five or six trips. The boats are also new, having been put on the Canal during the last season. The boats will be sold subject to the contracts for their sale made by the Lonaconing Co. Full information as to the boats will be given on the day of sale, or previously, if application is made to the undersigned.

Terms made known on the day of sale.

THOMAS DEVECMON
BEN OGLE TAYLOR

Assignees of Lonaconing Coal & Transportation Company. March 7

[Transcriber's Note: Apparently that first sale did not dispose of all the property. The next ad appeared two Saturdays later.]

AG, Sat. 3/7/57, p. 2. The damages to the Chesapeake and Ohio Canal, at dams Nos. 4 and 5, are being repaired as rapidly as circumstances will permit. A pretty large force is at work night and day, on dam No. 5, and the hope is still entertained that the work of repair will be accomplished by the tenth of April.

Ibid, p. 3. Our spring trade has not fairly begun, and we may look for greater activity during the present month, with increased facilities. We have very encouraging news from the Chesapeake and Ohio Canal, and state with pleasure that its future never has presented so much promise, since its completion, as now. Thanks to its energetic President and Board of Directors, we yet hope that it may realize all it has ever promised, by able management. Our railroad improvements are doing well, and we predict for them continued success.

Sun, Sun. 3/8/57, p. 4. *Georgetown, D. C.* - The water was let into the lower levels - probably as far as Harper's Ferry - on the Chesapeake and Ohio Canal yesterday afternoon.

The mills here will commence operations on Monday. Business generally will then become more active.

AG, Mon. 3/9/57, p. 2. **Cumberland Coal.** The demand must be augmented as time progresses. It's acknowledged superiority over all other coals for the generation of steam necessarily leads to this conclusion, and demonstrates the fact as clearly as if it had already occurred, that before the lapse of five years every avenue to market, including the Chesapeake and Ohio Canal, Baltimore and Ohio Railroad, with the Alexandria, Loudoun and Hampshire Railroad, now in process of construction, will be taxed to their full capacity, to accomplish its transportation. - *Cum. Tel.*

AG, Tue. 3/10/57, p. 3. **Chesapeake and Ohio Canal**, on the lowest or Georgetown level, the *Intelligencer* says, has been repaired so as to allow the admission of water, and the resumption of work, by the numerous mills, which have been suspended for a month or more.

DU, Wed. 3/11/57, p. 3. **Canal Navigation** - The Chesapeake and Ohio Canal is again navigable from the Georgetown basin to dam No. 4. Boats are arriving with cargoes of agricultural produce, and the large flour mills of Georgetown, which use water from the canal as a motive power, are again in full operation.

AG, Wed. 3/11/57, p. 3. **Chesapeake and Ohio Canal.** - The *National Intelligencer* says: - "The Chesapeake and Ohio Canal is once more navigable through a considerable portion of its course. Yesterday, two cargoes of flour arrived at Georgetown from Mercerville, being the first fruits of the season of 1857. Four upward boats will leave today for Point of Rocks and

neighborhood. The canal is navigable as far as Dam No. 4.”

Sun, Fri. 3/13/57, p. 1. **Affairs in Allegany County.** - We copy the following from the *Cumberland Telegraph: Chesapeake and Ohio Canal* - The work of repair on the canal at dam No. 5 has been somewhat retarded in consequence of the delay experienced in getting scows in readiness to facilitate the construction of coffer dams. A new lot having been secured, the work will now be pushed forward with the utmost energy both night and day. We have ascertained that the amount of damages sustained by the work from the ice is about \$30,000.

DNI, Mon. 3/16/57, p. 3. **The Chesapeake and Ohio Canal** for the last week passed eight loaded boats down to the Collector’s office at Georgetown, containing wheat, flour, corn, limestone and wood, but no coal. Departures upwards were seventeen. From Dam No. 5, we learn that the repairs there are vigorously going on under the steady personal inspection of the President of the canal, and that in a few days a new additional force will be put on, ensuring, to all human probability, the speedy restoration of navigation throughout the line. There is some talk even now of passing coal boats with lightened loads along the canal near Dam No. 5. It remains to be seen if the plan is practicable and will pay.

AG, Thu. 3/19/57, p. 3. **Canal Packet Boats** Messrs. Rutter, of Georgetown, are preparing to run a daily line of packets on the Chesapeake and Ohio Canal this season, instead of every other day, as heretofore. The beautiful boat, *Argo*, has been thoroughly overhauled, repaired and refurnished, and is now ready for service; and the *M. C. Meigs* is now undergoing the same process, and will also soon be ready to take her place upon the line.

Washington Wharves – The Washington correspondent of the *Baltimore American* says:

“A great improvement has taken place on the river side, below the city wharves.

By a liberality of Congress, at a previous session, a sea wall has been constructed at the foot of Sixth street, and the River Steamboat Company have constructed firm and commodious wharves at the termini of Sixth and N streets, for the accommodation of freight and Southern travel. In a short time, passengers will take the boats at this point, where the water is deeper, and navigation consequently less liable to interruption, and half a mile of staging will be saved between the depot and the river. The stages will cross the Canal at Four-and-a-half street, and furnish a conveyance from and to the arsenal. The Company are now erecting large and commodious stables and carriage houses upon square 504, in the immediate vicinity of the wharf.”

AG, Thu. 3/19/57, p. 2. **Chesapeake and Ohio Canal.** – Dam No. 5. – The work of repairs to Dam No. 5 is still rapidly progressing. On Friday evening, an ice boat reached this place from the dam, thereby opening a passage, and on Saturday morning, two large scows, which were built at the boat-yard of Dr. R. S. McKaig, were towed down the canal to the work of repairs, to be used in facilitating operations at that point. Dr. Fitzpatrick, one of the Directors of the canal, who is just from the day, informs us that everything in relation to the work is going on as favorably as could be expected. The sinking of several scows on their way from this city to the dam, had somewhat retarded operations, but the subsequent arrival of others had obviated that difficulty, and now the entire work is being carried on very auspiciously. There are nearly three hundred hands employed, working night and day. - *Cumb. Civilian*

Sat. 3/21/57, p. 3.

PUBLIC SALE

The undersigned will offer at Public Sale, in front of the St. Nicholas Hotel, in the city of Cumberland, on Saturday, the 28th day of

March, 1857, all the personal property of the Lonaconing Coal & Transportation Company, consisting in part of . . .

4 NEW CANAL BOATS

which, however, will be sold subject to the contracts made with certain boat captains by said Company.

An inventory of the property, and full particulars in reference thereto, can be had on application to Thomas Devecmon, at Cumberland.

THOMAS DEVECMON
Cumberland, Md.
BEN OGLE TAYLOR
Washington, D.C.

March 21, 1857

DU, Sat. 3/21/57, p. 3. **OUR GEORGETOWN CORRESPONDENCE** – Our merchants are again busy, the mills are in operation, vessels arrive and depart, and during the past week nearly thirty boats have come down the canal, bringing cargoes of flour, wheat, limestone, wood and agricultural produce. Every exertion is being made to render the canal navigable above, and ere a strong force has been engaged to remove the deposits in Rock creek basin, that loaded boats may pass into the river by the tide-water lock. This will furnish increased facilities for the large coal-trade so confidently anticipated when the navigation is open to Cumberland; and we are glad to learn that (notwithstanding accidents and disappointments) the temporary dam at “Dam No. 5” will be completed in about two weeks, which will be within the time at first contemplated.

Mr. Coyle is putting up the most northerly abutment of the contemplated bridge to cross the flats at the “Little Falls.” The first span is to be thrown over the canal immediately, to take the place of the wooden bridge washed away by the freshet, and thus prove serviceable for the conveyance of materials for the remainder of the bridge. The present roadway across the flats is on the top of a mass of ice with which the flats are covered – varying from 10 to 20 feet in thickness.

DU, Tue. 3/24/57, p. 3. **OUR GEORGETOWN CORRESPONDENCE** – The canal arrivals today were: two boats loaded with wood, one with flour, one with corn, one with hay and one with limestone.

AG, Thu. 3/26/57, p. 2. **Chesapeake and Ohio Canal.** – The Canal. – Our latest advices from dam No. 5 are very gratifying; on Friday last about 250 feet of the cribs were laid in the breach; on Saturday, about 200 feet more, and on yesterday it was expected to lay the rest, thus completing the laying of the cribs from one end of the break to the other, being 600 feet in length. George Henderson, esq., agent of the Cumberland Coal and Iron Company, made a recent visit to the dam, and informs us that the work will certainly be so far completed by the first of next month as to admit of the resumption of navigation at that time. *Cumb. Civ.*

Sat. 3/28/57, p. 2. **Allegany Coal Trade.** Shipments of Coal for the week ending Saturday, March 21, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	2,146.14	125.11	2,272.05	21,136.02
Everett & Co.	192.11		192.11	2,940.18
	2,339.05	125.11	2,464.16	24,077.00
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	594		594	3,764.06
Borden M'g Co.	991		991	6,376.09
Allegany Co.	693		693	4,523.06
Wellersburg Co.				120.10
	2,278		2,278	14,784.11

ES, Mon. 3/30/57, p. 2. Business upon the canal, since our last report, has ben quite brisk. About thirty boats in all have arrived, six of them laden with flour, six with grain, and the remainder wit wood, hay, limestone, &c. Two of those laden with flour (the Gen. Worth and Baltic) came from Mercerville. It is now supposed that dam No. 5 will be sufficiently repaired to admit of the passage of boats before the 15th of April.

AG, Tue. 3/31/57, p. 2. **Chesapeake and Ohio Canal.** – Last week did a fair business for the

beginning of the season. There were about thirty arrivals at Georgetown, with the various freights of wheat, corn, flour, limestone, wood, &c., chiefly the country between Harper's Ferry and the District. No coal has yet arrived, and none need be expected before the second week of April. The repairs are going forward successfully, and unless an accident happens, now unforeseen, the canal will be navigable throughout by the 10th proximo.

In this connection we may remark that there is a daily line of canal packets between Georgetown and Edwardsburg (*sic.* Edward's Ferry), opposite Leesburg. A boat leaves Ritter's wharf every morning 7 o'clock; the return boat arrives at the same wharf every evening about half-past 5 o'clock. For persons and freight between Loudoun county and the District, this offers a great accommodation, especially as the fare is very reasonable. – *Nat. Int.*

Sun, Wed. 4/1/57, p. 1. Affairs in Allegany County. - We copy the following from the *Cumberland Civilian*: - *Glorious News - Resumption of Navigation.* - Col. W. P. Maulsby, president of the Chesapeake and Ohio Canal, authorizes us to say that the repairs to dam No. 5 are so far completed as to allow loaded boats to leave Cumberland on Monday next, the 6th inst., and they shall find sufficient water to pass said dam. This is indeed good news to all interested in the navigation of this great work.

(Since writing the above we learn that a slight accident has occurred at the dam, but it is thought will not interfere with the resumption of navigation at the time mentioned.)

Sale of Coal Lands, &c., - The coal lands and remaining fixtures of the Lonaconing Coal and Transportation Company lying on George's Creek, in this county, were sold last Saturday at public sale for the sum of \$30,000. Col. W. L. Hodge, of Washington city, purchaser.

DU, Thu. 4/2/57, p. 4. **The Coal Trade.** – Hopes are entertained that the repairs on Dam

No. 5 will be so far completed as to allow loaded coal boats to come down after Monday next. We learn from the *Cumberland Civilian* that the coal lands and remaining fixtures of the Lonaconing Coal and Transportation Company, lying on George's Creek, were sold at auction last Saturday for the sum of \$30,000. Col. W. L. Hodge, of this city, was the purchaser.

ES, Thu. 4/2/57, p. 3. **The Canal** – The *Cumberland, Alleghany County papers* announce, on the authority of Col. William P. Maulsby, President of the Chesapeake and Ohio Canal, the re-opening of navigation on the Canal on Monday, the 6th instant. They also announce the occurrence of an accident at dam No. 5, which may interfere with the resumption of navigation at the time named. We understand that the accident alluded to was occasioned by the difficulty of putting down cribs during the prevalence of the wind. Gentlemen interested in the trade of the canal are sanguine of the resumption of trade in a few days, and anticipate the arrival of coal at Alexandria from the 10th to the 15th instant. Boats will be started from below on Saturday with the expectation of being passed up light without interruption, and will no doubt be enabled to return with full cargoes of coal as soon as they can load at Cumberland.

The entire line of the canal has undergone thorough repairs. Bars and deposits of mud have been removed. The gates and locks have been also put in good condition. The Georgetown division, under the superintendence of James P. Wade, Esq., has been in navigable condition for several days, and the canal packets have resumed their daily trips and are doing a good passenger business. The damages to this division were extensive, and it affords us great pleasure to record the universally expressed opinion in relation to the indomitable energy with which Mr. Wade encountered and successfully overcame all the difficulties in repairing them.

DNI, Fri. 4/3/57, p. 3. **The Canal,** from the Georgetown basin to the tide-lock, is undergoing

a thorough cleansing and deepening, to accommodate the summer's coal trade. The work has been placed by the Chesapeake and Ohio Canal Company under the charge of Messrs. Morgan and Rhinehart.

Sat. 4/4/57, p. 2. **The Coal Trade.** - There have been forwarded to market from the various mines in this county, since the 1st of January, 106,988 tons of coal. This is nearly double the quantity forwarded during the corresponding quarter of last year. -

The prospect is that in the ensuing quarter the increase will be still larger. The Railroad will have increased power for the transportation of coal; and the Canal promises to be in a condition to do a larger and more regular business than ever before.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, March 28, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	2,742.06	67.13	2,809.19	23,946.01
Everett & Co.	438.13		438.13	3,379.11
	3,170.19	67.13	3,248.12	27,325.12

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	69		69	3,833.13
Borden M'g Co.	1,314		1,314	7,690.14
Allegheny Co.	838		838	5,361.02
Wellersburg Co.	54		54	174.14
	2,275		2,275	17,060.03

AG, Mon. 4/6/57, p. 2. We learn that the coal lands, heretofore owned by the Lonaconing Coal Company, have been purchased by a Mr. Hodge, who intends working the mines in the future, and shipping his coal from our city. This branch of trade upon our canal will doubtless be largely augmented during the ensuing season, as we learn from Mr. Mathews that there are now being constructed for the transportation of coal, over one hundred boats, many of which are now nearly ready to be launched.

Sun, Tue. 4/7/57, p. 2. **The Chesapeake and Ohio Canal**, as we learn from the *National Intelligencer*, will admit of passage by loaded boats through all its locks by the 10th instant.

Arrivals from the extreme western point of the line may, therefore, be expected by the 20th of the month. This is something later than is usually the case; but the present season seems to be backward in more respects than one.

Sat. 4/11/57, p. 2. **The Canal.** - By the early part of next week, it is confidently stated, the repairs to Dam No. 5, on the Chesapeake & Ohio Canal, will be in a condition to allow the passage of loaded boats. Many new boats, built at the several yards in our city, are now ready for the Spring trade, and it is thought the business of the present season will largely exceed that of any year since the opening of this great work. A number of boats laden with "black diamonds," have already left this port, and in a few days, navigation will be fully resumed.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, April 4th, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	2,931.02	782.10	3,713.12	27,650.13
Everett & Co.	485.09		485.09	3,866.00
	3,416.11	782.10	4,199.01	31,521.13

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	14		14	3,849.06
Borden M'g Co.	1,425		1,525	9,115.13
Allegheny Co.	225		225	6,298.01
Wellersburg Co.	80		80	254.13
	1,744		1,744	19,304.15

DU, Sat. 4/11/57, p. 2. *Alexandria* - Four loaded coal boats belonging to the Borden Line, arrived last night from Shepherdstown, where they have been lying up since the closing of navigation last winter. Three of them are unloading at the wharf of the company on the canal, and one at their wharf in front of the city. The prices of this arrival, by the cargo, (being *old* coal,) is \$3.75 to \$4 per ton; by retail, \$4.50 to \$5. The price of pine wood by the cargo is from \$2.50 to \$2.75.

Another large lot of blue limestone from Harper's Ferry has arrived per canal for Thomas Smith's lime kiln.

AG, Sat. 4/11/57, p. 3. **The Canal** – The *Cumberland Telegraph* has learned from a reliable source, that the repairs at Dam No. 5, on the Chesapeake and Ohio Canal, have progressed so far as to allow the passage of boats today, at farthest on Monday. This news will be hailed with lively pleasure. Boatmen are anxious to resume their trips to Alexandria, and the coal companies are equally anxious to afford them an opportunity to do so, to their mutual advantage.

A few boats left Cumberland, on Tuesday, loaded with coal for Alexandria. It may, therefore, be announced that canal navigation, after a suspension of four months, has been resumed. Hence-forward a heavy business in coal shipments may be anticipated by this channel.

Sun, Tue. 4/14/57, p. 4. Cumberland, Md. - Boatmen's Strike – A strike amongst the boatmen on the canal occurred here yesterday, caused by several of the companies operating in the Frostburg coal region combining to put down the price of freight from \$1.35 to \$1.30 per ton to Alexandria. The matter has, however, been adjusted. Today the companies agreed to concede the point, and the boatmen are now loading. There are a large number of boats on hand, and the trade will be rapidly increased.

Your readers interested in the early resumption of canal navigation will be gratified to learn that the water at dam No. 5 was let in on yesterday. The repairs are so far completed as to justify the act. Boats, we learn from a reliable source, were enabled to pass that point today. The regular trips from this port to Alexandria may be to all intents and purposes considered resumed. – Henceforth we shall have much life and activity about the various wharves in the city.

George A. Thurston, Esq., trustee, sold today to Col. M. O. Davidson, of your city, the lands of the Swanton Coal and Iron Company, including miners' tenements, train road, load houses, stock and all necessary appliances for prosecuting the mining business, for the sum of

\$42,510. I am informed that operations at the colliery will be resumed at an early day. W.

Sun, Fri. 4/17/57, p. 1. Affairs in Allegany County. - The *Cumberland Telegraph* confirms the statement made by one of our Washington correspondents yesterday that another break had occurred at dam No. 5 on the Chesapeake and Ohio Canal, which will suspend navigation for two weeks.

States, Fri. 4/17/57, p. 3. GEORGETOWN Arrivals – Canal boats Rough & Ready, with wheat and corn; Pennsylvania, with wood; Van Lear, with limestone. No arrivals by the river; wind blowing strong from the northwest, and cold for the season.

ALEXANDRIA

Workmen are now engaged along the Alexandria and Georgetown canal repairing the grass turf that is cultivated on the inner side of the banks to counteract the washing of the water.

Sat. 4/18/57, p. 2. **The Canal.** - We had anticipated announcing this week, large shipments of coal by this channel, but just upon the eve of a full resumption of navigation, the annoying intelligence reached this port that the portion of Dam No. 5, that has for some weeks past been undergoing repairs, had again been washed away by the recent rise in the river. Over one hundred feet of the Dam has been swept off by this unlooked for accident; and, although a large force is employed upon the work of repair, it is thought it will require fully two weeks to get the work in a condition to allow the passage of boats. This unfortunate occurrence is a source of great regret, and just now very disheartening. It affects seriously the coal operations and mining interests and acts as a damper [illegible] of navigation to chronicle during the season.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, April 11th, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.
To R. R. Canal Week Year

C. C. & I. Co.	2,233.19	938.15	3,172.14	30,832.07
Everett & Co.	624.14		624.14	4,488.14
	<u>2,858.13</u>	<u>938.15</u>	<u>3,797.08</u>	<u>35,322.01</u>
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	246	245	491	4,338.00
Borden M'g Co.	1,180	515	1,695	10,810.07
Allegany Co.	701	256	967	7,258.10
Wellersburg Co.	41		41	225.18
	<u>2,178</u>	<u>1,016</u>	<u>3,194</u>	<u>22,698.17</u>

Sat. 4/18/57, p. 8.¹ **Chesapeake and Ohio Canal**, we regret to state, will have its through navigation delayed two weeks beyond the expected time of commencement, owing to the breaking away of a crib at the new work at Dam No. 5. This crib became washed out of its place, and the necessary consequence is much increase of work and delay in point of time. With what spirit and vigor the coal-trade has commenced at Cumberland at last advices may be judged from the following paragraph from the *Cumberland Civilian*: "Navigation is at last resumed on the Chesapeake and Ohio Canal, and boats and boatmen are again astir. The repairs to Dam No. 5 were, we learn, so far completed as to admit of the passage of boats on Monday. Much activity was displayed at our coal wharves yesterday. Boats and barges were constantly moving to and fro, teams were going here and there, engines were puffing and whistling, coal cars were rattling over the various railroads, the 'black diamonds' were sent with a rush into the boats awaiting their precious cargo, and all seemed to wear an aspect of life and activity seldom witnessed in our mountain city. Every thing at present indicates an uninterrupted season, which we truly hope may be so, and Allegany will send an unprecedented amount of coal to tide-water."

States, Sat. 4/18/57, p. 4. **Chesapeake and Ohio Canal**. – We are pleased to learn that the canal from the basin at Georgetown, to the tide lock, or lock No. 2, is being thoroughly cleaned out, so as to give five feet of water. This improvement has been very much needed for several years past, the canal having filled up to a considerable extent by the deposit of mud from Rock creek,

rendering the passage of deep laden boats impossible. When this work is completed, coal boats will be enabled to pass through the Chesapeake and Ohio canal to the Washington canal, with full cargoes. This improvement has been rendered the more necessary by the long detention of freight on the upper canal and a large prospective increase of transportation of coal the approaching summer. The work of excavation as far as the old Stone House is expected to be completed in about fifteen days.

States, Mon. 4/20/57, p. 3. **GEORGETOWN** Arrived by the canal, four boats loaded with limestone.

States, Tue. 4/21/57, p. 3. **Prospects of the Coal Trade of Washington City**. – Many of our readers are not aware of the large quantity of Cumberland coal shipped from this city to almost every seaport town North and East. The company which has been the pioneer in this enterprise is the Cumberland Coal and Iron Company. They have occupied the wharf owned by the late Capt. Wm. Easby, immediately south of the stone warehouse.

We are informed that the large wharf owned by the Chesapeake and Ohio Canal Company, adjoining the dam, has recently been leased by Judge A. M. Sherman, of New York, the owner of the Hoffman mines, for the purpose of a coal depot.

Other parties are seeking accommodations along this portion of the canal, affording as it does the very best facilities for shipment. We see no reason why this long neglected portion of our city should not become one of its most active channels of trade. Property has risen very much in value in this locality, and the demand for wharf accommodation has been greater than could be supplied.

AG, Tue. 4/21/57, p. 2. **The Canal** The Chesapeake and Ohio Canal has been doing very little during the week past. The first arrival

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

of coal took place on Saturday evening, but it was not from Cumberland direct, the boats having been frozen up with their cargoes on board all winter, at a point considerably this side of the western extremity of the line. We hear that the work of reparation at dam No. 5 is proceeding sturdily forward, and all is doing that can be done. – *Nat. Int.*

AG, Thu. 4/23/57, p. 2. **The Canal.**

We last week announced that navigation had been resumed on the canal, and such was the fact, but just as all was pronounced ready, and boats had taken on coal shipments and departed from this port for Alexandria, we received the unwelcome intelligence of “another break.” The late rise in the river, during the early part of last week, caused the washing out and total destruction of about 70 feet of the new cribs just laid at Dam No. 5, which unfortunate occurrence has delayed the resumption of boating for at least a week, and perhaps longer. This is indeed discouraging to our boatmen and coal shippers, and to all others interested in the business of the Canal; but we hope things may soon come right, and that even yet we shall have one of the best boating seasons since navigation began on this work. By another year, a substantial masonry dam will be built at No. 5, and also one at No. 4. The steam pump will be in a condition to be put to work whenever required – the number of boats will be largely increased – the coal operators will acquire greater facilities for the shipment of coal, and a greater confidence will be instilled into the public mind, from which we predict a bright and prosperous destiny for this *great* work. Let none be disheartened, the canal *will be* a source of the greatest benefit to Allegany county. Detentions and drawbacks will occur on the best regulated and best managed works, and of course our canal cannot hope to wholly escape them. We are frank to admit that we have had our share, and perhaps more, but then the extent and manner of the work, the difficulties and obstacles to overcome, must be considered. – The worst is

over – the “good time” is coming, and a golden harvest is to be reaped. – *Cumberland Civilian.*

P.S. Letters received in this city yesterday, from the president of the Chesapeake and Ohio Canal, state that boats will certainly pass through the entire length of the Canal, on the first Monday of May – the repairs at Dam No. 5 being so far completed as to warrant this statement.

Sun, Fri. 4/24/57, p. 4. *Georgetown, Thursday Afternoon.* - The reports from dam No. 5 on Chesapeake and Ohio Canal are rather discouraging. We learn that the recent heavy rain has misplaced some of the cribs, (recently constructed,) which will cause a further detention of boats.

Alexandria Matters. - The canal-boat J. F. Wheatley departs for Harper's Ferry with 200 boxes muskets from the Washington arsenal for the U. S. armory at the former place. Mercury.

Sat. 4/25/57, p. 3. **Allegany Coal Trade.**
Shipments of Coal for the week ending Saturday, April 18th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	2,256.19	749.13	3,016.12	33,848.19
Everett & Co.	608.01		608.01	5,097.13
	2,875.00	749.13	3,624.13	33,246.14
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	195	209	384	4,723.00
Borden M'g Co.	1,393	203	1,596	12,407.00
Allegany Co.	416	272	688	7,941.15
Wellersburg Co.	38		38	333.18
	2,022	684	2,706	23,405.13

Mon. 4/27/57, p. 3. **Georgetown Affairs.**

It is now confidently predicted by persons engaged in the management of the work, that the repairs at Dam No. 5, on our canal, will be sufficiently far advanced by this day [a] week, May 4th, to admit of the water being let on, and the passage of boats. Other persons, traders upon the canal, say by the 10th of May. As blind Jack said by his supper, "We had much rather see it, then hear tell of it."²

² *Evening Star*, Washington, D. C.

Mon. 4/27/57, p. 4. Packet Boats.

DAILY LINE FOR EDWARDS' FERRY AND LEESBURG, Va., via Chesapeake and Ohio Canal.—The Packet Boats AR-60 and M. C. MEIGS, will commence making daily trips to the above points, on Monday, March 25, leaving the wharf of W. H. and H. G. Ritter, Georgetown, D. C. every morning at 7 o'clock, Sundays excepted; through in eight hours; leaving Georgetown at seven o'clock in the morning, the Boats will arrive at the Great Falls, or Washington Aqueduct, at 10 a. m., Seneca at 12a., Edwards' Ferry at 3 p. m., where a stage will be a readiness to convey passengers to Leesburg, Va. Returning, leave Edwards' Ferry every day at nine o'clock in the morning, and arriving in Georgetown at sunset.
Through Tickets, \$1.75. Intermediate points as follows: Great Falls or Washington Aqueduct, 25 cents; Seneca, 75 cents; Edwards' Ferry, \$1.12; Leesburg, Virginia, including coach, \$1.75. Meals served on the Boats at moderate prices.
mar 25 W. H. & H. G. RITTER.

[Transcriber's Note: The above ad started on 3/25/57 and ran daily. Note that meals were served on the boats.]

States, Mon. 4/27/57, p. 3. **Arrivals.**

By Canal – William H. Harrison, wood; Eliza, wood; Pennsylvania, wood; Laura Flanagan, timber; Thomas Jefferson, limestone.

States, Tue. 4/28/57, p. 3. **Sale of Real Estate**
The very eligible property at the intersection of South Capitol street with Virginia avenue, known as the Lime Kiln property, will be sold tomorrow. It is at this point that the proposed ship-canal will intersect the Washington canal.

AG, Tue. 4/28/57, p. 3. **The Canal.**

The *National Intelligencer* says: - "The Chesapeake and Ohio Canal has done but little for the week past. The receipts at the collector's office have not exceeded \$500, the principal arrivals being corn, wood and limestone, with some wheat. From information received on Saturday, it is expected that boats will pass the work at Dam No. 5, on Monday next." The loss of the canal navigation during the past six weeks has been severely felt, thus showing the general value and importance of the canal to the commercial prosperity of this city, and that of the District.

Sun, Wed. 4/29/57, p. 2. **The Canal.** - The Cumberland Civilian says that the Chesapeake

and Ohio Canal will not be ready for passage of boats before the 5th or 6th of May.

States, Wed. 4/29/57, p. 3. **Chesapeake and Ohio Canal.** – Business in our town was never known to be so languid since the memorable freshets of '43, '47 and '52, when the canal was rent asunder by the overpowering floods of those years. We finally repaired the injuries, and our trade brightened up with flattering prospects for the future, which has again become clouded by the suspended navigation of the canal. We are frequently asked the questions: When are the dams to be repaired? When is the water to be let in? When are the boats to commence running? Being unable to answer these questions, except by hearsay, we undertake to suggest a plan to keep the canal in repair.

Our plan would be to elect a board of directors, to consist of engineers, especially those who have been engaged upon the canal – say the board to consist of nine men, and give to each a liberal salary; then divide the length of the canal from Georgetown to Cumberland, which is 184 miles, between the nine directors, so that each engineer or director should have twenty and a half miles of the canal to superintend and manage. Probably this distance would be too great for one man; we would, therefore, give each director a superintendent to aid and assist in the management of his division; because in case of a breach in the canal, it would be necessary for the director to be absent at times selecting materials for repairs, and during his absence his superintendent could act as supervision over the laborers and masons.

The beauty of this plan is, that the whole board of directors would then be upon the line of the canal, and could hold their meetings either in Cumberland, Hancock, Williamsport or Georgetown. They could always confer with each other upon the conditions of each other's division, and immediately pass an order for the doing of any work upon the different sections; but, under the present system, if a citizen wishes to use the water-power of the canal, he has to

apply in writing to the board, who request their chief engineer to examine the locality, and, if he reports favorably, the right is granted. So it appears all matters belonging to the departments of engineering, instead of being acted on immediately by the board, are referred to the engineer for his opinion, (which has not always been adopted by the board,) to the delay of repairs on the canal. If we wish to select judges of the Supreme Court, we would not pick them up from among the laborers and artisans of the land, but would select them from the most learned members of the bar. So with the selection of directors for the canal. We must choose those who have been cradled upon the public works, and familiar with the construction of a canal in all its details.

Arrivals

Canal boat Seneca with flour and mill offal.

Sun, Fri. 5/1/57, p. 1. Affairs in Allegany County. - The *Cumberland Telegraph* contains the following items: *Canal.* - The repairs on dam No. 5 will be so far completed by next Monday as to enable boats to pass. The work is pushed forward energetically night and day, and every precaution is taken as the work progresses to guard against further accidents.

Canal Boats. - The work of erecting new boats for the Chesapeake and Ohio Canal, to accommodate the coal trade, is still pushed forward with great vigor. A few days since we noticed some thirty on the stocks at the various yards.

Sat. 5/2/57, p. 2. Chesapeake & Ohio Canal. - By the early part of next week, it is confidently stated, the repairs at Dam No. 5 will be in a condition to allow the passage of boats. It will be alike gratifying to coal operators and boatmen to learn that the Canal is in a navigable condition throughout. Operations have been retarded more than a month, yet if the season should prove favorable, we predict that more coal will be transported than in any previous year since the opening of the Canal. A portion of the press of

Western Maryland has commented very severely upon the management of the work, attributing the late accident and consequent suspension of navigation to negligence upon the part of the officials. In this we think we can detect a vindictive spirit of partisan animosity. That the officers of the Company did everything in their power to avert this unavoidable mishap, we are satisfied; and the work of repair has been vigorously pushed forward since the unfortunate occurrence. That this censure is unmerited, we are fully convinced. The best energies of the officers have been enlisted in the management of this work, burdened by an irredeemable debt, and we think at least justice should be done them. If any should complain, it is the people of Allegany, as a suspension of navigation has a depressing effect upon the business of the county, yet, to their credit be it said, no murmur has escaped them.

A Washington paper suggests a plan to keep the work in thorough repair, which we think deserving of some consideration. It is this - something of a reform, by the way, upon the present system of management: - That a board of nine directors, composed of practical engineers, be chosen, in lieu of the present Board of Directors, to whom the entire management of the Canal be entrusted, each engineer having the superintendence of twenty and a half miles, or one-ninth of the 184 miles from Georgetown to Cumberland. An assistant to be allowed each director; so that, in case of a breach in the Canal, when the superintendent would necessarily be absent in selecting materials for repairs, his assistant could act as supervisor over the laborers.

The whole board of directors would then be upon the line of the Canal, and could hold their meetings either in Cumberland, Hancock, Williamsport or Georgetown. They could always confer with each other upon the condition of each other's division, and immediately pass an order for the doing of any work upon the different sections. We think this an improvement

upon the present system of management, and believe it would work admirably.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, April 25th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,782.10	186.09	1,268.19	35,817.18
Everett & Co.	582.06		582.06	5,680.01
	2,364.16	186.09	2,551.05	41,497.19
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	444.16	290.18	739.14	5,458.00
Borden M'g Co.	1,258.04	557.12	1,815.16	14,222.16
Allegheny Co.	616.11	313.07	929.18	8,871.12
Wellersburg Co.				333.13
	2,319.11	1,161.17	3,484.14	28,886.07

DNI, Sat. 5/2/57, p. 3. **The Chesapeake and Ohio Canal** Board of Directors met yesterday at the City Hall, in regular monthly meeting, the President, Mr. Maulsby, in the chair. Reports were read and accounts audited. We learn from a gentleman direct from dam No. 5 that the closing crib at the dam is about half filled, the carpenters and laborers working day and night to have the canal passable next week.

AG, Tue. 5/5/57, p. 3. **The Canal.** The Chesapeake and Ohio Canal for the week ending on Saturday, made but a small addition to the amount of the previous week. Sixteen boats, says the *National Intelligencer*, arrived at Georgetown, all of them from this side of Shepherdstown. The receipts for the month of April amounted to only about \$2,000. The merchants are anxiously awaiting the resumption of navigation, the loss of which is severely felt. – The hope is that all possible precaution has been made all along the line to prevent any thing like bad consequences from the copious rain of Saturday last, in other respects so serviceable to every interest in town and country.

Sun, Wed. 5/6/57, p. 4. *Georgetown, D. C., Tuesday Afternoon.* - The buoyant hopes of an early resumption of navigation between this place and Cumberland are today prostrated by intelligence that the new crib at dam No. 5 had been swept off by the high water; and a

subsequent dispatch states that part of the dam had also gone. It is apprehended, however, that such of the boats as were loaded and ready had passed down this side of the dam, before these disasters occurred. We await further particulars with anxiety.

The river here this morning clearly indicated a freshet above, but a stiff breeze soon relieved our apprehensions of overflowing wharves.

DNI, Wed. 5/6/57, p. 3. **Disasters to the Chesapeake and Ohio Canal** – We regret to learn – what, indeed, was to be feared considering the suddenness and copiousness of the recent rains – that the new work on the Chesapeake and Ohio Canal at dam No. 5 has given way, thus putting the resumption of navigation back again, possibly two or three weeks. This intelligence came yesterday by telegraph to a merchant of Georgetown. From another reliable quarter, we learn that dam No. 4, between Shepherdstown and Williamsport, has also been seriously injured, if not entirely swept away.

AG, Wed. 5/6/57, p. 3. **Break in the Chesapeake and Ohio Canal.** – We learn by a dispatch from Georgetown, received yesterday afternoon, that information has been received in that place, from Dam No. 5, on the Chesapeake and Ohio Canal, stating that a part of the Dam has been carried away.

ES, Thu. 5/7/57, p. 2. **GEORGETOWN AFFAIRS** – The most intense anxiety seems to pervade the minds of our citizens in regard to the condition of the upper portions of the Chesapeake and Ohio Canal. Nearly every businessman you meet with on the street either has a multitude of inquiries to make, or some recent report to communicate, in relation to it. All classes seem to be keenly alive to the importance of the canal to our prosperity, and the almost incalculable amount of injury which anything like a prolonged suspension of

navigation upon it at this season of the year would inflict. Since our letter of Tuesday, quite a multitude of reports have reached our city from Dam No. 5, which furnish some grounds to hope that the damage is much less than was at first supposed.

Since writing the above, the following items have come to hand: One gentleman, writing from Williamsport yesterday morning, says the water is still very high, and rising, and that it is impossible to ascertain the amount of damage done to Dam No. 5 until the water subsides. Another dispatch of the same date, received in our city yesterday from a reliable source, states (the author having examined the dam carefully in person) that the cribs are not carried away; that nothing is gone except the coping, or top logs, which were spiked to the cribs. Another person, writing from Shepherdstown, says of Dam No. 4, that about sixty feet of the old portion of it are gone, and that he fears the whole of Dam No.5 has been destroyed. So, we go. We shall wait patiently, however, until after the water subsides, in the hope that the amount of damage done is far less than has been anticipated.

Sun, Fri. 5/8/57, p. 1. Affairs in Allegany County. - The *Cumberland Telegraph* says the late repairs to dam No. 5 of the Chesapeake and Ohio Canal were made at a cost of \$30,000, and then many miners are out of employment in consequence of the many breaks in that unfortunate work.

Sat. 5/9/57, p. 2. The Chesapeake & Ohio Canal. - Our city has been in a state of suspense and excitement during the week by contradictory rumors of the damage done to the Canal by the recent heavy rains and freshet. Rumors had it that Dams No. 4 and 5 had been utterly swept away; then the report relieved us that no injury had been done, only again to be contradicted. A gentleman but just returned from Dam No. 5 furnished us with information to the effect that a portion of the Dam, about one hundred feet in

length and eight feet in thickness, had been washed out. He further informed us that a large force is already engaged in hewing out and hauling timber for repairs, but that it will require fully three weeks to get the work in a condition to allow resumption of navigation.

In reference to Dam No. 4, we have reliable authority for saying that about sixty or eighty feet of the front of the Dam has been forced out. A large force is also at work here, and the timber has been cut and is already upon the ground. The necessary repairs can be made in a few days.

At both places the work of repair is being pushed forward with the utmost vigor, and we may yet hope that a large amount of coal will be shipped to market by this avenue during the present season.

The Canal seems doomed to accident and disaster. A series of mishaps, very serious in their consequences, have attended it this season. First the breaking up of the ice in February materially damaged Dam No. 5; then a sudden rise in the river washed out a portion of the new work; and now the above described disaster. As a matter of course, coal operators, boatmen and the community generally have been disheartened. We hope, however, that the recent accident may be the last.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, May 2nd, 1857, and for year to that date: -

	<i>By the Cumberland Coal & Iron Co's Railroad.</i>			
	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,113.03	773.12	1,886.15	37,704.13
Everett & Co.	245.03		245.03	5,925.16
	1,358.18	773.12	2,152.10	42,630.09
	<i>By the Cumberland & Pennsylvania Railroad</i>			
	To R. R.	Canal	Week	Year
Frostburg Co.	54.19	211.19	276.18	5,734.18
Borden M'g Co.	889.04	659.09	1,548.13	15,771.09
Allegany Co.	89.01	273.07	364.08	9,253.14
Wellsburg Co.	47.16		47.16	382.11
	1,091.00	1,146.15	2,237.15	31,142.15

SALE OF A CANAL BOAT

We will sell at Public Auction, for cash, on Monday, the 11th day of May, instant, the Canal

Boat "Anna Woodward."³ This boat is now in the "Little Basin" of the Canal at Cumberland, where it can be examined by those wishing to purchase. The sale will take place at 11 o'clock, A.M., at the Public Square, in front of Dr. Healey's Drug Store.

T. J. & W.W. McKaig,
Atty's and Agents of M. A. Tilghman
May 2, 1857 - tds.

Sun, Sat. 5/9/57, p. 4. The Canal. - President Maulsby, of the Chesapeake and Ohio Canal, is here today on business. There is some encouragement in knowing that, although dams Nos. 4 and 5 are both much injured, the extent of the damage is not as great as was at first apprehended. The energies of the canal administration appear, however, to increase with the emergency; large forces of hands will at once be employed on the works, and no efforts are to be spared to surmount the obstacles. It is confidently believed that navigation will be fully restored by the first of the ensuing month of June.

ES, Sat. 5/9/57, p. 2. The bill from the Board of Aldermen authorizing the loaning to the Chesapeake and Ohio Canal Company our bonds to the amount of \$5,000 in exchange for their obligations was, for the present, laid on the table.

President Maulsby was in our city yesterday, for the purpose of making some arrangements towards securing material aid towards repairing the recent damages to the canal. He informed some of our merchants that the damage though serious, is far from being as was at first feared. He has examined each of the damaged portions, and feels confident that if he can commence at once the work of repair, that he can again have the entire line in navigable order by the first of June.

States, Mon. 5/11/57, p. 4. Canal.

The water will be let in tomorrow on this level, when a large number of boats, loaded with flour and coal, will arrive in town. They are now at the stop-lock.

Common Council.

Saturday, May 9, 1857.

Present, Messrs. Thomas, Jones, Seymour, Barron, Fearson, Pickell and Williams. In the absence of the President, Mr. Thomas was called to the chair; and, on motion, Mr. Jackson was appointed Secretary *pro tem*.

The Chair laid before the Board a message from the Mayor, stating the reasons why the council was called together – to consider a proposition from the Chesapeake and Ohio Canal Company.

A resolution had passed the Board of Aldermen, on Friday evening, authorizing the Mayor and clerk to issue the bonds of the corporation of Georgetown for the sum of \$5,000, payable in twelve months after date, to the Chesapeake and Ohio Canal Company, for their obligation of the same amount, was then read three times and passed.

The President having signed the same, on motion, the Board adjourned until Friday evening next.

DNI, Mon. 5/11/57, p. 3. **The Chesapeake and Ohio Canal** at Georgetown presents a not very inspiring appearance. The water is out on the Georgetown level for the purpose of repairing a culvert, and the time is well chosen. We hear that the mischief at both dams Nos. 4 and 5 is less that was at first supposed. This is gratifying, and we hope may prove true, for the loss of business to the mercantile and navigating community is really serious.

Sun, Tue. 5/12/57, p. 2. Washington, May 11. The efforts of President Maulsby, of the Chesapeake and Ohio Canal Company, for raising means for repairing the damages which

³ Allegany County Courthouse, Cumberland, MD, Deed Book 7, p 690, 11/17/1851.

have lately resulted to that work, are proving successful. On application to the corporation of Georgetown the councils of that town have come forward with their usual spirit and voted a loan of five thousand dollars to the Canal Company to aid the work.

ES, Wed. 5/13/57, p. 2. The liberal course of our Corporation granting the loan of \$5,000 to the Chesapeake and Ohio Canal Company, we are glad to learn, meets the hearty approval of our citizens.

Yesterday evening, on the Canal level, the water was let in, and boats, laden with flour, coal, &c., which passed dams Nos 4 and 5 during the freshet in the river, are beginning to arrive.

Sun, Thu. 5/14/57, p. 4. Michael Donoho, of Hancock, Md., was drowned in the Chesapeake and Ohio canal on the 2nd inst.

DNI, Thu. 5/14/57, p. 3. **The Chesapeake and Ohio Canal** is again in navigable order up to the Collector's office, the repairs to the culvert having been completed. Boats are arriving with their usual produce.

Sun, Fri. 5/15/57, p. 1. **Affairs in Allegany County.** - The *Cumberland Telegraph* has the following: - *Loading Boats.* - Notwithstanding the damage to the canal, boatmen are now engaged in loading boats at this port, ready to be shipped at a moment's warning.

Boat Building, notwithstanding the recent disasters sustained by the Chesapeake and Ohio Canal, continues to be prosecuted with much vigor. There seems to be no diminution of energy about the various boat yards.

AG, Fri. 5/15/57, p. 3. **The Canal.** The Alexandria Canal is in excellent condition, and there were several arrivals on Wednesday night and yesterday morning, of boats loaded with coal. The boats have been detained above Georgetown for some time past, in consequence of the break in the Chesapeake and Ohio Canal.

Every thing at this end of the line is in readiness for the resumption of business on the Canal. We hope for a prosperous season.

Sat. 5/16/57, p. 2. **The Canal.** - A loan of five thousand dollars was voted by the Corporation of Georgetown, D.C., to assist in repairing the damage sustained by Dams No. 4 and 5, on the Chesapeake & Ohio Canal, by the recent freshet. Under the superintendence of the efficient officers, the work of repair is rapidly progressing. Taking advantage of the high water, sixty or seventy boats passed the breaks, and have arrived at their destination.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, May 9th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	869.14	416.13	1,286.07	38,991.00
Everett & Co.	60.15		60.15	5,986.11
	930.09	416.13	1,347.02	44,977.11
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	27.16	112.05	140.01	5,874.13
Borden M'g Co.	483.00	111.17	594.17	16,366.06
Allegany Co.	57.19	169.04	227.03	9,463.04
Wellersburg Co.				381.14
	568.15	393.06	962.01	32,085.17

AG, Sat. 5/16/57, p. 3. **Chesapeake and Ohio Canal.** - The damage done by the recent freshet, to Dams No. 4 and 5 on the canal are not so serious as at first apprehended. The reports were more or less exaggerated. A portion of Dam No. 4 was carried away, but can be replaced in a week or ten days, and about one hundred feet in length, to the depth of eight feet, of Dam No. 5 was destroyed. The injury sustained by the latter dam will require five or six weeks in its repair. Taking advantage of the high water, a fleet of about fifty boats, loaded with coal and flour, have passed the dam. Navigation will hardly be resumed before the middle of June. Until then those interested in the work will have to wait with patience.

A loan of five thousand dollars for the purpose of repairing the mischief sustained by the canal, has been negotiated by the President, Mr. Maulsby, with the corporation of

Georgetown. That city came forward with alacrity in response to the demands made upon her. – *Cumb. Tel.*

A letter received in this city, from the President of the Chesapeake and Ohio Canal, states that the repairs at Dams Nos. 4 and 5, are progressing rapidly, and that without any more freshets, he thinks navigation will certainly be resumed by the 1st of June.

AG, Mon. 5/18/57, p. 2. **The Chesapeake and Ohio Canal** has this week conveyed 59 boats to the Collector's office at Georgetown, laden with coal, flour, wood and timber. Of flour the receipts have been over 20,000 barrels; of coal 23 boat loads have arrived, and 3 cargoes of corn. The business has, however, fallen slack again, and we regret to learn that reports from above, both from Dams 4 and 5, are decidedly unfavorable to a resumption throughout the line much, if any, before the 1st of July. Nor do we learn that there is any strong hope that boats at half-cargo, or even less, will be able to pass at the dams before the period thus mentioned. Every exertion is being made by the President and Directors to restore navigation at the earliest possible date. The regular annual meeting of the stockholders of the canal will be held in our City Hall on the first Monday in June. – *Nat. Int.*

States, Wed. 5/20/57, p. 3. **The River.** There is considerable coal accumulating upon the canal wharves at Alexandria; but no vessels were in waiting there yesterday.

 GEORGETOWN
Flour Trade

There is a strong bias in favor of railroads for the transportation of heavy freight, such as the agricultural productions of a fertile country. Canals are certainly more preferable to them in cheapness and convenience. On railroads, the companies supply the means of transportation; on canals, individuals alone supply their own boats and rafts, and pay toll for the right of navigation. The article of flour, we believe, is at

this time transported from Williamsport to Georgetown – a distance of 100 miles – for 25 or 30 cents per barrel; many boats bringing down each trip about 1,000 barrels, which will yield to the boatmen from \$250 to \$300, out of which he pays his tolls to the company.

In Georgetown, the millers and farmers can always obtain the highest price that the shipping merchants can afford, because the purchasers from the boats are the shippers, and the flour does not have to pass through second hands before its shipment; but in some large cities the purchasers from the millers are not the shippers, but merely agents between the parties, whose profits are derived from the producer, as the flour is generally turned over by them to the shipping merchant at an advance. Most of the flour inspected in Georgetown is generally shipped to New York and other northern cities, in a line of packets that leave weekly, where it is disposed of to merchants and bakers, and in fact ranks second to none in market.

States, Thu. 5/21/57, p. 3. GEORGETOWN
Flour Trade.

In yesterday's paper we had something to say in reference to the flour trade of Georgetown, its advantages and prospects. If the miller or farmer wishes to be his own shipper to distant ports, he will find that flour can be shipped from our wharves at as low a freight as from Baltimore, and with less expense. Here, the flour need not be drayed, but can be taken from the boats immediately on board the vessels without any expense; and if no vessels can be had at the moment of its arrival, it can be stowed, at small expense, until a chance offers of shipping the same.

If the miller prefers to employ a merchant in Georgetown to sell his flour, he can have no difficulty in finding good and substantial houses to attend to his interest, at a moderate expense, from whom he can receive all accommodations, such as are usually granted in large cities.

In addition to the superior advantages of Georgetown as a flour market, the merchants

have the advantage of return cargoes, in supplying salt, fish, groceries, plaster, lumber and other materials for the upper country, which can be obtained here on as good terms as in Baltimore, and landed at any of the landing places along the canal.

Arrivals by Canal.

Boats Baltic, Seneca, flour; Hugh Smith, limestone; Neptune, wood; and J. F. Essex.

Departures.

Boats Rebecca, Henry Clay, Thomas Silvers, Hugh Smith, Jack and General Worth.

Sun, Fri. 5/22/57, p. 1. Affairs in Allegany County. - The Cumberland *Telegraph* states that on Wednesday the water in the Potomac and Will's creek was rapidly rising, threatening a freshet. - A meeting of the citizens of Cumberland was held on Tuesday to adopt measures to secure a loan to aid in the completion of dams Nos. 4 and 5 of the Chesapeake and Ohio canal, which was addressed by Col. Maulsby, the president of the company, showing that the loan was indispensable.

Sat. 5/23/57, p. 2. The Chesapeake & Ohio Canal. - The President and Directors of the Canal Company held a special meeting, in this city, on Wednesday last. The principal object of the meeting was to acquaint our citizens with the present conditions and prospects of the Company, and to secure such aid as existing circumstances required. Upon invitation, a respectable number of citizens assembled at St. Nicholas' Hotel; to whom Col. Maulsby, the President of the Company, detailed, fully and frankly, the plans and operations of the present Board. He stated that the Board were convinced, soon after assuming the control of the work, that to insure steady navigation, it was necessary to have two substantial stone dams built in lieu of the decayed structures known as Dam Nos. 4 and 5; and they therefore determined to appropriate the net revenue of last year, and the anticipated

revenue of the present year, to the accomplishment of that object. This policy of the Board had been thwarted by a series of disasters.

The ice freshet swept away considerable portions of the old dams, and subsequent freshets and other circumstances have, to the present, prevented the completion of the repairs. The funds in hand, and the anticipated revenue of the present year, intended to be applied to the construction of the new dams, have been absorbed in these repairs and in making necessary improvements at various points. The required means, over and above the amount of last year's net revenue, for the repairs, have been obtained by loans and by advancements of several of the coal and transportation companies.

He expected that the Canal would be in navigable condition early in June; but apprehended that the repaired dams could not resist an ice freshet, and that if the new stone dams were not completed within the present season, we might anticipate for next Spring a repetition of the disasters of the present season.

But, he said, the question arises - where is the money to come from, to pay for the construction of the new dams? The District cities and the various coal companies have stepped forward and afforded relief in numerous emergencies. They may even do more, if others interested equally with them will extend a helping hand. The direct question came - Can or will the citizens of Allegany County furnish, by way of a loan, \$50,000 to be applied to the construction of the new dams?

After an interchange of views, Samuel M. Semmes, Esq. was called to the chair, and on motion a committee was appointed to prepare resolutions embodying a scheme for raising the required amount; - the resolutions to be reported to a town meeting to be held at the Court House on Thursday afternoon.

At the appointed hour on Thursday, a large number of the citizens assembled at the Court House - Samuel M. Semmes, Esq. in the chair.

Geo. A. Thurston, Esq. chairman of the committee previously appointed, reported a series of resolutions - providing for a guarantee by the Corporation of Cumberland of the bonds of the Canal Company to the amount of \$50,000. This scheme appeared to meet the approval of the meeting; but it was regarded by the Canal Board as not likely to prove available, and was therefore abandoned.

A new committee was then appointed, who, through its chairman, Geo. A. Pearre, Esq. submitted the following resolution, which was unanimously adopted: - *Resolved*, That a committee of five be appointed by the Chairman of this meeting, whose duty it shall be to procure from the citizens of the City of Cumberland and Allegany County, loans of money to the Chesapeake and Ohio Canal Company, upon the bonds of said Company to be given to each lender, for the amount loaned with interest payable semi-annually, said bonds to be payable in the year 1859, and to be redeemable in money or tolls at the option of the lender.

The chair named John Beall, George Henderson, Henry T. Weld, Joseph H. Tucker and John A. Graham, Esqs. as said committee.

The importance of making the Canal reliable for regular transit to tide water, is felt by our citizens of all classes, and it is to be hoped that all who have the ability will furnish material aid in the manner proposed.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, May 16th, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	3,468.16	1,308.13	4,777.10	43,768.10
Everett & Co.	107.00		107.00	6,093.19
	3,575.16	1,308.14	4,884.10	49,862.01

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	523.07	370.14	849.01	6,788.14
Borden M'g Co.	1,768.01	297.14	2,063.15	18,420.01
Allegany Co.	342.04	257.12	599.16	10,062.00
Wellersburg Co.	104.06		104.06	456.00
	2,735.18	928.00	3,661.18	34,747.15

AG, Sat. 5/23/57, p. 2. A meeting of the President and Directors of the Chesapeake and Ohio Canal was held in Cumberland on

Wednesday. The object of the meeting was to negotiate a loan of fifty thousand dollars to aid in the completion of the stone dams, Nos. 4 and 5. An impromptu meeting of our citizens was called, and a full and candid exposition made by the President, Col. Maulsby, of the present condition, embarrassments and necessities of the work. A loan of the sum named above was shown to be indispensable to the permanent restoration of navigation. Our citizens are deeply interested in the work, and those present showed a disposition to respond to the appeal made upon them with a degree of liberality commensurate with the importance of the object.

DNI, Mon. 5/25/57, p. 3. **The Chesapeake and Ohio Canal**, we are informed, is likely to be navigable at an earlier day than had been supposed. It is hoped that in a couple of weeks boats, with loads more or less full, will pass the canal at the places of the two disrupted dams.

States, Mon. 5/25/57, p. 3. GEORGETOWN
Canal Arrivals.

Boats Catharine Shaffer, 88 miles, cargo 500 bbls. flour and 10 bbls. whiskey; John Randolph, cargo 300 bushels corn, 100 bbls. flour, 126 bushels oats, 150 bushels offal and 13 cords of wood; T. Cookendorfer, 52 miles, 30 cords of wood.

Departures.

Boats Neptune, Eliza Ann, Wm. H. Harrison, Great Pirate, Catharine Shaffer, Julia Elgin, John Randolph, Union, and Saloma Clarke. Amount of toll received at this office this week, \$2,000.

AG, Thu. 5/28/57, p. 2. **Chesapeake and Ohio Canal.** - The *Cumberland Civilian* gives the particulars of a special meeting called in that town on Wednesday last by the President of the Chesapeake and Ohio Canal Company, the object of which was to make the public acquainted with the condition and prospects of the canal.

In the course of the representations made by Mr. Maulsby, the President of the company,

to the meeting, he stated that the apparently very ample resources which had been depended upon to complete the necessary repairs and to put the canal in good order throughout, have been absorbed by reason of the disastrous circumstances that have occurred during the present spring. – Although the navigation will be very shortly restored, and might be continued throughout the season of 1857, yet be apprehended that the repaired dams could not resist an ice freshet, and that if the new stone dams were not completed within the present season, we might anticipate for next spring a repetition of the disasters of the present season. Mr. M. then put the direct question, “can or will the citizens of Alleghany county furnish, by way of loan, \$50,000 to be applied to the construction of the new dams?” This was met by citizens with much promptitude and entire unanimity, who proposed to guaranty \$50,000 worth of canal bonds, to be put at the disposal of the directors, for the construction of the two dams lately broken through, and that said bonds should not be sold at less than par. But Mr. Maulsby remarked, in action to this liberal action, that the bonds would of necessity be thrown by the directors into the money market, and there inevitably suffer discount, a state of things that neither the canal nor the city of Cumberland would at all desire. The proposition of the citizens was therefore withdrawn. A committee of five was then appointed to hit upon an available plan whereby the money could be raised. They submitted, through their chairman, George A. Pearre, esq., the following resolution, which was unanimously adopted:

Resolved, That a committee of five be appointed by the chairman of the meeting, whose duty it shall be to procure from the citizens of the city of Cumberland and Alleghany county, loans of money to the Chesapeake and Ohio Canal Company, upon the bonds of said company, to be given to each lender for the amount loaned, with interest payable semi-annually, said bonds to be payable in the year 1859, and to be

redeemable in money or tolls, at the option of the lender.

The chair named John Beal, George Henderson, Henry T. Weld, Joseph H. Tucker and John A. Graham, Esqs., as said committee.

The meeting then adjourned *sine die*, and thus the matter at present rests.

DNI, Thu. 5/28/57, p. 3. **Sad Occurrence** – A son of Mr. Colin Unseld, residing in Washington county, (Md.) was drowned in the Chesapeake and Ohio Canal on Friday morning last. The youth, accompanied by a negro boy, was riding along the tow-path, when the horse they were riding took freight and plunged into the canal, drowning both the son of Mr. U and the negro boy with him.

States, Fri. 5/29/57, p. 3. **Chesapeake and Ohio Canal Company** – The annual meeting of the stockholders of this company is to be held at the City Hall, at noon, on Monday next.

DU, Wed. 6/3/57, p. 3. **The Coal Trade.** The president of the Alexandria Canal Company, in his recent annual report, says: “The number of boats employed in the transportation of coal on the Alexandria canal for the past year was 197, and produce boats 22. It has been stated, upon what is considered good authority, that the number of coal boats this year will be greatly increased, say, with 70 boats from the North, and as many more new ones building at Cumberland, and other points on the Chesapeake and Ohio Canal. Should these anticipations be realized, and the Chesapeake and Ohio Canal be made navigable early in this month, and so continue throughout the season, the receipts of coal by the Alexandria Canal for the year ending April 1, 1858, may yet reach from 200,000 to 250,000 tons.”

States, Wed. 6/3/57, p. 3. **Chesapeake and Ohio Canal** – At the meeting of stockholders, at the City Hall, on Monday, the old board of directors was re-elected, as follows: Wm. P. Maulsby

President, Frederick county, Maryland; Thomas Devecmon and James Fitzpatrick, Allegany county, Maryland; James Coudy and Jacob H. Grove, Washington county, Maryland; John Brewer, Montgomery county; and Robert P. Dodge, of Georgetown, D. C.

Alexandria – There is but about 30 to 35 tons of Cumberland coal now on the canal wharf at Alexandria, and this has been secured by the Mail-boat Company for their steamers. The Canal Company anticipated on Monday that transportation would be resumed about the 15th, which, if verified, will soon restore some appearance of business to this branch of trade, as large amounts are known to be afloat above dam No, 5, as well as large quantities of grain from the same section.

AG, Thu. 6/4/57, p. 3. **Chesapeake and Ohio Canal.** – The annual meting of the Stockholders of the Chesapeake and Ohio Canal, took place on Monday in Washington. It resulted in the re-election of the old board as follows:

William P. Maulsby, President, Frederick county, Md.

Thomas Devecmon and James Fitzpatrick, Alleghany county, Md.

James Coudy and Jacob H. Grove, Washington county, Md.

John Brewer, Montgomery county, Md. and Robert P. Dodge, Georgetown, D. C.

From the dams on the upper region of the canal, intelligence was yesterday received which gives the hope that by the 10th instant navigation will be resumed throughout.

The Cumberland *Civilian* has the following items: “It is expected that boats will be enabled to pass dam No. 5, during the latter part of this week. Much anxiety is felt here for the resumption of navigation, and when it does set in, we may expect a livelier scene than has ever been before witnessed at our several coal wharves, at the locks and the basin.”

The amount of coal sent from the Frostburg region for the week ending 30th ult.,

was 9,505 tons; from the Westernport region 5,886 tons; making for the week 15,391 tons, and for the year 215,868 tons. For the same time last year, the total amount shipped was 204,112 tons; being an increase this year of 11,756 tons.

ES, Fri. 6/5/57, p. 3. **The Canal.** – There have been various reports in circulation here as to the early completion of the repairs on the Chesapeake and Ohio Canal. The Cumberland *Alleganian* of yesterday has the following: “Late and authentic information from the scene of the late disasters on the Chesapeake and Ohio Canal, assures us that the repairs on Dam No. 5 are gradually progressing towards completion, and that they are sufficiently advanced to warrant the assertion that navigation will be resumed about the 18th instant. The recent heavy rain South of us, and the rise in the South Branch and the Little and Big Cacapon may retard the progress of the work. The key crib was to have been put in on Tuesday, but we have not learned whether it was effected or not.”

Sat. 6/6/57, p. 2. **The Canal.** - Repairs at Dam No. 5 are progressing as rapidly as can be expected. We have been shown a letter from one of the Company's officers, which states that the large crib will be put in today or Monday. Navigation will be resumed it is thought sometime in the early part of the month, though it may not be until the 15th. There has been a rise of about a foot in the river, but it has not retarded the progress of the work.

States, Sat. 6/6/57, p. 7. **Arrivals by the Canal** – Boat Julia Elgin, cargo 800 bushels corn, 180 bushels meal; boat Ida, 200 barrels flour, 2,500 bushels corn, 200 bushels meal; boat Boyer & Watson, 640 barrels flour, 55 barrels whiskey; boat Baltic, 660 barrels flour, 100 bushels corn; boats Lawson, Mary A. Flanagan and Thomas Jefferson, with limestone.

DNI, Mon. 6/8/57, p. 3. **The Chesapeake and Ohio Canal** is doing but a small business, only

about \$400 having been received during the week. The chief articles coming down now are flour, corn and limestone, but no wheat. We learn that owing to the high waters in the upper sections of the line some delay will be occasioned. The day supposed on which navigation will be restored throughout is the 18th instant.

ES, Tue. 6/9/57, p. 3. **GEORGETOWN AFFAIRS** – The injurious effects upon the business portion of our city resulting from the suspension of navigation upon the Chesapeake and Ohio Canal, seems to be more seriously felt this season than ever before. Every portion of the town, especially the business portion, has for several weeks given the most unmistakable evidence of some serious interruption to the avenues of trade. It may, however, after all, result beneficially to many of our citizens, by teaching them the all-important fact, that the early construction of the Metropolitan Railroad is actually indispensable to the stability and prosperity of the trade of Georgetown.

ES, Thu. 6/11/57, p. 3. The masters of coal and other craft complain that they are losing money on every trip to the District cities, in consequence of being compelled to make return trips without freight. They say that the Philadelphia dealers represent to them that the repairs on the fifth dam of the Chesapeake and Ohio Canal are completed or nearly so; persuading them to take freights to the Potomac cities, with the belief that they can easily obtain return freights of Cumberland coal.

The river is full of long boats, which are constantly passing through the eastern draw of the bridge, bound up the city canal.

AG, Thu. 6/11/57, p. 3. On the subject of the resumption of navigation on the Chesapeake and Ohio Canal, the *Cumberland Civilian* offers nothing very encouraging. It says: "Wait a little longer, and, if the water does not get too *high*, or too *low*, we think we can herald it soon. The

dams in all probability will be ready in a few days. Although boating is late in setting in, we can in the mean time console ourselves with the old maxim, 'better late than never,'"

Sun, Fri. 6/12/57, p. 1. **Affairs in Allegany County.** - We copy the following from the *Cumberland Telegraph: Chesapeake and Ohio Canal.* - We are now assured that navigation will be resumed by Monday next, the 15th instant. We congratulate coal operators and others interested in the restoration of navigation upon the auspicious event. It is now four months since the break was made by the ice in dam No. 5.

AG, Fri. 6/12/57, p. 3. **Chesapeake and Ohio.** The Georgetown correspondent of the *Washington Star*, under date 11th instant says: "It is currently rumored in our city this morning that Dam No. 4, on the Chesapeake and Ohio Canal, has again been seriously injured, or partly swept away by the rise in the Potomac, caused by the heavy rains of the last few days.

The water in the Potomac, opposite our city, this morning, is quite high, with a strong current setting down, and large quantities of wood and heavy logs, &c., are being borne on by it. This causes us to fear that the report from Dam No. 4 is correct."

Sat. 6/13/57, p. 2. **President and Directors of Canal.** - At the annual meeting of the Stockholders of the Chesapeake and Ohio Canal held on the 1st inst., Wm. P. Maulsby was re-elected President, and Thomas Devecmon, James Fitzpatrick, James Coudy, Jacob H. Grove, John Brewer and Robert P. Dodge, Directors.

AG, Mon. 6/15/57, p. 2. Nothing has been heard at the Canal office in Washington on Friday last, going to corroborate the report made a day or two before that serious injury had been done by the last high water to the new work at dam No. 4 of the Chesapeake and Ohio Canal.

ES, Tue. 6/16/57, p. 3. Arrived at Alexandria, steamer *Maryland*, from Chesapeake City, with 24 boats loaded with Cumberland coal in tow. The coal was all taken by a new coal company (name unknown,) to supply the trade along the line of the Chesapeake and Ohio Canal. This new company have in contemplation the establishment of a coal depot at Point Lookout, if the repairs which are being made on the canal should become successfully completed. The *Maryland* will leave Alexandria again today for Chesapeake City, to tow another fleet of the canal boats to Alexandria.

States, Tue. 6/16/57, p. 3. **The River.**

The steamer *Maryland* arrived at Alexandria yesterday, bringing twenty-four canal boats – the first instalment of one hundred which are now awaiting her assistance at Chesapeake City, the western terminus of the Chesapeake and Delaware canal. These boats were constructed for, and used for a time on, the Erie canal; but in consequence of the late enlargement of that “institution,” the owners found it more advantageous to substitute large ones. These, we learn, have been purchased by a new coal company, whose possessions are near the Cumberland mines, and that they are destined for the coal trade on the Chesapeake and Ohio canal.

We learn further, that it is the intention of this company, should the canal ever again be open to a continuous trade, to erect a coal depot at Point Lookout, the southern point of Maryland, where the Potomac debouches into the Chesapeake bay, and purchase four steamers suitable for freight and towage – two to run from Georgetown, and the others from Baltimore to the Point. Also, that the company have in view the steamer *Maryland*, as one well adapted to the service required. We regret, however, being unable at present to give the name of the company referred to.

The *Maryland* left again this morning for another installment of her tow at Chesapeake City.

The tug *Wide Awake* towed from and to the same points [Georgetown to Alexandria] two canal boats heavily laden, giving rise to report that the canal navigation had been resumed. We have been unable to verify this report.

AG, Tue. 6/16/57, p. 3. **The Canal.**

Mr. Jacob Hieston, of this city, returned on Saturday last, from a trip up the line of the Chesapeake and Ohio Canal, and reports that there had been a freshet, but that no damage was done at either dams Nos. 4 or 5. The crib at No. 4 would be put in today, and water let in on Saturday next. The water had been drawn off the level near Williamsport, to have some bars removed, that had been formed by the freshet, but it was confidently expected that the whole line of the canal would be in good navigable order by Saturday next.

The *National Intelligencer* says: - The Chesapeake and Ohio Canal will be benefited somewhat by the high water, if at the same time the work at the dams is compelled to slacken. Boats will be enabled to pass for a day or two at least. The Potomac is quite high, and its waters roll turbidly along, much in contrast with the river’s habit during this season of the year for a long time past.

AG, Thu. 6/18/57, p. 3. **Coal Companies** – The Washington *Star* says: “Arrived at Alexandria, steamer *Maryland*, from Chesapeake City, with twenty-four boats loaded with Cumberland coal in tow. The coal was all taken by a new coal company, (name unknown,) to supply the trade along the line of the Chesapeake and Ohio Canal. This new company have in contemplation the establishment of a coal depot at Point Lookout, if the repairs which are being made on the canal should become successfully completed. The *Maryland* will leave Alexandria again today for Chesapeake City, to tow another fleet of canal boats to Alexandria.”

We add to this, that a rumor is mentioned in the Cumberland *Civilian* that the Cumberland

Coal and Iron Company propose to loan the canal company the sum of \$20,000, to be expended in the erection of masonry dams at Nos. 4 and 5, said loans to be paid in tolls, the Canal Company making a deduction of three cents per ton on all coal the Cumberland Company shall send by canal, until the debt is liquidated. It is also stated that the Frostburg Coal Company have under consideration a proposition to loan the canal company the sum of \$10,000, to be repaid in tolls, if it shall be found that said company has not heretofore made such pledges of all the tolls to secure former or pre-existing debts, as to render any pledges or contract now made, to refund in tolls, impossible. Saturday next is now designated as the day on which navigation on the canal will be resumed.

AG, Fri. 6/19/57, p. 2. **Another Accident to the C. and O. Canal.** – A letter from Williamsport, dated 16th instant, received in this city yesterday, says: “The unfortunate crib which was last put in at Dam No. 5, on the Chesapeake and Ohio Canal, broke as they were putting it in. One-half going through, the other half lying in the way at the breach in the Dam.

“Everything is in confusion here, and I do think now, (after the third attempt at these cribs, and no likelihood of the Canal being put in order with the cribbing,) that it is high time to adopt some other plan to restore navigation on the Canal. I also hope now, that the Coal Companies will refuse giving money, without the Canal Company will let the Coal Companies have their plans to do the work.

“I have but little faith in the management of the head officer, who is opposed to Mr. Holman, who did the work on that part which has stood, and is tight, and now stands uninjured up to this time. The Superintendent seems disposed to give the Baltimoreans the control of the work. One Baltimorean was drowned.”

Sat. 6/20/57, p. 2. **The Canal - Another Mishap.** - Letters from Dam No. 5, received

here, inform us that an accident of quite a serious nature occurred on Monday last. In attempting to swing the key-crib in, the ropes gave way and the crib was dashed violently against a rock and broken. Other accounts state that the crib had been put in safely, and it gave way, while the workmen were filling it with stone.

Thus again, will navigation be suspended for some time to come, and our county must suffer very materially, from the fact that a large portion of the laborers engaged at the collieries of the county, will be thrown out of employment; the boat builders cannot retain in their employ the large force that has been engaged in that branch of business, and in fact all classes of the community must more or less feel the effects of this protracted suspension of operations.

We learn that immediately upon being informed of the breakage, the Board of Directors assembled on the spot to adopt such measures as they might deem expedient for the relief of the work. What was done has not yet transpired, but we are assured from their former efficiency that nothing will be left undone by them to insure the speedy resumption of navigation.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, June 13th, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,738.04	503.19	2,242.03	59,557.01
Everett & Co.	343.09		343.09	7,292.14
	2,018.13	503.19	2,585.12	66,849.15

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	336.07		336.07	7,845.17
Borden M'g Co.	1,709.07	123.19	1,833.06	27,172.04
Allegany Co.	810.04	483.01	1,293.05	14,723.19
Wellersburg Co.				721.15
	2,355.18	609.00	3,461.18	50,463.15

DU, Sat. 6/20/57, p. 3. **The Chesapeake and Ohio Canal.** – The Chesapeake and Ohio Canal has been, of late, almost constantly out of repair, and unceasing have been the efforts of its board of directors to put it in a serviceable condition. Not only have large sums of money been realized by the contractors for its construction,

but corresponding sums have been lost in the same way.

For the past month, we have heard most flattering accounts of the repairs at dam No. 5, and great has been the rejoicing of our business men in the hope of a speedy reopening of navigation. Now, however, it is a question whether or not these repairs will ever be completed in a satisfactory manner; for intelligence has reached us that, on Tuesday last, while the workmen were lowering the last or center crib (about one hundred feet long) into its place, it broke into a number of pieces, and was carried off by the current. One of the workmen, a Baltimorean, was drowned.

This accident has caused considerable excitement all along the canal, and not a little indignation against the superintendent. The work which has already been done has cost something more than \$50,000, and has been productive of no real good, and the expenditure of a like sum, we fear, would hardly secure uninterrupted navigation for the remainder of the present season. Nevertheless, it is desirable that the canal should be put in good boating order with the least possible delay, as the carrying business of the section of country through which it runs has got sadly behind hand. We hope soon to hear better news from dam No. 5.

States, Sat. 6/20/57, p. 3. GEORGETOWN

Water Power

We understand a proposition is pending before the directors of the Chesapeake and Ohio Canal Company asking for the right of water to propel a paper mill, to be erected near the town; but so far the right has not been granted, because the Alexandria Canal Company claim the privilege of selling as many water rents from their level as the Chesapeake and Ohio Canal. Under an act of the State of Virginia, passed March 15, 1849, guaranteeing the bonds of the Chesapeake and Ohio Canal Company to the amount of \$200,000, to place the canal in a thorough state of repair from dam No. 6 to Georgetown, in the said act was embedded the words: "And also

shall have granted, upon fair terms, to the Alexandria Canal Company such reasonable proportion of water rights and privileges required by the said company, which may be in the power of the Chesapeake and Ohio Canal Company to afford."

This act did not extend beyond the boundaries of Virginia; it was no amendment to the charter of the Chesapeake and Ohio Canal Company, and could not be such until sanctioned by the Congress of the United States, and probably confirmed by the legislature of Maryland, therefore Alexandria has no right to demand the privilege of selling as many water-rights from their canal as is sold by the Chesapeake and Ohio Canal at Georgetown, from and after the 15th March, 1849, and even if they had the right to sell water-rights along the whole length of their canal, what man would be silly enough to build a flour mill or cotton factory on the opposite side of the river to be propelled by water-power carried across the Alexandria aqueduct from the Georgetown level, when he knows in a few years the aqueduct must yield obedience to the law of gravitation, and tumble into the Potomac river.

The State of Virginia has not been very liberal towards the canal. Her original subscription was only \$250,000, and never was increased, unless we allow the appropriation of \$200,000 to put the canal in complete repair; and which was surrounded with conditions binding the Chesapeake and Ohio Canal Company to erect locks at the termination of various streams in Berkeley, Loudoun and other counties of Virginia bordering upon the river, to give facilities to her own citizens to transport their produce to market by the way of the canal. Virginia should not throw any obstacle in the way of leasing the water-power of the canal. We have had obstacles enough to contend with years past, when one Steward claimed all the water-power, as the "agent of the heirs of Nicholas Binney, of Boston, deceased," who was made to appear as owner of the land through which the feeder to the canal was cut, by which the

Georgetown level was supplied with water. This was magnified by the lawyers, and inflated from a mole-hill to mountain. The cry was, "Steward owns the water-power; it is dangerous to buy from the Canal Company." And, after a long delay, this bubble was carried into court, where it received a manipulation by the hands of the judges of the Circuit Court, by which it was shorn of its strength; and being reduced to a skeleton, an appeal was taken to the Supreme Court, where a great effort was made to infuse life into its palsied corpse. But it there died, for the want of strength to sustain itself, and was decently laid out by that honorable court.

Is the water-power of the canal available or not? This is the simple question on which the prosperity of Georgetown depends. What is the use of any delay about it on the part of the Directors of the Canal Company? A matter so very simple might, we would think, be settled without any very remarkable hesitation; but so long as Alexandria considers it her interest to prevent the prosperity of Georgetown, which a liberal lease of canal water-power would occasion, so long will the town be baulked of the important benefits within her grasp. The immense benefit to the coffers of the Canal Company ought to be an inducement to lease and sell all the water-rights they can to an unlimited extent, because, with means at command, they will be enabled to repair the dam at the Little Falls; and if needed, they can throw the whole Potomac river into the canal. This will supply all manufacturing purposed, as well as sufficient water to supply the prism of flotation.

What are we to do in our present condition? Are we to wait with folded arms for such a conjunction of possibilities as will at some future time give us the use of what we require? Are all our dreams of manufacturing prosperity to wait the slow operations of time and the generosity of the Canal Directors, inducing them to lease us the water running through our own town? We hope, at the next meeting of the Board, a spirit of liberality will manifest itself in leasing the water-power of the

canal, without regard to any supposed danger to navigation.

AG, Sat. 6/20/57, p. 3. We are sorry to learn of the recent disaster to Dam No. 5, Chesapeake and Ohio Canal, and more so to find that it will, in all probability, prevent \$1,000,000 from being taken from the Coal Mines this year.

 Our friends of the *National Intelligencer* think the only recourse we now have, in the matter of the Chesapeake and Ohio Canal, is the exercise of *patience*. This, to be sure, is a very commendable virtue – but it *wears out* when fuel is wanted and prices are high! We have a remedy for the evil, and that is, the *Railroad* to the Coal Mines. Let us all help that along!

 The Cumberland *Telegraph* complains very much of the manner in which the work on the Chesapeake and Ohio Canal has been conducted, for some time past.

States, Mon. 6/22/57, p. 2. **The Chesapeake and Ohio Canal.** – Alexandria, June 22. – The *Gazette* (extra) of this morning contains a letter from Williamsport on the 19th, saying that "the work on dam No. 5 was recommenced this morning, and the canal will be ready for the passage of boats in three weeks. President Maulsby has obtained from the Secretary of War, at Washington, permission for Captain Meigs to visit the work as advising engineer. There will be no difficulty about pecuniary means."

AG, Mon. 6/22/57, p. 2. **The Chesapeake and Ohio Canal.** – The Georgetown correspondent of the *Washington Star* gives the following particulars of the accident at dam No. 5: "We regret exceedingly to be compelled to announce the fact that our bright prospects and encouraging hopes of a speedy resumption of navigation upon the upper portions of our canal, which we indulged in a few days ago, have suddenly been blighted, either by another accident or a want of proper management. On

Tuesday, while the hands who were engaged in repairing Dam No. 5, were lowering the last or centre crib, (which was about one hundred feet long,) into its place in the dam, it broke in pieces and was carried off by the current. We are further informed, that at the time of the accident, George Rogers, one of the workmen from Baltimore, was drowned. The work which has been done at this dam during the last few months, and which amounts to just nothing, has cost at least from \$50,000 to \$70,000, and we are now a little farther from having any prospect of a resumption of navigation than we have ever been before. Indeed, we have been informed by persons who have been on the spot, that it has been exceedingly doubtful whether it will be rendered passable for boats during the season, as no further efforts will be made to repair it upon the principle heretofore adopted.”

*Sun, Tue. 6/23/57, p. 1. **The Chesapeake and Ohio Canal.*** - The president of the canal board, Mr. Maulsby, has secured, by application to the War Department, the valuable services of Capt. M. C. Meigs, who will probably proceed forthwith to dam No. 5, to advise with Mr. Patterson, the regular canal engineer, as to the best means of dealing with the difficulties at that spot. The National Intelligencer says:

"We think this is a judicious movement on the part of the president of the board, and augur it will result prosperously. We also hear that the party from Baltimore, on whose plan and under whose advise the president and board have been acting at dam No. 5, has left the work altogether, and will have no more connection with it. In the present swollen state of the Potomac river we apprehend little can be practically done, yet measures may be taken for action at the first available moment. In respect to pecuniary means, we learn that satisfactory arrangements to procure it have been made."

Ibid, p. 4. From every direction we have similar accounts of the fury and devastating

effects of the great hailstorm of yesterday afternoon.

The condition of the Chesapeake and Ohio Canal continues to engross a very large share of the public attention. By the long suspension of navigation, from the damage to dam No. 5, a very large portion of the business of Alexandria, Georgetown and Washington is prostrated. - Col. Maulsby, the president of the canal, derives fresh energy from the emergency, and we learn today that the former contractors have left the work and new men have been appointed; that, through the courtesy of the Secretary of War, the valuable services of Captain M. C. Meigs have been obtained to advise with Mr. Patterson, the engineer of the canal, as to the most effectual means of removing the difficulties of navigation. Better still, I am assured that there is not, nor will there be, any difficulty in procuring sufficient means to repair all the damages and put the entire stream in navigable order.

*AG, Tue. 6/23/57, p. 2. **The Chesapeake and Ohio Canal.*** – A letter from Mr. Hieston, dated Williamsport, June 19th, says: “I arrived here this morning. The work on Dam No. 5, has recommenced, under the management of Messrs. Stake, Brown, Hassett and Stone, and they say they will have it ready in three weeks for boats. These contractors are new, and the utmost confidence is reposed in their ability. On Saturday, Col. W. P. Maulsby, the President of the Canal Company, visited the Secretary of War, and obtained permission for Col. Meigs to visit the work at Dam No. 5, as advising engineer. Last, but not least, there will be no difficulty about pecuniary means.”

*DU, Wed. 6/24/57, p. 3. **The Chesapeake and Ohio Canal*** – Already we have cheering news from dam No. 5, in consequence of which great satisfaction is expressed by our business men. A letter has been received in Alexandria, dated the 19th instant, from which we learn that the repairs at dam No. 5 have been recommenced under the

direction of Eli Stake, Brown, Hassett and Stone, contractors. Mr. Stake says that the dam will be ready for the passage of boats in two or three weeks.

In connection with the above, we will remark that the president of the canal has secured, by application to the War Department, the services of Captain M. C. Meigs, who will probably proceed at once to the scene of operations.

In short, the whole aspect of affairs has been changed within a few days' past, and the public may again indulge the hope that the Chesapeake and Ohio Canal will shortly be in good boating order.

Sun, Thu. 6/25/57, p. 2. Repairs of the Chesapeake and Ohio Canal. - We have already mentioned the fact that ample means have been provided for repairing the renewed damages to dam No. 5, on the Chesapeake and Ohio Canal, caused by the late freshets, and that the services of Captain Meigs, the distinguished army engineer at Washington, had been obtained to assist in devising effectual means for carrying the work to a speedy completion, in order that the important interests depending so largely upon the canal navigation may be duly subserved. We are glad now to learn, however, that the more recent mishap to the work, at the dam in question, is not so serious as has been represented, the immediate pecuniary loss being much less than was implied therefrom. The following letter from an official source states the facts of the case:

Dam No. 5 Ches. and Ohio Canal,
June 24th, 1857.

You copied on Monday last, a paragraph from the Washington Union, stating that the whole expenditure at this point had been rendered nugatory by the late freshets, and that the structure had been carried off, and that large sums of money and much time would be required to restore navigation. This statement, I am informed, has operated most prejudicially on

some of the coal interests, and I have been requested to ask for a correction.

The facts are that but \$42,000 have been expended at this point, a considerable proportion of which - say at least \$7,000 - has been used in making improvements of great importance, but wholly independent of the dam in course of construction. Fully two-thirds of the work done at the dam remains wholly uninjured. The injury caused by the loss of the last cribs, estimating timber and materials saved, does not exceed \$5,000.

Navigation will certainly be restored, barring contingencies from future freshets, not probable, in three to four weeks.

M. [Maulsby]

AG, Thu. 6/25/57, p. 2. The Chesapeake and Ohio Canal - This great work is kept down, and its usefulness destroyed, by its connection with party politics. It is and has been, ever since it was opened to Cumberland, a mere political bargain. As often as there is a change of parties in the State, the management of the Canal goes into new hands. Competent and experienced agents are turned out to make room for the incompetent and the inexperienced. We need not recount the instances in which these abuses have occurred, but it is fair to say, that the Whigs have been as bad as the Democrats, and the Democrats as bad as the Whigs. It has been pull Dick, pull D---l. between them. But for these changes, and the determination of one party not to carry out or sanction any plan of improvement previously adopted by the other, Dams No. 4 and 5 would have been in good condition long ago. - *Cumb. Civ.*

ES, Fri. 6/26/57, p. 3. Georgetown Affairs.

The trial of the *Cathcart*, yesterday, was altogether satisfactory, coming fully up to the most sanguine expectations of the inventor and his friends, a large number of whom were on board. She steamed up the canal as far as the first lock (a distance of some four miles) and back. The trial yesterday was also made under some

difficulties, so far as testing her speed was concerned; inferior wood having to be used for raising steam, her furnaces being constructed for coal. Nevertheless, on returning, she succeeded in running three miles in twenty-eight minutes, with only about twenty-eight pounds of steam on - not one-third what her boiler is intended to bear. The trial thoroughly satisfied the inventor that his plan will effectually do away with one great objection to steamboats upon canals, viz; the creation of a swell sufficient to injure the banks. Her engines, and every portion of her machinery, notwithstanding they were just out of the machine shop, worked to a charm, in a manner reflecting great credit upon the builders - Duvall & Kirkland. The boat is now receiving a fresh coat of paint, preparatory to a trial on the river, which will doubtless be made tomorrow or Monday.

Messrs. H. B. Walker and Simms are engaged in building a number of very large scows for the use of the Washington Aqueduct, two of them of enormous size, and no ordinary specimens of workmanship, will be ready for launching next week.

The Tenth street Baptist Sabbath School spent the day, yesterday, at Custis' Spring, where they had a most delightful time. They were brought over to our city in the Union Line of omnibuses, and then taken down to the Spring by way of the Alexandria Canal, on board of Captain Moore's boat.

Sat. 6/27/57, p. 2. **The Canal.** - The superintendence of repairs at Dam No. 5 has been entrusted to Messrs. Brown, Hassett, Stake and Stone, who promise, if no unforeseen accident occurs, to have the work in a condition to allow the resumption of navigation on the Canal, in the course of three, or at the furthest, four weeks.

Col. Maulsby, President of the work, has secured, by application to the War Department, the services of Capt. M. C. Meigs, the distinguished army engineer, who will consult

with Mr. Patterson, the regular engineer, as to the best means to be devised for the speedy completion of the work. "This (says the National Intelligencer) is a judicious movement, and we augur it will result prosperously. We hear that the party from Baltimore, on whose plan and under whose advise the President and Board have been acting at Dam No. 5, has left the work altogether, and will have no more connection with it. - In the present swollen state of the Potomac river, we apprehend little can be practicably done, yet measures may be taken for action at the first available moment. In respect to pecuniary means, we learn that satisfactory arrangements to procure it have been made."

But for the successive freshets this season - such as perhaps have never before been witnessed on the Potomac - the Canal would have been in navigable order months ago, and would be now. The unfortunate disasters at Dam No. 5 were caused by an agency that no human power could prevent; and yet the officers of the Canal are maligned, abused and slandered for what the opposition press are pleased to call "gross mismanagement." This one is charged with not doing his duty, that one with transcending his authority, and a third with being inactive and negligent.

The officers need no vindication at our hands. There are men in the opposition, who are dissatisfied with everything - there are presses that never discover short comings in Democratic officials whether they really exist or not. We repeat, their actions need no apology; their best energies have been enlisted in the control of this work, and with clear conscience they can say they have done all that could be done to promote the interests of the Chesapeake & Ohio Canal.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, June 20th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,913.05	43.09	1,956.05	61,616.06
Everett & Co.	259.17		259.17	7,652.11
	2,273.02	43.09	2,316.02	68,167.17
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	578.14		578.14	8,424.11

Borden M'g Co.	1,662.03	178.03	1,880.06	29,182.10
Allegheny Co.	872.10		872.10	13,596.19
Wellersburg Co.				721.15
	3,103.07	178.03	3,281.10	62,745.05

States, Mon. 6/29/57, p. 3. **The River.**

The Cumberland Coal Company met with a sad disaster last week, which a little more foresight might have avoided. After having purchased 100 canal boats of the Erie Canal Company, and towing 47 around to the mouth of the Chesapeake and Ohio canal, at Alexandria, they ascertained that they were all too wide by three inches to pass the lock-gates. The sides of these boats are perpendicular, precluding the possibility of trimming them down to the required dimensions. No alternative now exists but for the owners to split the boat in half and take out a section or re-sell them to companies operating on canals whose limits are less circumscribed.

Canal Navigation by Steam.

It is the general desire that Mr. Cathcart may be successful in navigating canals by steam without injury to the banks. A trial trip with his new little steamer, just built in Georgetown, is to be made on Thursday.

Chesapeake and Ohio Canal.

One hundred men are employed in the work of repairing dam No. 5. Captain Meigs has inspected this work and the route by the canal to Fairmount. This dam will now be 800 feet across, being lengthened 100 feet in the present improvement. If completed before the occurrence of a considerable freshet, as now constituted, it will prove a great security to the canal. The present suspension of transit is, however, very detrimental to the interests of the company, of the boatmen, and of the public.

Sun, Tue. 6/30/57, p. 1. **The Chesapeake and Ohio Canal.** - It appears that at dam No. 5 the extent of the cribbing to be filled in complete is two hundred and thirteen feet. Three hundred feet have been put in since the principal break, when 500 feet out of the 700, comprising the

whole dam, were swept away. An extension of 100 feet more has since been added, and thus the whole dam will be 800 feet across. The National Intelligencer says:

After inspecting the work Capt. Meigs advised - and his advice will be compiled with - that instead of having the cribs so large as heretofore they be made of much less capacity, as they are thus more readily made and filled, and if one of them be carried away it can be more easily supplied. It is believed that the 300 feet already done will stand, if no extraordinary freshet comes before the completion of the whole dam. Capt. Meigs further advises that the masonry dam be proceeded with all possible alacrity as soon as the temporary work now on hand shall have been finished. Only in the masonry work is there real ground for security. At dam No. 5. there are one hundred men employed. The loss to the canal company by the suspension of navigation is \$1,000 per day.

Before returning to Washington we understand that Capt. Meigs continued his trip on the railroad as far as Fairmount, and made himself acquainted with the character of the building materials throughout that line of country. He pronounces the building stone in that region to be of surpassing excellence, variety and quantity, and on the score of accessibility and cheapness worthy the attention of the government in its future architectural enterprises.

AG, Wed. 7/1/57, p. 3. **The Canal Boats.**

We take pleasure in correcting an error we were led into by copying an article in yesterday's *Gazette*, from the *Washington States*. We have received from a reliable source the following, which will give the truth in relation to the width of the Canal Boats. The Boats in question, came from the Erie Canal, the locks of which, correspond precisely in width with those on the Chesapeake and Ohio Canal:

Alexandria, June 30. - At the request of the party in charge of twenty Canal Boats, being part of forty-seven lately brought from New York, I certify that having measured the width

of the only Canal Boat in port, and which belongs to the Cumberland Coal and Iron Company, and one which was rebuilt late last fall, and has made one trip to Cumberland since, I find the following result; - Ten Of the New York Boats are of less width; three correspond in width; four are one-fourth of an inch wider; and the remaining three, selected without regard to width, have proceeded up the Chesapeake and Ohio Canal, as far as navigation will permit. The statement that they are three inches too wide, is, therefore, erroneous – but not more so than that respecting their ownership, as I understand the Cumberland Coal Company have no interest in them. J. C. Hieston.

States, Thu. 7/2/57, p. 3. **GEORGETOWN Canal Dams.**

A rumor is current here that the coal companies of Cumberland are willing to advance money sufficient to build permanent stone dams in the place of the broken dams, Nos. 4 and 5, and receive payment of the advances made by them in tolls.

Boat James L. Cathcart.

This boat, which is propelled by steam, had a trial trip on the canal this week. She works admirably, and will fulfill the expectations of her inventor. Her speed upon the canal was five miles per hour, being double the speed attained by horse-power, with loaded boats. She no doubt can make greater speed, but the 26th by-law of the company forbids boats traveling at a greater speed than four miles per hour. We understand that she will make a trial trip on the river today, where she will enjoy “sailors’ rights,” and speed as fast as steam can carry her over the trackless deep.

AG, Thu. 7/2/57, p. 4. **Canal Dam Repairs.** We are informed by a gentleman lately arrived from Dam No. 5, that the work of repairs at that place is rapidly progressing under the control of Messrs. Brown, Hassett, Stake and Stone, and that navigation upon the canal can be resumed in two weeks at furthest. Capt. Meigs, United

States’ Army Engineer, visited the dam during last week, and made a personal examination of the manner of construction of the above-named gentlemen’s plans, and fully approved of them. – *Cumb. Civilian.*

The New Canal Steamer James L. Cathcart made a trial trip yesterday from Georgetown on the Alexandria canal with a part load, consisting of barrels of flour. She is a boat of much power, and is propelled by a stern-screw of peculiar construction. Her speed in the canal is the highest the regulations will allow, viz. five miles an hour, but in the river will run up to seven or eight. Her build is good and very sound, and her steering abilities could not be better, for she answers her helm to admiration; so that in the hands of a competent helmsman there is no doubt of her threading her way along the sinuosities of the canal with the greatest ease. Her machinery, constructed at Mr. Devall’s foundry, of a form new, at least to us, yet so as to suit the boat and its work, as well as to give most room around, appears to much advantage. On Thursday it is intended to make a trip to Fort Washington and Occoquan. – *Nat. Int.*

States, Fri. 7/3/57, p. 3. **GEORGETOWN Flour Inspection** – The inspection of flour in our town during the last quarter, ending June 30, was only 48,935 barrels, 418 half-barrels and 56 barrels of kiln-dried corn meal.

The continued suspension of navigation on the canal for the last six months has been the cause of the limited inspection. In days past, we have known the inspection to exceed more than 350,000 barrels per annum.

Break in the Canal

We are sorry to hear that a break has taken place in the bank of the canal, about 65 miles distant from Georgetown, near Berlin. A force of hands has been sent up to repair the damage, and it is supposed that it will be completed within the space of ten days.

Arrivals by the Canal

Boats Thomas Jefferson, cargo 75 perches limestone; Seneca, cargo 201 barrels flour, 200 bushes meal and 402 bushes mill offal; Mary A. Flanagan, cargo 80 perches limestone; Laura Flanagan, cargo 75 perches limestone; J. F. Wheatley, cargo 235 barrels flour, 12 barrels whiskey, 120 bushes corn and one wagon; and M. P. Maulsby, cargo 1,500 bushes corn.

AG, Fri. 7/3/57, p. 2. **The Chesapeake and Ohio Canal.** – The Cumberland *Civilian* reports a rumor that the Cumberland Coal and Iron Company propose to loan the Canal Company \$20,000 for the erection of masonry dams at the two defective spots, Nos. 4 and 5. A similar measure, but to only half the above amount, is under advisement by the Frostburg Coal Company. These loans, if made, are to be repaid in tolls. We have already heard of some such arrangements.

Ibid, p. 3. The Washington *Star* says that “the President and Directors of the Chesapeake and Ohio Canal have given their personal guarantees for the money necessary to complete its repairs, and thus promptly raised the necessary sum. This proves that they are, indeed, deeply interested in the future of their charge.”

Reduction of Tolls.

The Board of Directors of the Chesapeake and Ohio Canal Company have adopted a new scale of tolls, which took effect yesterday. On rough materials, such as fire-bricks, castings, salt, bloom and railroad iron, rough stone, &c., the toll is 20 cents per ton for the first 20 miles; then an increase of five cents for every ten miles. On lime and cement the toll is the same as the above up to 70 miles; over this distance, only fifty cents per ton is charged for the whole line to Cumberland. Limestone, five cents per ton for the first 20 miles; then an increase of 2½ cents for every ten miles, up to 70 miles; over this

distance the rate not to be greater than 16 cents per ton for any distance. – *The States*.

Sat. 7/4/57, p. 2. **The Canal.** - The extent of the cribbing to be filled in at Dam No. 5 is said to be 213 feet. The length of the Dam will be, when the repairs are completed, about 800 feet. Captain Meigs advised that the cribs be made smaller than heretofore, as they are thus more readily made and filled, and if that one be carried away, it can be more easily supplied. This advice will be complied with. He further advises that the masonry dams be constructed with all possible dispatch, as only in the masonry work is there real ground for security. The force employed in the work of repair is about one hundred men.

Mistake - A report has been published in the "*Telegraph*" and other papers, to the effect that the *Cumberland Coal & Iron Company* had purchased one hundred canal boats of the Erie Canal Company, and that, upon towing them around to the mouth of the Chesapeake & Ohio Canal, at Alexandria, they were found to be too wide to pass the locks. This is incorrect; the Superintendent informs us that no such purchase had been made by the Company named.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, June 27th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	2,660.00	431.09	3,091.09	64,909.15
Everett & Co.	399.15		399.15	8,052.09
	3,059.13	431.09	3,491.04	72,659.01
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	836.04		836.04	9,260.13
Borden M'g Co.	1,330.00		1,330.00	17,256.19
Allegheny Co.	1,660.10		1,660.10	15,590.09
Wellersburg Co.				721.15
	3,826.14		3,826.14	67,571.19

Sun, Sat. 7/4/57, p. 1. **Break in the Chesapeake and Ohio Canal.** - Georgetown, D. C., July 3. - A letter received here this morning states that a break has occurred in the canal below Harper's Ferry, which will require ten days to two weeks to repair.

Sun, Wed. 7/8/57, p. 2. The Chesapeake and Ohio Canal. - The *Intelligencer* learns from Dam No. 5 that the work there is proceeding favorably, and in a permanent style of repair. From Berlin the news is that the mischief there consists in the washing out of the culvert, which will require two weeks to restore.

AG, Thu. 7/9/57, p. 2. A letter from Dam No. 5, of the Chesapeake and Ohio Canal, received yesterday, reports that nearly two hundred and fifty men are busily at work there, and that everything is going on well.

Sun, Fri. 7/10/57, p. 1. Affairs in Allegany County. - The Cumberland papers of this week have the following items:

Canal Navigation - We are authorized to say that the repairs on dam No. 5 will be sufficiently far advanced to admit the passage of boats sometime about the middle of next week.

Canal Dams - We are informed by one of the contractors for the erection of the stone dam at No. 4, on the Chesapeake and Ohio canal, that the work can be completed in between four and five months. He is of the same opinion in regard to dam No. 5, provided money can be procured to enable the contractors to put on a sufficient force.

Sat. 7/11/57, p. 2. **Canal.** - We regret to state that the work last week suffered another break at a point near Berlin, fifty-five miles above Georgetown. A force was immediately put to work and the injuries will be repaired in a few days. Navigation will, it is said, be resumed about the early part of next week or early the week after.

We were in error in stating last week that Capt. Meigs had *suggested* that small cribs be put in at Dam No. 5, instead of the large ones that had been used heretofore. We have since been informed that one of the small cribs had been set when Capt. Meigs reached the Dam, and that he approved the plan.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, July 4th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	2,686.05	52.19	2,739.01	67,245.16
Everett & Co.				8,052.06
	2,686.05	52.19	2,739.01	75,398.02
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	629.10		629.10	9,900.05
Borden M'g Co.	1,088.17		1,088.17	21,421.07
Allegany Co.	927.01		927.01	18,184.10
Wellersburg Co.				721.15
	2,655.08		2,658.08	60,227.07

States, Mon. 7/13/57, p. 3. Canal.

A letter dated July 11th has just been received, which says: "We are sorry to inform you that all repairs done at the culvert at Catoctin were swept off this morning. Boats will not be able to pass for two weeks." The rain fell very heavy there on Saturday.

ES, Mon. 7/13/57, p. 3. GEORGETOWN AFFAIRS - The latest news from Mr. Stone, the superintendent of the work of repair upon canal dam No. 5, is that the work will be sufficiently advanced for the letting on the water and the passage of boats, about the 20th inst. Not so, however, with some other portions, the culvert near Berlin has, we learn, been carried away or seriously damaged, which will tend to prevent the resumption of navigation for some ten days to two weeks.

AG, Mon. 7/13/57, p. 3. **Vessels Wanted** - In anticipation of the resumption of navigation on the Chesapeake and Ohio Canal, freights at this port have advanced, and vessels are in demand for all Northern and Eastern ports.

Sun, Wed. 7/15/57, p. 2. Chesapeake and Ohio Canal - The Cumberland Civilian states that the work of repairs at dam No. 5 is progressing rapidly, and that by tonight it can be filled with stone, thus completing the work. It will, however, take several days to fill the canal with water; therefore, boating cannot be resumed until

Monday next, the 20th inst., at which time it is thought that navigation will certainly begin. The break at Berlin is being rapidly repaired and will be completed on Monday next.

AG, Thu. 7/16/57, p. 2. **Chesapeake and Ohio Canal.** – We are informed by a gentleman just from Dam No. 5, that the works of repairs at that place is progressing rapidly, and that the last crib is to be put in today, and by tomorrow night it can be filled with stone, thus completing the work. It will take several days to fill the canal with water; therefore, boating cannot be resumed until Monday next, the 20th instant, at which time it is thought that navigation will certainly begin. We also learn that the break at Berlin is being rapidly repaired, and will be completed by Monday next. Thus, then, we may now expect, after an interruption to navigation of more than four months, to see operations actively begin over the entire line of the canal. – *Cumb. Civ.*

Sat. 7/18/57, p. 2. **The Canal.** - A letter in the Hagerstown Chronicle from Dam No. 5 states that the water will be let into the Canal today, and that boating will commence on Monday next. We hope this may be so. Operations on the Canal have been so long suspended and the work has met with so many disasters, that we almost fear to speak confidentially about the resumption of navigation.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, July 11th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	3,629.05		3,629.06	70,972.02
Everett & Co.	480.12		480.12	8,832.18
	4,109.18		4,109.18	79,398.00
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	1,110.03		1,110.03	11,010.08
Borden M'g Co.	1,643.00	130.03	1,773.03	33,194.15
Allegheny Co.	1,153.09		1,153.09	19,337.09
Wellersburg Co.				721.15
	3,906.12	130.03	4,037.00	64,261.07

DU, Sat. 7/18/57, p. 3. **City Items** – The revenue on the western section of the

Washington canal for the year ending June 30 was about \$8,000; expenses for improvements, \$1,500; other expenses, including commissioner's salary, \$1,500; leaving a net income of \$5,000. The extent of the improvements has been the dredging of a channel from the mouth of the canal to the eastern channel of the river, 750 feet in length, 50 feet in width and 10 feet in depth, navigable at all times; the removal of all obstructions between the locks and 14th street bridge, rendering that part of the canal navigable for vessels drawing six or seven feet of water; and the dredging of a channel from 14th to 10th street, 50 feet wide and 6 feet deep. The improvements are still progressing, and it is expected that by the 1st of September the channel will be opened as far as 6th street.

DU, Tue. 7/21/57, p. 3. It is reported here that the water is to be let into the Chesapeake and Ohio Canal today, and that boats may be expected from Cumberland by next Monday.

AG, Tue. 7/21/57, p. 4. We are now expecting to hear every day that the water has been let into the Chesapeake and Ohio Canal, and navigation resumed.

DNI, Wed. 7/22/57, p. 3. **The Chesapeake and Ohio Canal.** – Telegraphic intelligence was received yesterday from Cumberland announcing the fact that boats are loading there with all diligence, and will be dispatched in all this week for Georgetown and Alexandria. The water is being admitted throughout the line.

States, Wed. 7/22/57, p. 2. **Chesapeake and Ohio Canal** – We learn from the Cumberland Civilian that the last crib was put in at dam No. 5 on Monday, and that the boating will be resumed about the latter part of this week, as there is now no obstacle to navigation.

DU, Fri. 7/24/57, p. 3. Report says that the water has been let into the Chesapeake and Ohio

Canal its entire length, and that coal boats are busily loading at Cumberland for Georgetown and Alexandria.

Sat. 7/25/57, p. 2. **The Canal.** - The press throughout the State have been somewhat premature in announcing the completion of repairs at Dam No. 5, though it is now stated that boats will be able to pass today. Several boats left this port during the week. The Hagerstown Herald states "that it will take some four or five days yet to enable boats to pass the feeder level at Dam No. 4, from the fact that there are still some bars on the level."

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, July 18th, 1857, and for year to that date: -

	<i>By the Cumberland Coal & Iron Co's Railroad.</i>			
	To R. R.	Canal	Week	Year
C. C. & I. Co.	3,813.05	687.16	4,501.01	70,476.00
Everett & Co.	214.18		214.18	8,747.17
	<hr/>	<hr/>	<hr/>	<hr/>
	4,028.04	687.16	4,716.00	84,224.00
	<i>By the Cumberland & Pennsylvania Railroad</i>			
	To R. R.	Canal	Week	Year
Frostburg Co.	1,106.04		1,106.04	11,010.00
Borden M'g Co.	1,847.07		1,847.07	35,042.00
Allegheny Co.	990.16		990.16	20,328.06
Wellersburg Co.				721.15
	<hr/>	<hr/>	<hr/>	<hr/>
	3,944.07		3,944.07	68,294.14

Sun, Mon. 7/27/57, p. 2. **The Chesapeake and Ohio Canal.** - Washington, July 25. - A large number of coal boats passed canal dam No. 5, and are now hourly expected at the head of Georgetown level.

AG, Mon. 7/27/57, p. 3. **Resumption of Canal Navigation** – The repairs at Dams Nos. 4 and 5, and the Culvert at Berlin, have at last been completed, and the water has again been let into the Chesapeake and Ohio Canal, and we sincerely hope it may not have to be drawn off again until closed by ice. The announcement, on Saturday, that navigation had been resumed, though anticipated for several days, was very welcome information, and most gladly received by our citizens, Alexandria being largely interested in the Coal business, and all the Cumberland Coal being received over that work.

Notwithstanding the delay, there is yet time, with the largely increased numbers of boats ready for the trade, for a good business; even an increase over previous years. Several boats have passed Dam No. 5, on their way to this city, loaded with coal, and their arrival may be looked for today. The resumption of the Coal trade will give a fresh impetus to business, and to a considerable extent relieve the pressure in our money market, drawing as it will do, large sums from the Eastern cities.

Sun, Wed. 7/29/57, p. 2. **Canal Navigation.** Georgetown, D. C., July 28 - The navigation of the Chesapeake and Ohio Canal has been resumed, and an immense number of boats are expected here and at Alexandria, freighted with coal and breadstuffs.

AG, Wed. 7/29/57, p. 3. Navigation has again been resumed on the Chesapeake and Ohio Canal. The fine packet *M. C. Meigs*, left Georgetown on Monday morning, with a large number of passengers and a full cargo of freight for Edward's Ferry.

Prospects of Business – Vessels are almost hourly arriving at Alexandria for coal freights. There were, this morning, nine large schooners clustered around the coal wharves. The unfortunate canal boats have not all been reduced to admit of their passage through the locks. A friend informs us that no difficulty was experienced in getting most of them upon the Alexandria level, but many could not pass beyond. We noticed in the port of Alexandria three hermaphrodite brigs, one baroque, and the ship *Zephyr*, all of which will take back freights, if they can be procured. – *The States*.

States, Fri. 7/31/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

We take pleasure in announcing that the canal boats are beginning to arrive at Georgetown. The few that arrived this morning are the forerunners

of the many that will arrive before the close of the week.

Baltic, from [Taylor's Landing], 81 miles, 844 barrels flour and 20 barrels whiskey; James Crawford, from Cumberland, with 116 tons coal; and Catharine Shafer, about 900 barrels flour and several boats loaded with limestone.

Sat. 8/1/57, p. 2. **The Canal.** - Navigation is at length resumed upon the Chesapeake and Ohio Canal. The coal wharves are not the deserted places they were a week ago, but the work of freighting boats with the rich mineral resources of our mountainous region goes on briskly. The railways leading to the wharves resound with the rumbling of heavily laden cars, and everything betokens life and animation. The farmers along the line of the Canal are shipping their grain to market, and a spirit of gladness is infused into the whole community. Business of all kinds begins to revive from its severe prostration, and the indications are that we are on the eve of "better times."

Badly Burned. - As one of the hands of a canal boat lying at Dam No. 6, was in the act of filling a burning lamp one day last week, the fluid ignited, bursting the lamp, and severely burning Mrs. Terrell and Mrs. Kindle, two of the occupants of the cabin. The sufferers were brought to this city, and now lie in a critical condition.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, July 25th, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	3,842.08	206.19	4,103.07	79,579.10
Everett & Co.				8,747.17
	3,842.08	206.19	4,103.07	88,327.07

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	993.06	87.18	1,081.04	13,107.16
Borden M'g Co.	1,310.00	183.00	1,493.00	36,535.02
Allegheny Co.	739.17		739.17	21,068.00
Wellersburg Co.				721.15
	3,043.03	270.18	3,314.01	71,312.13

Sun, Sat. 8/1/57, p. 1. **Arrival of Boats by Chesapeake and Ohio Canal.** - Washington, July 31. - The boat Laretta has arrived at Georgetown from Cumberland and reports a fleet of boats close behind. The following have passed down to Alexandria, viz: Boats Jacques, Southampton, Juno, Horace, Russell and John Stone. Some of the captains report they left Cumberland in May last. M.

DU, Sat. 8/1/57, p. 3. **The Chesapeake and Ohio Canal.** - The Chesapeake and Ohio Canal has at last been in complete boating order from Alexandria, Virginia, to Cumberland, Maryland. The first boat from Cumberland to Alexandria arrived at the latter place yesterday morning, bringing a load of coal. She reported a large number of boats on the way.

We are glad to learn that the difficulties which have for so large a portion of the present boating season prevented free navigation have been at last overcome by the energy and perseverance of the canal board, and we hope that for the remainder of the season the business of this important improvement may be uninterrupted and exceedingly remunerative to all parties.

States, Sat. 8/1/57, p. 3. **Arrivals by the Canal** Boat Denton Jacques, with 105 tons of coal; boat Horace Resley, with 117 tons coal; boat Laretta, with 115 tons coal; boat Southampton, with 85 tons coal and 2,000 feet lumber; boat Thomas Charlton, with 475 posts; boat Saloma Clarke, with a cargo of limestone; boat William Jackson, with limestone; boat William H. Harrison, with a cargo of 4,000 feet of lumber and 14 cords of wood; boat William B. Clark, with 800 barrels of flour and 39 barrels of whiskey.

AG, Sat. 8/1/57, p. 3. **CANAL COMMERCE**
 Arrived, July 31.

Boat James Crawford, Cumberland, coal to Allegheny Mining Co.

States, Mon. 8/3/57, p. 3. **Coal Trade.**

Steam canal boat "James L. Cathcart" will start for Cumberland on Wednesday for a load of coal. It is said that she will make the trip there and back in 7 days, the distance being 185 miles.

Arrivals by the Canal

Boat E. G. Violet, 722 barrels flour and 286 barrels [empty]; Horatio Hall, 100 large logs; John Wood, 4,000 feet lumber and 14 cords wood; Enterprise, 304 barrels flour; and Boyer & Watson, cargo 3,090 bushels corn and 200 barrels flour.

Arrivals of Coal – Old Dominion, 106 tons; O'Brien, 109; P. B. Petrie, 116; Reporter, 105; V. Marmaduke, 125; Mary Ellen, 121; Mary Otis, 119; Left Bower, 117; Lynn, 110; Joseph Eichelberger, 121; J. F. Sterling, 117; John Clayton, 102; John S. Dutrow, 116; James Fitzgerald, 103; Jack Ensminger, 120; H. A. Dutrow, 118; George Lynn, 114; George Henderson, 117; F. Bloodgood, 111; Freeman Rawdon, 111; Elk, 103; David Shriver, 112; Hash, 119; Charles Williams, 102; Charles F. Mudge, 103; C. B. Thurston, 109; Captain King, 113 ; Ben Mitchell, 120; A. F. Snouffer, 120; Ann Gilleece, 105; Amos Young, 100; Antonetta, 106; Augusta, 106; John Humbird, 114; and J. Polk, 106.

Ibid. p. 4. **The River.**

At Alexandria, vessels were hourly arriving and departing, most of which are engaged in the Cumberland coal business. The coal comes in freely, and the canal above the river locks was filled with boats as far as could be viewed from the deck of the steamboat. Twenty boats arrived between Saturday and Monday morning, and almost as many returned up for freight. Several have also arrived in the Washington Canal, for city merchants.

AG, Mon. 8/3/57, p. 3. **MARINE LIST**
Sailed.

Schooner Clara Bell, Parker, Richmond, coal by Frostburg Coal Co., and fish by G. W. Harrison.

Schooner Mary Ann, Gibbs, Cohasset Narrows, Mass., coal by Borden Mining Co.

CANAL COMMERCE

Arrived, August 1.

Boats J. G. Stone, J. A. Rhinehart and Excelsior, Cumberland, coal to Borden Mining Co.

States, Tue. 8/4/57, p. 2. GEORGETOWN

Arrivals by the Canal.

Boat Rescue, from 108 miles, cargo, 969 barrels flour; Jacob Huber, cargo, 999 barrels flour and 25 barrels whiskey; W. P. Maulsby, cargo, 3,800 bushels corn; and Dennis McCoy, 55 cords bark and 2,000 hoop-poles.

Arrivals of Coal – Pioneer, 109 tons; Mayflower, 112 and 9,000 feet lumber; Wm. McMahan, 112; Washington, 110; Emma Rheuke, 120; Kate Bruce, 114; Thomas Deaver, 120; E. W. Dunbar, 116; Miles Standish, 118; F. & A. H. Dodge, 113; Miner, 114; Odd Fellow, 122; H. T. Weld, 110; Mary Mertens, 118; N. J. Benston, 116; G. W. Riggs, 107; A. C. Green, 114; C. S. Moore, 112, and 5 barrels whiskey; and Mary A. Flanagan, limestone.

Tue. 8/4/57. p. 2. **Chesapeake and Ohio Canal**
The Chesapeake and Ohio Canal begins to be itself again. Some ten or twelve coal-boats from the upper section of the canal, which left Cumberland weeks and even months ago, had arrived at Georgetown on Saturday evening. A few miles in their rear was quite a fleet of the boats which left the extreme western terminus of the canal, and which will be now arriving with freshly laden cargoes every hour for a day or two. We hear of some detentions in consequence of sand bars, the effect of the late heavy and continued rains, which at some spots obstruct the passage of the heaviest laden boats. At Georgetown, affairs look much busier than of late, and the Alexandria Canal is quite lively.

On Wednesday, the new test steam canal coal-boat, the *James L. Cathcart*, will make her first experimental trip to Cumberland. She is built to carry one hundred tons of coal, and it is believed will make a round trip to Cumberland

and back in seven days. If so, it is claimed that a new era in canal navigation will have commenced. – *Nat. Int.*

Ibid. p. 3. **MARINE LIST**

Sailed.

Brig Broome, Hume, Boston, by Alleghany Mining Co.

Schooner J. W. McKie, Satterly, Bridgeport, Me., coal by Cumberland Coal and Iron Co.

Schooner Charles Whiting, -----, New York, coal by Cumberland Coal and Iron Co.

Schooner Richard Borden, Arnold, Fall River, coal by Borden Mining Co.

Schooner Gen. Worth, Graves, Norfolk, coal by Frostburg Coal Co.

Schooner Julia Ann, Staples, Portsmouth, N. H., coal by Alleghany Mining Co.

Schooner Whirlwind, Chase, New York, coal by Cumberland Coal and Iron Co.

Schooner William Jones, Chapen, Boston, coal by Cumberland Coal and Iron Co.

CANAL COMMERCE

Arrived, August 3.

Boats Denton Jacques, Southampton, Juno, Horace Resley, Freeman Rawdon, Lynx, Geo. Henderson, C. B. Thruston, George Lynn, P. B. Petrie, Left Bower, Ann Gilleece, J. T. Rowland, Daniel Shriver, Annetta, Joseph Igleborough, D. Harsh, Augusta, Pioneer, Anna Woodward, May Flower, John Sterling, James K. Polk, Cumberland, coal to Cumberland Coal and Iron Co.

Boats G. L. Jacques, Samuel Luman, Five Sisters, G. Darrow and William Borden, Cumberland, coal to Borden Mining Co.

Boats Capt. King, Reporter, J. M. Clayton, Ben Mitchell, ----- Marmaduke, Eliza Benner, D. Webster, Old Dominion, Kate Conner, A. J. Snaffa, William H. Bryan and P. S. Iglehart, Cumberland, coal to Alleghany Mining Co.

Boats Phoenix, Henry May, R. P. Dodge, Amos Young, Betty Maulsby, Eveline and James Fitzpatrick, Cumberland, coal to Frostburg Coal Co.

Departed, August 3.

Boats D. Jacques, Southampton, Juno, Horace Resley, G. L. Jacques, Samuel Luman, Captain King, Phoenix, Henry May and R. P. Dodge, for Cumberland.

Wed. 8/5/57, p. 1. Rain has been falling incessantly here since 10 o'clock this morning, and the streets are deluged and many cellars inundated. Great fears are felt for the safety of the Chesapeake and Ohio Canal. It has been the heaviest rain known here for many years.

DU, Wed. 8/5/57, p. 3. **Our Georgetown and Alexandria Neighbors** are in fine spirits, owing to the revival of trade since the mending of the Chesapeake and Ohio Canal.

DNI, Wed. 8/5/57, p. 3. **Shipments of Coal via Canal.** – The total number of boats descending the Chesapeake and Ohio Canal from the port of Cumberland for the season to August 2 was 216, carrying a tonnage of 22,562 tons. The number for the week ending same date is 72, carrying 7,816 tons. This, for the past week, is highly gratifying, and clearly shows what the canal can do if kept in order.

We are informed that it is the opinion of all, that the dam just erected at No. 5 is capable of sustaining an ice freshet without damage, but, be this as it may, it is actually necessary, to secure public confidence in the canal, to set about the speedy erection of a masonry dam.

As far as we know, there is now no impediment to a successful season of boating. Water is abundant at this point, and the steam pump at South Branch is in working order, these two, with the exception of the dam, have been heretofore the greatest drawbacks. Coal shippers are prepared to load boats immediately upon their arrival, and we understand that proper arrangements have been made at the eastern terminus for the sudden discharge of the boat's cargo. – *Cumberland Civilian.*

States, Wed. 8/5/57, p. 3. **GEORGETOWN
The Rain**

The heavy rain of yesterday, we fear, has done serious damage to the canal. The rain was incessant in our town to a late hour last evening. Last night, between 12 and 1 o'clock, we happened to be awake, and heard a man say, "Bill, you need not go to the mill – the canal is broken and all the water has run into the river." This morning early, we walked to the canal and found the statement verified. The water is out of the Georgetown level, and a large number of boats are lying upon the bottom of the canal, loaded with coal, flour and other produce. A large quantity of flour is lying upon the banks or wharves which was exposed to the drenching rain during the day and night, and must be materially injured.

We understand two breeches have occurred – one near the stop lock, and another near the Falls bridge – which will take about two weeks to repair. The mole at the mouth of the basin, between the town and the city, was overflowed, and such was the rush of water that Semmes' steam mill is considerably injured. The superintendent of this division of the canal, with his assistants, did all that mortal men could do to draw off the water and save the banks from injury, but the gates and waste-weirs were insufficient to pass the surplus water. We have not heard from above, whether the rain did any serious damage to the upper part of the canal.

Arrivals by the Canal.

Boats Wild Kate, 112 tons coal; Union, 112 tons coal; Ann Aliza, 115 tons coal; Advance, 112 tons coal; Utica, 124 tons coal and Engine, 121 tons coal.

AG, Wed. 8/5/57, p. 3. **The Coal Wharves**, at this place, now present a very lively and business appearance. The Canal boats, from Cumberland, are daily arriving and discharging their cargoes, a large number of hands are at work, and the wharves are surrounded with coasting vessels waiting their turn to receive the Coal for the Eastern markets, and depart.

It is a scene of activity which is very pleasant to look at – especially when we know that the industry there employed is conferring so many benefits. The people of Alexandria, never before so fully realized the value of the Chesapeake and Ohio and Alexandria Canals, as they have within the last few months. The stoppage of those avenues of trade had a material and sensible effect upon the general business of our city, and every one looked with impatience to the time when they should be again in operation.

That time has been reached – and we hope there will be no further impediments or interruptions. In case there should be none, a very large amount of Coal will be brought to this market this season. About 50 boats have arrived here since Sunday last, bringing about 5,000 tons of coal.

MARINE LIST

Sailed.

Brig, Morning Light, Huff, Boston, coal by Alleghany Mining Co.
 Schooner William Spear, Jones, Norfolk, coal by Frostburg Coal Co.
 Schooner Iram Smith, McGiven, Fall River, By Borden Mining Co.
 Schooner Black Squall, Berry, New York, coal by Cumberland Coal Co.
 Schooner W. W. Marcy, Buck, New York, by Cumberland Coal & Iron Co.
 Schooner Althel, Parr, St. John, coal by Cumberland Coal & Iron Co.

Sun, Thu. 8/6/57, p. 2. **Chesapeake and Ohio Canal** - The heavy rain storms of Tuesday have caused another suspension of navigation upon the Chesapeake and Ohio canal. The Georgetown correspondent of the Washington Star says:

About eight o'clock on Tuesday evening two breaks occurred, one opposite the Little Falls, and the other near the stop lock some distance this side. Both of them are represented as being very considerable; so much so that it will require at least a week or more to repair

them. - Up to the present time nothing has been heard from any of the upper portions. Strong fears are entertained, however, that we have not heard the worst, if the fall of rain west of us was as heavy as it was here.

P. S. - A dispatch from Washington received last evening says: The break in the Chesapeake and Ohio canal above Georgetown are not as serious as at first supposed, and can be repaired in a few days. No damage is reported among the upper sections.

AG, Thu. 8/6/57, p. 2. **Heavy Freshets, Breaks in the Chesapeake and Ohio Canal, &c.** – We already have accounts of considerable damage done by the rain of Tuesday, and fear we have not heard the worst. Several persons from Georgetown who came down to this city, yesterday morning, inform us that two breaks had occurred on the Chesapeake and Ohio Canal, about three miles above Georgetown. In one place, the bank had been washed away for some distance, and it was thought that it would take from four to six days to repair it. Fears were also entertained that the Canal had been injured further up, but nothing had been heard to confirm these fears.

A part of the Railroad bridge across Cameron Run, was washed away, and the up train on the Orange and Alexandria Railroad, yesterday morning, was detained there for more than an hour.

Cameron Run has not been as high for years. Fences, and in some instances, trees have been washed away, and much damage done along the courses of all the neighboring streams.

Ibid, p. 3. **Heavy Rains.** – We had on Tuesday, a succession of heavy showers – and it rained nearly all the night following. The waters of the upper Potomac are very high, and it is feared that some damage has been done. The merchants along the lower side of Pennsylvania avenue, in Washington, have sustained injury to their goods in the cellars, and the grounds along

the Washington Canal were submerged. Yesterday, again, was a “rainy day.”

MARINE LIST

Sailed,
 Baroque, Indiana, Haws, Boston, by Cumberland Coal and Iron Co.
 Schooner Blackbird, Weaver, East Greenwich, R. I., coal by Borden Mining Co.
 Schooner Diamond State, Cary, New York, by Cumberland Coal and Iron Co.
 Sloop Minerva, Philadelphia, coal by Cumberland Coal and Iron Co.

Cumberland Coke.

Large quantities of coal are now being coked at the mines for shipment East. It is being introduced on several railroads of the North.

AG, Fri. 8/7/57, p. 3. **The Canal.**
 The damage to the Chesapeake and Ohio Canal is not, we are pleased to learn, as great as was at first reported, and a large force [of men] is now engaged in making the necessary repairs. It is confidently expected that boats will be able to pass in about five days.

Chesapeake and Ohio Canal.

The heavy rains of Tuesday caused two breaks on the Georgetown level of the Canal. One is about eighty feet in length, the other about ninety feet. The first is about a mile above the Collector’s office; the other about three and a half miles above, or two hundred yards beyond the wooden bridge over the canal landing to the Potomac or Little Falls bridge. We are glad to learn that these are not bad breaks, and that with vigorous efforts *they will not require* more than four days at most to repair. Already the necessary materials for making the repairs are on the ground, and, so far as can be judged, there is nothing to hinder immediate application. It is probable that twelve hundred dollars will be considerably more than necessary to complete both repairs. We are inclined to believe that the

rain of Tuesday did not extend in its severity many miles beyond the District line. – *Nat. Int.*

Sat., 8/8/57, p. 2. **Steam on the Canal.** - We learn from the "States" that the steam canal boat "James L. Cathcart" left Georgetown for Cumberland for a load of coal on Wednesday last. It is said she will make the round trip in seven days.

The Canal. - Another break has occurred on the Canal, near Georgetown, and navigation is again temporarily suspended. It was caused by the heavy rain storms of Tuesday. The disaster is not of a very serious nature, and will be repaired in a few days.

AG, Mon. 8/10/57, p. 3. **The Canal.** The Georgetown correspondent of the *Washington Star*, learns from one of the directors of the Canal Company, that the work of repair upon the recent break is progressing rapidly, and that it is expected it will be sufficiently far advanced by Tuesday or Wednesdays next, to admit of a resumption of navigation.

MARINE LIST

Sailed.

Schooner Maryland, Chase, New York, coal by Cumberland Coal and Iron Co.
Schooner Potomac, Berry, New York coal by Cumberland Coal and Iron Co.

Sun, Tue. 8/11/57, p. 2. **The Chesapeake and Ohio Canal.** - It is expected that the repairs at the two breaks on the Georgetown level will be completed today, and that navigation will be resumed tomorrow.

DU, Wed. 8/12/57, p. 3. **The Chesapeake and Ohio Canal.** – It is rumored that the water will be let into the Georgetown level of the Chesapeake and Ohio Canal today, and that boats will be able to make through trips on Thursday next.

ES, Thu. 8/13/57, p. 2. **GEORGETOWN AFFAIRS** – The water was commenced to be let on upon the Georgetown level of the canal, early this morning, and, by one or two o'clock, it will be sufficiently well filled to enable the mile-and-a-half of boats lying above Fisher's Lock, four miles above our city, to commence moving down. We learn, from some of the boatmen, that the number, which have accumulated at the point before mentioned, and all heavily laden with coal, grain, &c., is not short of one hundred to one hundred and fifty. Between this and tomorrow morning, we anticipate the arrival of a perfect fleet; the basin, however, in its present condition is perfectly useless. During the recent heavy freshet in Rock Creek, some of the waste weirs, at the dam, were so badly injured as to render them valueless; consequently, the basin cannot be filled until they are repaired, which is now being done, and which will be completed in some two or three days from this time. A general moving up the stream commenced among the unloaded boats early this morning.

The canal packet boat *M. C. Meigs*, of Ritter's line, will resume her regular trips in connection with the *Argo*. In the morning, leaving our city at 7 o'clock. Upon the whole, a more cheerful spirit is visible along the canal wharves and coal docks this morning than we have observed for many days past.

AG, Thu. 8/13/57, p. 3. **Chesapeake and Ohio Canal** – The repairs were so near completion yesterday morning, we learn from a gentleman just [back] from the break, that it was determined to let the water on last evening. The rains since the water was drawn off the Alexandria Canal, have formed two bars near Georgetown, which will have to be removed before letting the water on, all which will be done today, and business be resumed at once. The *Cumberland Civilian* states that the total number of boats laden with coal which have descended the Canal, since the opening of navigation (two weeks) is 259, carrying, in all, 27,203 tons.

Sun, Fri. 8/14/57, p. 1. **Chesapeake and Ohio Canal** – The expenses of this work from the 1st of January to the 1st of June, 1857, amount to \$162,322.12. The total loss sustained by the canal from the ice freshet, directly and indirectly, is estimated above \$200,000, to say nothing as to the sum expended since June 1st.

States, Fri. 8/14/57, p. 2. **Chesapeake and Ohio Canal** – The *Cumberland Telegraph* makes the following synopsis of the report of the Board of Directors of the Chesapeake and Ohio Canal Company to the stockholders, viz: Total amount of tolls which accrued to the canal for the year ending December 31, were \$153,051.36, against \$138,675.84 for the corresponding period of 1855; showing an increase for the year 1856 of \$14,375.52. The expenses for the same period, including interest account, amounted to \$231,716.73. The expenses from the 1st of January to the 1st of June, 1857, amount to \$162,322.12.

The total loss sustained by the canal from the ice freshet, directly and indirectly, is estimated above \$200,000, to say nothing as to the sum expended since June 1st.

Ibid, p. 3. **Departures for Cumberland.** Boats Amos Young, Ben Mitchell, Jacob Hunter, J. T. Rowland, Old Dominion, Miles Standish, Sept. Bower, P. B. Petrie, A. C. Green, Charles L. Mudge, Antonetta, A. Leiter, Rescue, Eliza Benner, Lynx, Three Brothers, A. Snoffer, Gov. Sprigg, Col. George, - 19 boats; steamer James L. Cathcart, 20 boats in all.

Canal.

This morning we anticipated a large fleet of boats to arrive in town, but there is not yet sufficient water in the level to float the loaded boats. A large quantity of water being required to feed the Alexandria canal as well as the Georgetown level, is the reason that the water is not up to its proper altitude. But strong hopes are entertained that during the day the boats will be enabled to arrive.

Sat. 8/15/57, p. 2. **Canal Report.** - Dr. James Fitzpatrick has kindly furnished us with the 29th Annual Report of the President and Directors to the Stockholders of the Chesapeake & Ohio Canal Company. We have not yet given it a careful perusal, but from the appendix we find that the revenues for the year ending 31st December, 1856, amounted to \$153,051.36 - an increase of \$14,375.52 over the receipts of the previous year. The expenses of the year exclusive of interest and payment of loans, amounted to \$231,716.73. During the year 1856, 205,568 tons of coal were carried, over the Canal, which is an increase of 17,589 tons over the shipments of the preceding year.

The Canal. - The injuries caused by the recent heavy rains upon the Georgetown level of the Chesapeake & Ohio Canal have been repaired, and boats are now passing.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, August 8th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,383.00	2,505.10	3,888.19	88,616.12
Everett & Co.	410.14		410.14	10,144.00
Hoffman Co.	6.10	378.08	384.18	361.11
	1,808.13	2,883.18	4,681.11	79,622.13
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	41.02	380.07	421.09	14,746.19
Borden M'g Co.	329.04	1,339.12	1,866.17	39,897.16
Allegheny Co.	921.10	281.10	1,292.12	24,342.00
Wellersburg Co.				721.15
	1,880.07	2,097.17	3,490.17	79,789.10

DU, Sat. 8/15/57, p. 3. **The Chesapeake and Ohio Canal.** – From a late report of the board of directors of the Chesapeake and Ohio Canal, it appears that the total amount of toll accruing to the canal for the year ending 31st December last was \$153,051.36, against \$138,675.84 for the previous year, showing an increase for the last year of \$14,375.52. The expenses for the same period, including interest, amounted to \$231,716.73. The expenses from the 1st of January to the 1st of June, 1857, amounted to \$162,322.12. The total loss sustained by the

canal from the spring freshet, directly and indirectly, is estimated to be over \$200,000, saying nothing about what has been expended since June 1.

The Steam Propeller on the Chesapeake and Ohio Canal. – On Thursday afternoon last, the steam propeller *James L. Cathcart* started from Georgetown to Cumberland, Maryland, on her trial trip, with a view of testing the practicability of running steamers on the Chesapeake and Ohio Canal. If the trial is successful, and the value of the invention of Mr. Cathcart is satisfactorily established, it will work a great and important change in the mode of navigating [the] canal. Mr. Cathcart expects to make the trip to Cumberland and back in two days.

ES, Sat. 8/15/57, p. 3. **The Chesapeake and Ohio Canal.** – A gentleman who came to this city yesterday by the Canal informs us that he counted, between the Great Falls of the Potomac and the Aqueduct, 107 boats, loaded with coal, &c., on their way to Georgetown. They had been detained above by recent injuries to the canal. He also states that on Thursday last, two workmen employed in Crowley's tunnel were killed by the falling of a large rock in the tunnel.

The Coal Trade – The Potomac opposite the coal wharves, presents a sight most interesting; a large number of vessels are moored at the depot wharves of the various companies, or ride at anchor, awaiting the arrivals of the great fleet of coal boats that, at last count, were waiting at the head of Georgetown level, the resumption of navigation.

The Alexandria Canal is in navigable order, and boats are hourly expected. – *Alex. Sentinel.*

States, Sat. 8/15/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

T. Cookendorfer, 101 tons coal; Star, 73 perches of limestone; James Boyce, 115 tons coal; Lonaconing, 124 tons; Ellen Bell, 106 tons; Dr.

McKaig, 120 tons; Charles F. Newman, 117; James Buchanan, 119; General Cass, 113; G. W. Rohrback, 117; Louisa, 109; Inglehart, 112; Wm. H. Bryan, 119; Jack, 115; E. A. Cook, 109; and General Taylor, wheat, corn and mill offal.

AG, Sat. 8/15/57, p. 2. **Coal Trade** – For the week ending Saturday, August 8, the Cumberland Coal and Iron Company's Railroad brought down 4,684 11 tons of coal, and the Cumberland and Pennsylvania Railroad 3,490 17 tons, making a total from the Frostburg region for the week of 8,175 08 tons, and for the year 179,332 03 tons. During the same period there were shipped over the George's Creek Coal and Iron Company's Railroad 8,734 19 tons, and over the road of the Hampshire Coal and Iron Company 2,231 13 tons, making a total for the week from the George's Creek region of 10,967 12 tons, and for the year 185,523 08 tons. Total from the entire coal field for the week, 19,142 00 tons, and since January 1st, 364,855 11 tons.

Sun, Mon. 8/17/57, p. 2. **The Chesapeake and Ohio Canal.** - A gentleman who came to Washington on Friday by the canal informs the *Sun* that he counted, between the Great Falls of the Potomac and the aqueduct, 107 boats, loaded with coal, &c., on the way to Georgetown. They had been detained above by recent injuries to the canal. He also states that on Thursday last two workmen employed in Crowley's tunnel were killed by the falling of a large rock in the tunnel.

Ibid, p. 4. *Alexandria Matters.* - Between sixty and seventy canal boats arrived on Saturday morning last at the canal wharves, and their cargoes were soon transferred to the vessels in waiting. Mercury.

ES, Mon. 8/15, p. 3. **The River** – The steam tug *Wide Awake* this morning, towed up from Alexandria to the mouth of the Washington canal, two boat loads of coal from the Cumberland mines.

States, Mon. 8/17/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats Jack, 115 tons coal; Mountain Ranger, 112; R. Watson, 104; William Hent, 113, and 10,000 hoop-poles; James Terrell, 110; A. Cary, 100; B. M. Blocher, 111; Ben Ardinger, 108; M. V. Hill, 103; E. K. Huntly, 113; J. B. Hays, 127; S. E. McDonald, 114; Emily Francis, 106; J. P. Wright, 114; Newport, 132; Denton Jacques, 105; Mariah Thompson, 116; J. H. Davis, 98; C. H. Ohr, 102, Lonaconing, 105; Rebecca, 120; G. W. Hetzer, 118; J. J. Watson, 121; M. R. Hale, 105; Susan Baker, 107; Mary L. Rawdon, 116; Saloma Clarke, 110; Ann Maria, 113; D. Morrissey, 112; Gen. Tyson, 119; Juno, 108; Cass A. King, 109; Horatio Kesly, 114; J. E. Morgan, 100; Chas. Embrey, 109; Eliza Wolf, 104; Susan Jane, 110; Charles Williams, 111; G. W. Simmons, 113; Reindeer, 104; and Baltic, flour. Forty-three boats arrived with coal; 35 left on Saturday for Cumberland.

The Canal.

The appearance of the canal this morning was cheering to all persons to behold the long line of boats loaded with the diamonds of Allegany county, and as many more being on their way down. The level is now in good boating order, but some boats drag bottom. This is because they are over-loaded, as will be seen by our report of arrivals; some having 127 to 132 tons, drawing more water than the company is compelled to give.

States, Tue. 8/18/57, p. 3. GEORGETOWN

The Canal Report

The late report of the President and Directors of the Canal Company shows the condition of affairs up to the time the report was made; which, being a truthful statement of the financial condition of the company, will have its weight with the community. The wisdom of the Directors in confining their actual operations within the limits of the means actually at hand, and in giving thus early a public notice of the true state of affairs, cannot be too highly praised.

They have profited well by the lessons of experience which they have had; and during the present season we hope the stone dams at Nos. 4 and 5 will be erected. They certainly can borrow the money from the Coal Companies, who are deeply interested in the navigation of the canal, for without it all their hopes are blasted in Allegany county. The money will be furnished, beyond the slightest doubt, either by the cities of the District, including our cousin Alexandria, or by Congress, or one of the States that are so deeply interested in this great national undertaking. We shall recur to this subject again.

Arrivals by the Canal.

Boats John L. Jordon, 112 tons coal; Grimes, 110; Henry A. Wise, 120; John Beall, 105; Niagara, 102; Louisa, 109; T. J. Mehaffey, 118; J. J. Mann, 114; Chicago, 99; Black Bear, 110; M. S. George, 110; Thomas Silvers, 101; Geo. Lynn, 111; R. P. Dodge, 116; Lion, 101; Ann Gilleece, 103; Mary Shaw 105; G. W. Grove, 50,000 staves; Joel Charles, 827 bbls. flour, 132 bbls. whiskey; Belle, flour and corn; Rough & Ready, 2,500 bushels corn and lot of bark; and Laura Flanagan, limestone. – Total 22 boats.

All the boats have not handed in their way-bills at the Collector's office. Many have arrived and are waiting for an opportunity to unload. All is life and business at the coal-wharves. The level is so crowded with boats this morning, that the packet "Argo" had hard work to push through.

AG, Tue. 8/18/57, p. 3. **CANAL COMMERCE**
Arrived, August 17.

Boats Utica, E. H. Cook, Jack, Louisa, James Ferrell, Robert Wason, Mountain Ranger, James Boyce, Ben Ardinger, Dennis Morrisey, Newport, B. M. Blocher, Susan Baker, Margaret V. Hill, Gen. Tyson, Denton Jacques, Horace Resley and Juno, Cumberland, coal to Cumberland Coal & Iron Co.
Boats David Lynn, A. C. Green, Lonaconing No. 3, Excelsior, G. L. Jacques, P. R. Haldeman and Charles Arthur, coal to Borden Mining Co.

Boats Lonaconing No. 4, William J. Bryan, T. S. Inglehart, Dr. McKaig and Kate McCormick, coal to Alleghany Mining Co.

Boats T. P. Sherman, Nat & George, Perry's Victory and Ellen Bell, coal to Frostburg Coal Co.

Boats Star, Hugh Smith and Thomas Jefferson, limestone to Thomas Smith.

Boat Inglehart, Cumberland, Bedford water to J. Leadbeater & Son.

DU, Wed. 8/19/57, p. 3. **The Coal Trade** on the Chesapeake and Ohio Canal is now quite brisk. Boats are daily arriving at Georgetown and Alexandria by scores. There has been a strike, however, among the wharf hands in Georgetown, which materially retards the unloading of boats at that place. Those hands, whose occupation it is to unload boats when they arrive, have struck from \$1.25 to \$1.50 per day, which the employers refuse to pay, the only unloading now going on is what is done by the crews of the boats. The whole number of boats now engaged in the coal trade on the canal is about 250, capable of carrying about 27,000 tons.

DNI, Wed. 8/19/57, p. 3. **STEAM ON THE CANAL. – Gentlemen:** I am glad to see your canal is again in order, and in successful operation. I have always looked upon this great work as the natural, cheapest outlet for the inexhaustible coal-fields of the Alleghany; and have believed, since making my trips up it in 1852 with the *Virginia* and *Jacob Hinds*, each with a train of six boats, that steam would be found to be the cheapest and best motive power upon it, notwithstanding the *many locks*; and although I have since been engaged elsewhere I have endeavored to fix on a plan for passing trains through its many locks without losing so much time as to make these an insuperable objection to its introduction. It was at that time clearly proved that tugs built on my plan could take trains of boats with aggregate cargoes of 800 or 1,000 tons, and more three miles an hour, without the least injury to the canal, and that

such trains could pass at any point without difficulty. The high price of horses and mules, and their feed of every kind, the high rate of drivers' and other hands' wages, with the many interruptions which have occurred on that canal, during which all have to be maintained at a very heavy expense, induce me to give, in as brief a manner as possible, the result I have come to, with a hope it may be of some service.

This is the plan. There are seventy lift-locks to pass between Cumberland and Alexandria, a distance of 191 miles, forty-five of which are in *groups or series*, situated so near to each other that by the aid of a few horses stationed at each group *all* the locks can be at work *at the same time*. There are thirteen points where this *simultaneous locking* can take place. At one there are seven locks in a group, at another six, at another five, at two other points four in each group, and at three other points three in each group, and at five other points there are two locks. The average distance from lock to lock in these groups will not exceed four hundred yards, while the remaining twenty-five locks are so situated as not to allow simultaneous lockings.

The tug, with the train of six boats, comes then to the group of seven locks, when the boats are detached and one horse attached to each boat, and they move on in their order. Five minutes is the average time for passing one boat through a lock, and it will require thirty-five minutes for the tug to pass the seven locks, (not including the time it shall take her to pass from lock to lock,) and when she leaves the seventh lock the hindmost boat will leave the first lock, and it will then require thirty minutes more for the hindmost boat to pass the remaining six locks, which will make sixty-five minutes for the entire train to pass the group of seven locks. As soon as a boat arrives in the seventh lock, her hawser is attached to the train and the tug moves her out, and as soon as the hindmost boat is in the seventh lock the tow is made up and ready to start. In this way it will take sixty-five minutes for the train to pass seven locks, or nine and two-

sevenths each lock; sixty minutes to pass six locks, or ten to each lock; fifty-five minutes to pass five locks, or eleven minutes to a lock; fifty minutes for four locks, or twelve and a half to a lock; forty-five minutes to pass three locks, or fifteen to a lock; and forty minutes to pass two locks, or twenty minutes to a lock, and thirty-five minutes to pass a single lock when situated by itself. In case a train should be passing the other way at the same time, its boats can pass in as the boats of the other train pass out of the locks, and so save the time required to empty and fill the locks. In passing a single lock, the train should not be detached, but the connecting hawsers should be of sufficient length to let the lock intervene and the tug haul each boat in and out of the lock, which can be done very quickly and with entire safety. I passed a train of seven boats through a lock in this way in 1852 in thirty-five minutes.

By this system of operation, then, it will take twenty-four hours and forty minutes to pass the seventy locks, that is, ten hours and fifty minutes to pass the forty-five locks by simultaneous locking, and fourteen hours to pass the remaining twenty-six, where simultaneous locking cannot be had. I have made no allowance for the time required for the boats to pass from lock to lock in the several groups. To travel 191 miles at three miles an hour will require sixty-three hours and forty minutes, which added to twenty-four hours and fifty minutes required for locking, makes eighty-eight hours and twenty minutes, or three days and sixteen and one-third hours for the tug and six boats to travel from Cumberland to Alexandria. The convenient working of this system will require a few additional conveniences at the locks, which will cost but little, such as additional snubbing-posts above and below the locks.

A tug with a train of six boats can easily make three round trips a month, she not stopping for the boats to load or unload, and will move in that time six boats 1,146 miles, equal to moving one boat 6,876 miles, which at twenty cents per

mile, the price now paid for moving a boat drawing but three and a half feet of water, by horse power on the Erie canal, will amount to \$1,375.20. Twenty tons of *fine coal* which in 1852 was selling at Cumberland for seventy-five cents per ton, will run a tug a round trip, and sixty tons the three trips, which will cost \$45. The tugs can be constructed so as to take on board twenty tons of coal at Cumberland, sufficient for the round trip, and the effect of this weight will be to increase her towing power. Six men, including captain, engineer and fireman, will be all-sufficient to run a tug *night and day*, or four to run her sixteen hours in twenty-four. My tug requires no hands to keep her wheel clear of the banks or other objects, nor to watch her towing hawser and keep it clear of her wheel, as the screw propeller does. The whole distance embraced in the twelve groups where horses should be used is a fraction less than eight miles, so comparatively but few horses will be required to be stationed at these points for the transaction of an immense business, and ordinarily the tug can take one or two boats with her through the locks, and keep clear of the others behind in tow of the horses. But one horse will be required to a boat at these points.

By this arrangement the boats will be relieved of the trouble and care of teams and drivers, and otherwise require a less number of hands to manage. I employed two hands only on a boat in 1852, whom I paid \$53 a month, and they found themselves. The usual crew at that time for a night and day boat on this canal carrying four horses or six mules, was a captain, two drivers, two steersmen and a cook, six in all, and the owners of boats were then paying captains \$135 per month to man and provision the boats and find oil and lines, the owners themselves furnishing the teams and their feed, and these night and day boats did not at that time average two round trips a month. Nor is the saving confined to the *running* or *working* merely, the outfit will cost less, and the depreciation on the stock will be at the least calculation thirty-three and a third percent less.

To carry the plan into successful operation will require a strong motive-power company, in which the several coal companies should have an interest, and a line of motive - power established between Cumberland and Alexandria. Very respectfully G. PARKER
Norfolk, (Va.) August 12, 1857.

AG, Wed. 8/19/57, p. 2. We have received a pamphlet copy of the Twenty-Ninth Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company. It presents "a record, rather of hopes to be realized in the future, than of results obtained in the past."

Ibid, p. 3. **MARINE LIST**
Sailed

Schooner Cumberland, Chase, New York, coal by Cumberland Coal & Iron Co.
Schooner Maria Elizabeth, Bowker, New York, coal by Cumberland Coal & Iron Co.
Schooner Gen. Armstrong, Triste, New York, coal by Cumberland Coal & Iron Co.
Schooner John Donovan, East Cambridge, coal by Frostburg Mining Co.
Schooner Daniel Brown, Heald, Fall River, coal by Borden Mining Co.
Schooner James M. Baylis, Thompson, New York, coal by Alleghany Mining Co.
Schooner Carlton Jane, Tyler, New York, coal by Alleghany Mining Co.

CANAL COMMERCE

Arrived, August 18.

Boats Charles H. Ohr, Rebecca, G. W. H. Hetzer, Mary R. Hale and Ann Gilleece, Cumberland, coal to Cumberland Coal & Co.
Boats Katie Darling, J. A. Rhinehart and Mary Otis, coal to Borden Mining Co.
Boats J. H. Davis, C. F. Newman, Gen. Cass and G. W. Rohrback, coal to Alleghany Mining Co.
Boats Ellen Bell and J. E. Morgan, coal to Frostburg Coal Co.

Departed, August 18.

Boats Eugene and Utica, salt by Gray, Miller & Co.

DU, Thu. 8/20/57, p. 3. The Board of Directors of the Chesapeake and Ohio Canal, in a recent report, state that the bridges over the canal at Georgetown should be raised high enough to admit of free passage of boats. The permission to make this improvement has not yet been granted by the city council, but a bill making this grant is now pending in the board of common council, the board of aldermen having already passed it.

ES, Thu. 8/20/57, p. 4. **The River.** – Long boats from the Cumberland mines begin to reach here in rapid succession; some four or five of them, freighted with coal, have arrived in the Washington canal within the last day or two.

States, Thu. 8/20/57, p. 3. **GEORGETOWN
The Canal.**

We continue our commentary upon the canal today. It appears that the tolls upon the canal, after the first year of its completion to Cumberland in 1851, amounted to \$110,504; for the year 1852, to \$92,248; for 1853, to \$145,100; for 1854, to \$119,306; for 1855, to \$138,675; and for 1856, to \$153,051. The tolls have fluctuated considerably, owing to adverse circumstances. The great freshet of 1852 destroyed navigation for upwards of four months, which made the receipts from tolls less that year than at any subsequent period.

On the 31st day of December last, the company had in its treasury \$60,000 as a surplus accruing from tolls, to be devoted to the purpose of repairs; but the ice-freshet in February last destroyed dam No. 5, and partially injured dam No. 4, and the surplus then on hand had to be appropriated to place these dams in temporary repair for the spring trade; but unforeseen events soon swallowed up the \$60,000, and the company were compelled to contract a debt of \$40,000 more to put the canal in navigable order; which will be of short duration unless the company can borrow \$50,000 more, to

reconstruct dams Nos.4 and 5 in a substantial manner.

The company have done everything to retrench expenses. They have even withheld the payment of the salaries of the directors, president, clerk, treasurer and other officers of the company, for the purpose of giving every dollar that may come into their hands to the construction of masonry dams, without which no debt, either principal nor interest, can ever be paid.

Arrivals by the Canal.

Boats William S. Barney, 103; Martin Hoffman, 109; Southampton, 100; Mary Alice, 113; John Snyder, 113; Reporter, 100; L. M. Smith, 17; Ann Caroline, 99; and General F. Pierce, 102 tons coal.

AG, Thu. 8/20/57, p. 3. The late report of the President and Directors of the Chesapeake and Ohio Canal Company, shows the condition of affairs up to the time the report was made. The wisdom of the Directors in confining their actual operations within the limits of the means actually in hand, and in giving thus early a public notice of the true state of their affairs, will be admitted. During the present season we hope the stone dams at Nos. 4 and 5 will be erected. They may be able to borrow the money from the Coal Companies, who are deeply interested in the navigation of the canal.

 There has lately been a "strike" among the coal heavers at Georgetown. The Washington *Star* says: - "Many of the hands who struck for higher wages at the coal docks, yesterday, have signified their willingness to return to work at the former wages. But few of them, however, have been re-employed. Other persons have in most cases been employed in their stead, and operations at both docks again go bravely on. A refusal on the part of the companies to re-employ them would doubtless in most cases serve them right, as they took advantage of them by striking at a time when the wharves were crowded with

vessels waiting for cargoes, and when scores of heavily-lade canal boats were awaiting to get rid of their cargoes that they might return."

The Georgetown Strike – We learn that the Coal Companies at Georgetown will not be put to the least inconvenience, by the strike of the laborers there, hands having already arrived from Baltimore to take their places at the wages heretofore paid – and a guarantee has been given by a gentleman of Baltimore, that any number will be sent that may be required, at a day's notice.

 Mr. George Parker, of Norfolk, proposes a plan for the use of steam at a great advantage over horsepower, on the Chesapeake and Ohio Canal, notwithstanding the many locks. He proposes steam tugs, and explains at length the system of going through the consecutive locks, &c.

MARINE LIST

Sailed

Schooner Mist, Dissoway, New York, coal by Cumberland Coal and Iron Co.
 Schooner F. Mervin, Avery, New Haven, coal by Cumberland Coal and Iron Co.
 Schooner William S. Tisdale, Hawkins, New York, coal by Cumberland Coal and Iron Co.
 Schooner Major Armstrong, Fredericksburg, coal by Alleghany Mining Co.
 Schooner Susan A. Abbott, Ledlum, Dighton, coal by Frostburg Coal Co.
 Schooner James House, Sprague, Dighton, coal by Borden Mining Co.
 Schooner William Cobb, Endicott, Dighton, coal by Borden Mining Co.
 Schooner Somerset, Mitter, Philadelphia, coal by Cumberland Coal and Iron Co.

CANAL COMMERCE

Arrived, August 19.

Boats J. J. Watson, Mary L. Rawdon, Ann Maria, R. P. Dodge, Charles Embrey, George Lynn, Eliza Wolf, Sarah Jane and Reindeer,

Cumberland, coal to Cumberland Coal and Iron Co.

Boat Annawan, coal to Borden Mining Co.

Boats G. W. Rohrback, William H. Crist, William Hext and Arch Cary, coal to Alleghany Mining Co.

Boat Phoenix, coal to Frostburg Coal Co.

Boat Baltic, limestone to Thomas Smith.

DNI, Fri. 8/21/57, p. 3. **The Chesapeake and Ohio Canal** – In our reference to the state of the canal on Monday morning last, allusion was made to the great trouble and vexation experienced throughout the Georgetown level on the previous Saturday, and indeed before that, arising in part from the excessive draught of many of the coal boats from Cumberland. This excess was naturally enough ascribed to the extra heavy loads on many of the boats, rising in some cases, as we were informed, to 125 tons and upwards, and running the draught up, or rather down, to five feet. In order to do what we could, in our good-will towards the canal and coal trade in every respect, we invoked the attention of the freight inspector at Cumberland, that, in so far as he could do so, all future impediments from overloading might be removed. We yesterday received a communication from that officer, in which it is affirmed that the current draught is 4½ feet, and “that no boat from Cumberland has exceeded that figure produced by its freight proper.” He further says that “if boatmen are too lazy to pump up, and thereby suffer their craft to overdraw,” it is not a matter for the attention of the inspector of freights at Cumberland. We find, then, another element suggested as a cause for the difficulties we first mentioned, and hope that, now so much is known on the subject, the obvious remedies will be promptly applied.

States, Fri. 8/21/57, p. 3. **GEORGETOWN Shipping.**

The competition which now begins to manifest itself between the eastern and western wharves of the town, in regard to the shipping at each, makes our town have the appearance it once had

in days gone by, when the Peters, Lingams, Stoddards and Bowies were the owners of the ships that loaded at our wharves, and whitened every sea with their canvass. In those days, the boldest water was to be found at the western wharves of the town, and many a sea-craft sailed down the western channel with a cargo from Georgetown to the Atlantic sea. In course of time, the eastern wharves became the busy mart; the western wharves and warehouses fell into a state of decay and dilapidation, and that portion of the town lying between the canal and the river, west of Duck Lane, was called “Sugar Hill.” Its inhabitants were composed of negroes, mulattoes and low white persons of the most abandoned character; but, since the completion of the canal to Cumberland, the revival of commerce, the purchase of coal wharves, the construction of coal depots, and the destruction of the negro huts and driving away of their worthless inhabitants, this end of the town has revived. Property has more than quadrupled in value; extensive mills now supply the place of dilapidated buildings; the genius of commerce once more shakes her white wings over that end of the town; and, wishing prosperity to our ancient city, we conclude in the words of the grave father and sage of the law, that our town may be blest with “the gladsome light of jurisprudence, the loveliness of temperance, the stability of fortitude, and the solidity of justice.”

Arrivals by the Canal.

Boats V. Marmaduke, 116; C. P. Thurston, 112; A. E. Arts, 113 tons coal; Mary A. Flanagan, 90 perches limestone; Stephen Castleman, 96; and M. R. Zimmerman, 110 tons coal. 29 boats have departed for Cumberland and intermediate points.

AG, Fri. 8/21/57, p. 3. *The National Intelligencer* says: - “The Chesapeake and Ohio Canal, we learn, is in good order throughout, save the shallowness of water on the Georgetown level, rising from a combination of causes, all of

which, however, ought to be susceptible of speedy remedy.”

Sat. 8/22/57, p. 2. **Allegheny Coal Trade.**

Shipments of Coal for the week ending Saturday, August 15th, 1857, and for year to that date: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,645.02	2,021.03	3,656.05	92,282.16
Everett & Co.	476.09		476.09	10,920.13
Hoffman Co.	40.01	534.06	591.07	1,458.18
	2,181.12	2,578.09	4,387.01	104,359.14
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	202.16	560.01	802.17	15,549.16
Borden M'g Co.	530.10	708.02	1,239.01	41,136.17
Allegheny Co.	736.16	299.01	1,026.17	25,369.17
Wellersburg Co				721.15
	1,470.11	1,598.04	3,068.15	82,778.05

Sun, Sat. 8/22/57, p. 1. **Chesapeake and Ohio Canal.** - Alexandria, Va., August 21 - The Chesapeake and Ohio Canal is in fine order now, and coal is arriving in large quantities. Vessels are scarce and freights are advancing.

DNI, Sat. 8/22/57, p. 3. **Chesapeake and Ohio Canal.** The twenty-ninth annual report of the directors of the Chesapeake and Ohio Canal Company has just been published. It is to the 1st of June last. The main report occupies nearly twenty-six duodecimo pages, in which the opinions, views, purposes and hopes of the present Board of Directors are presented with something more than usual earnestness, and the condition of the canal in all respects, so far as we can judge, frankly exposed. It discusses and enforces, through several pages, the policy of immediately erecting solid masonry dams at the localities of Dams No. 4 and 5, coming to the conclusion that nothing short of such structures can be reliable, or prove other than permanently injurious to the reputation and treasury of the canal. In this connection some reflections are directed against the last preceding report of the former board as not being accurate in its statement “that the entire line of canal was in good navigable order” at the time of their surrender of it, whilst all invidious motives are disclaimed in so doing. Much reliance is placed on the co-operative agency of the steam pump at the mouth

of the South Branch, and it is said that half a month’s revenue of the year 1856 will more than pay for an additional pump and fixtures at another point, if it should be found necessary, which, however, is not believed.

The report alludes to the hostile action of persons residing in “those regions of Maryland most vitally interested in the success of the canal, who make it their business to depreciate the prospects of that work; who profess regrets whilst their eyes sparkle out the falsehood of the profession, at any and every untoward circumstance which befalls it, who withhold the least touch of a finger to help it from difficulties, whilst their words of friendliness sound so much louder and more noisily than those of real friends as to grate harshly on the ear, and all in order that the State of Maryland, which these same men helped to beguile into mountains of indebtedness to construct the work, may be induced to sell to them and their comrades that same canal, now that it is finished, for nothing, that they may reap the ultimate profits which their keen eyes discover in the distance, and which surely the creditors of the company and the tax-payers of the State and others who have contributed to its construction are entitled to, when and if realized.”

The report recounts the source whence assistance in the various exigencies of the canal has been drawn, and the amounts of indebtedness so incurred, leaving open the further fact that \$50,000 are proposed to be borrowed for the construction of two dams. Notwithstanding this, the report says, for the encouragement of the creditors and friends of the canal, that “two years ought not to elapse, in the opinion of the board before the creditors of the company shall be enabled, with tolerable clearness, to apprehend how and when they may expect payment of their long-deferred claims.

At the close of the pamphlet containing the report and financial exhibits, is the special report of a committee of three directors on the memorial of a number of persons holding canal scrip, praying this scrip may be allowed to be

paid for one-third of the tolls of such boats *yet to be built* and navigated on the canal by the said script holders. This reasonable proposal, alike advantageous to the canal and to the proposers, is favorably received both by the special committee and the general board. To comply with the proposition, however, they state the previous consent of the preferred bondholders and the Legislature of the State of Maryland to be essential.

States, Sat. 8/22/57, p. 3. **GEORGETOWN
Arrivals by the Canal.**

Boats J. A. Elgin, 2,800 bushels corn; Thomas Briggs, 100; and Rescue, 109 tons coal.

Twenty boats have departed for Cumberland and other points.

AG, Sat. 8/22/57, p. 3.

MARINE LIST

Sailed.

Schooner M. C. Durfee, Hall, Fall River, coal by Borden Mining Co.

Schooner Commander-in-Chief, Woglum, Bridgeport, coal by Cumberland Coal and Iron Co.

Steamer James Jerome, Jerome, with Barge Challenge in tow, for Troy, coal by Alleghany Mining Co.

CANAL COMMERCE

Arrived, August 21.

Boats Thomas Silver, Black Bear, Mary Shaw, R. G. Violett, Lion and Freeman Rawdon, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Baltimore, Samuel Laman, J. R. Masters and C. B. Tisdale, Cumberland, coal to Borden Mining Co.

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

DNI, Mon. 8/24/57, p. 3. **The Chesapeake and Ohio Canal.** – There seems to be no doubt that the recent congregation of six or seven scores of coal boats on the canal, many of whose crews

have spent the last three months in forced idleness, by reason of the canal being not navigable, has given rise to great disorder and immorality, to the shame and disgust of better regulated minds. But, whilst all this is admitted, it is but candid to recollect at the same time that circumstances favored this exhibition in many degrees beyond any precedent, and that it will in a great measure subside, if not entirely cease, with the causes that produced it. The return to regular and steady business, in which the boats going and coming will not meet in large masses, but be distributed throughout the line, will put nearly all that is complained of to rights, and obviate the struggles and contests that have occurred for passages on the line, or for the first places at the discharging locks. We have heard it suggested that on several accounts there should be a canal police. Perhaps by and by this will be well, but at present, when it is so necessary to curtail expenditures, such a thing is not to be thought of. Large quantities of coal continue to come down. At Alexandria, they are discharging about fifteen coal boats a day, and both at the Borden Company's depot and Ray's shipping dock, every thing is as busy as possible. Comparatively little wheat is coming down the canal. A day or two ago, Messrs. Taylor, Boyce & Co., millers, of Georgetown, received 8,000 bushels of very superior Georgia white wheat, from Atlanta, in that State, costing them at the hopper about \$1.60 per bushel.

To Saturday evening the shipping report of coal from Ray's Dock, Georgetown, for the American Coal Company of New York, has been, schooner Julia Smith, Crowell, 208 tons, for Boston; schooner Francis H. Abbott, Chase, 271 tons, for New York; schooner E. Flower, Rayner, 118 tons, for Newberg; and there is now loading for immediate dispatch schooner Moses Van Nam, 380 tons, for Providence, Rhode Island.

States, Mon. 8/24/57, p. 3. **GEORGETOWN
Arrivals by the Canal.**

Boats Thomas Briggs, 110 tons coal; Rescue, 109; Gov. Sprigg, 1,500 bushels corn, 307 bbls. flour and 28 bbls. whiskey; J. R. Ward, 2,600 bushels corn, 42 bbls. flour and 76 bbls whiskey; Pilgrim, 110 tons coal; Burrows, 99 tons coal; W. P. Maulsby, 4,400 bushels corn; and E. R. Livermore, 106 tons coal. Thirteen boats have departed since Saturday for Cumberland.

AG, Mon. 8/24/57, p 3. **CANAL COMMERCE**
Arrived, August 22.

Boats Buffalo, L. M. Smith, Ann E. Arts, C. B. Thruston and Mary R. Zimmerman, coal to Cumberland Coal and Iron Co.

Boats J. P. Wright, Maria Thompson, Daniel Webster, Capt. King, Charles Williams and V. Marmaduke, coal to Alleghany Mining Co.
Boat Five Brothers, coal to Borden Mining Co.
Boat Thomas Briggs, coal to Frostburg Coal Co.

States, Tue. 8/25/57, p. 3. **GEORGETOWN**
Arrivals by the Canal.

Steamboat James L. Cathcart, 100 tons coal; Boyer & Watson, 797 bbls. flour and 500 bushels corn; J. Rodolph, 2,500 bushels corn, 41 bbls. flour and 76 bbls. whiskey; Isaac Flanagan, limestone; John G. Lynn, 121 tons coal; Mary Mertens 120 tons; Hugh Smith, limestone; and Ida, 2,600 bushels corn. The boat Mary Mertens left Cumberland on the 19th and arrived on the 24th.

AG, Tue. 8/25/57, p. 3.

MARINE LIST

Sailed

Schooner F. F. Randolph, Haseltine, Catskill, coal by Cumberland Coal and Iron Co.
Schooner John Collins, Inman, New York, coal by Alleghany Mining Co.

CANAL COMMERCE

Arrived, August 24.

Boats Rescue, Antonetta, The Pilgrim and May Fly, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Jack Ensminger, Cumberland, coal to Borden Mining Co.

Boat T. J. Mehaffey, Cumberland, coal to Alleghany Mining Co.

Boats gen. Mercer, Burrough and E. R. Liverman, Cumberland, coal to Frostburg Coal Co.

Boat George Sprigg, corn to order.

Sun, Wed. 8/26/57, p. 2. **Steam on the Chesapeake and Ohio Canal.** - The Cumberland *Civilian* anticipates quite a revolution in canal navigation, in consequence of the late successful trip of the steam canal-boat James L. Cathcart, from Georgetown to Cumberland. The trip, it appears, was made in forty-eight [hours] running time. The boat is a screw propeller. The engine, constructed by Mr. Duvall, of Georgetown, is placed in the rear cabin; it is of twenty-eight horsepower, though this is far greater than is necessary for propelling the boat; an engine of ten horsepower is deemed fully able. The boiler and furnace weigh about four tons. The editor of the *Civilian* took a short trip in the boat, and had an opportunity of observing the workings of the engine and propeller. He says:

The former worked most admirably, the latter as well as could be desired. The commotion in the water was very little; immediately in the wake of the screw paddle [propeller] was perceptible a slight commotion, but no wave; neither was there any more of a wave washing the banks than arises from a boat drawn by horses. From all we could observe, there was not the least obstruction arising to prove an injury to the canal banks, and we confidently believe that this invention is all that is necessary for successful steam navigation, and we congratulate her inventors that they have achieved the long-desired and much needed improvement. This boat must certainly work wonders in canal boating; a change will undoubtedly soon take place. - A canal boat of the description of the Cathcart will cost no more than a boat and mule team.

The Civilian further states that it will require but four hands to run a steamboat of this kind. The Cathcart, in her whole trip, used but little over three tons of coal. The round trip *can be made in six days*. The inventors of the Cathcart have secured letters patent on the invention.

DNI, Wed. 8/26/57, p. 2. **STEAM ON THE CANAL – No. II.** – Gentlemen: I perceive I made a few slight errors in the figures in my former article, which I will correct. To pass a train of seven boats through the forty-five locks which are in *groups*, by *simultaneous locking*, will require ten hours and fifteen minutes; to pass the remaining twenty-five locks will require fourteen hours and thirty-five minutes, which, added, makes twenty-seven hours fifty minutes to pass the seventy locks, instead of “twenty-four hours and forty minutes.”

I perceive also that there *was some allowance* made, though not enough, for the time it will take the boats to pass from lock to lock within the several groups, for the eight miles included in these, *were included* in the hundred and ninety-one miles, which were allowed for at the rate of three miles an hour.

I will now say a few words as to the comparative cost of the two plans of transporting coal. In making this comparison, I assume that the boats shall run *day and night*, that each tug shall take but six boats, and each boat to carry one hundred tons, which is enough for that canal, and shall make no allowance for extra tugs, boats, or teams, which will of course be required to some extent in order to meet accidents or disablements.

Ten tugs, of forty horse power each, with the aid of horses to assist at the *groups* of locks, will deliver at Alexandria 180,000 tons of coal in a season of ten months, or three hundred days; that is, six hundred tons daily.

It will require seventy-two boats or barges carrying one hundred tons each; six to be moving constantly with each tug, and six lying

constantly at Cumberland receiving and six at Alexandria discharging.

The ten tugs, with the *right to run them*, will cost, say \$50,000, and the expense of running each tug per month, *day and night*, will be as follows: Captain \$50; engineer \$40; fireman \$20; two steersmen \$18 each, \$36; cook \$15; for all \$161; provisions at present prices \$8 per hand, or \$48; fuel, sixty tons *fine coal*, \$1 per ton at Cumberland, \$60; tallow, oil and lines \$15; making \$284 per month for each tug, and for the ten tugs \$2,840, and for the ten months \$28,400.

The horse power which shall be required to assist at the groups of locks can be furnished by the lock-keepers, I think, for less than in any other way, as they can employ their horses elsewhere when not engaged in locking. I inquired into this subject in 1852, and from information I then got, I have no doubt this horse service will be furnished at six cents a lock per boat, or thirty cents for five boats; the tug in all cases to take one at least, and for the fifteen locks \$13.50; and as there will be one train up and one down each day, the daily expense for horse hire will be \$27, and for three hundred days \$8,100, which added to the \$28,400, makes \$36,500; to which add twenty percent on the capital stock for interest, repairs and depreciation, and it will make the entire cost of motive power for delivering 180,000 tons of coal at Alexandria, \$46,500.

The present charge for moving a boat on the Erie canal, by horse power, drawing only three and a half feet of water, as I stated in a former number, is twenty cents; and I do not believe it can be done for less upon the Chesapeake and Ohio Canal, as there are many more locks within the same distance, and of course more delays. The price of horses and their feed, of driver’ wages and their provisions, are higher than on that canal. There is this difference, however, that on the Erie canal the usual season for work is seven months, while on the Chesapeake and Ohio it is ten. The distance a *single* boat will have to travel to deliver

180,000 tons of coal at Alexandria will be 687,600 miles, which, at twenty cents per mile, amounts to \$137,500, making a difference *in favor of the proposed plan of \$91,020 in motive power merely.*

But suppose this estimate to be too high or that the abundant crops should reduce the price of feed, &c., so that a boat carrying one hundred tons can be moved on this canal for fourteen cents per mile, which was the average price during the twenty-five years prior to 1850 for moving the old class Erie canal boats, carrying seventy-five tons only, (*which is not to be expected,*) *the difference will still be \$49,764 In favor of the proposed plan.* The fastest day and night boats, carrying four horses, or six mules and six hands, in the fall of 1852, did not average *two round trips a month, as the Collector's books show.* Nor can we reckon on any horse boats hereafter making more than two round trips a month, if they do that. At this rate, then, it will require ninety boats or barges, carrying one hundred tons each, (*eighteen more than by the proposed plan,*) to deliver 180,000 tons of coal at Alexandria in ten months, and a force of three hundred and sixty horses or five hundred and forty mules and five hundred and forty hands; while the force required in the proposed plan (assuming the lock-keepers shall furnish the horses to assist at the groups of locks) will be the ten tugs and sixty hands, including captains, engineers, &c., to manage them; and upon the boats or barges travelling in the trains two men and a boy will be all-sufficient to a boat, making for the seventy-two boats one hundred and forty-four men and seventy-two boys; two hundred and sixteen in all. *I have never employed but two men on a boat while traveling in a train upon any canal, and have never paid more than \$35 per month to the two hands, and they have found themselves.*

During interruptions of navigation by breaks, ice or other causes, the tugs will *consume* nothing, and require but a hand or two to take care of them all, in case of long duration, as in winter; but horses and mules must be constantly

fed and taken care of, which will be no trifling burden at fifty cents for a horse and thirty-seven and a half for a mule's feed per day. Of course, the proposed plan will admit of being extended to any number of tugs the business from time to time may require.

These are the principal *pecuniary* considerations, which will of course control all others in this matter; but there are still others which seem to me to be of importance. The proposed plan will have a *fitness and aptitude* for the *nature and character of the business to be done, exactly meeting its means,* and for the age in which we live. For the business: Since the class of men usually engaged in this kind of transportation have not the means to purchase boats and teams, but have to depend generally upon the coal companies they are about to work for to furnish them boats at least, solely on credit, to be paid for by a certain percentage to be retained from their future freights, they then have to pick them up teams as best they can, which, if good of anything, require cash generally to purchase, and with their running gear will cost from \$400 to \$700 or more. This is a serious embarrassment to the trade. The shipper finds it absolutely necessary to make the captains *owners in some form in order to make them take care of the property.*

Both shippers and carriers are annoyed, and their rights and interests often come in collision. I inquired of a highly respectable gentlemen of Cumberland, in 1852, who was complaining of the tardiness of his captains, to whom he paid \$135 per month each, to man and provision a boat, (himself finding boats, teams and feed,) why he did not pay them by the trip or ton? His reply was, "in that way they would drive his teams to death." The plan proposed will obviate all these difficulties. The shippers, who are capitalists, can own ten or fifty tugs, and pay such wages to the captains and engineers as shall secure *reliable men,* who may *own,* if need be, an interest in the tugs. The shippers then have the freights and *motive power,* and can safely sell their barges or boats to any sober and

industrious men, however poor, and say to them, "there are the freights and there the motive power; go to work and pay for your boats." These boats as well as their crews will be constantly under the eye and direction of some one or other of the captains of the tugs, whose *duty* it should be to *establish and preserve system and order throughout the whole business*. And how much better it would be for sober and industrious boatmen; but woe to all dishonest suckers and drones, *who would have to walk out of the ring*.

It suits also the age we live in, an age of progress achieved by well-directed and *systematized* labor; of enlightened wisdom and benevolence which aims to subject *inanimate* nature, *which can feel no pain*, to the performance of all *galling drudgeries*, and to elevate the *animate*, and noble horse as well as his driver, from the degradation and cruelty of the tow path.

I have stated the principal points of difference in the two plans generally, as well as in their particular application upon the Chesapeake and Ohio Canal. The *pecuniary* difference will vary on different canals as the price of fuel, horse feed, &c., shall vary. On the Chesapeake and Ohio Canal fuel will always be cheap, which forms ordinarily the largest item of expense. I have no knowledge of the present or horse system except what I have gained from long observation and the information of others, and if I have erred in any of my statements in relation to this plan, I will thank those who *are engaged in it to correct me*. *But I have been engaged personally and with my own hands in working steam tugs with trains of barges, during the last five or six years, upon different canals, and have made personally three round trips upon the Chesapeake and Ohio Canal, and at one time helped to lock a tug and six boats, with six hundred tons of coal aboard, through every lock between Cumberland and Alexandria*.

Very respectfully, G. PARKER
Norfolk, (Va.) Aug. 21 1857.

Ibid, p. 3. **Steam on Canals** – The interesting experimental boat, *James L. Cathcart*, built in Georgetown by a company determined to give a fair test to steam as a means of locomotion on canals, arrived at Cumberland, by way of the Chesapeake and Ohio Canal, on Tuesday, the 18th instant, and, for the eight hours she remained there taking in her cargo of one hundred tons of coal, was the object of general regard. The amount of fuel she used between Georgetown and Cumberland was only three tons and a fraction, and the actual running time eighty-eight hours; the distance being 184 miles. The *Cathcart* has since arrived at Georgetown. The *Cumberland Civilian*, speaking of the *Cathcart*, says: "This boat is but the pioneer of a thousand to come after her. This is a bold assertion, yet we speak it from a true belief. Take the *Cathcart* as she is, and we give it as our opinion that, should no more improvements be made upon her, she will prove the best and most profitable boat on the canal; but we know that there is ample room for improvement on the engine, boilers, furnace, gearing, construction of boat, propeller, and in fact in all her details; consequently, when she thus in her present state answers every purpose for a canal navigator, what a greater benefit will her successors be when the ingenuity and skill of great minds are brought to bear to advance its utility."

States, Wed. 8/26/57, p. 3. GEORGETOWN
Basin and Locks.

Many years ago, Rock creek was selected as the basin of the Chesapeake and Ohio canal, and hundreds of thousands of dollars were spent in fitting it up as the receptacle of the great trade. How well it has answered the purpose, almost any one can determine; a large portion of it has become meadow-land, over which the cows browse, instead of resorting to the slashes for buds. A winding and shifting channel is the best basin that now exhibits itself to our view, which is so very narrow that two loaded boats can hardly pass each other; and it was found requisite, this spring, to spend \$3,000 to remove

the mud at the junction of the Washington canal to give the boats access to the city.

The only feasible and practicable plan to float boats into the river is to construct a set of locks, four in number, of 8½ feet lift, at Duck lane, which would be the most practicable point on this level. Then the boats could pass immediately into the river, as the great basin to swim all craft, little and big. The cost of these locks, constructed on the dimensions of the old ones, would be about \$50,000 – ten times as much as the cost of raising the bridges, but when completed would form a durable outlet, that would be free from all freshets and currents that would have a tendency to fill them with alluvium.

Such an outlet will be demanded by the trade on the canal, because there are but few companies yet shipping coal, compared to the many that will ere long be in full blast; and more coal will be boated down this canal than there will be ground to place it upon, especially when the Alexandria aqueduct becomes unfit for use. The boats must have an outlet somewhere in the river, to unload by the sides of vessels or throw their coal upon the wharves.

Canal.

We understand a number of boats are lying above the town, blocked up by an old sunken boat, which impeded their further progress; but this impediment will be of short duration, as the superintendent will remove the obstruction in the course of the day, when the boats will be floated into town.

AG, Wed. 8/26/57, p. 3. **MARINE LIST**

Sailed

Schooner Black Monster, Townsend, New York, coal by Cumberland Coal and Iron Co.

Schooner Maryland, Chase, New York, coal by Cumberland Coal and Iron Co.

Schooner Christiana, Keen, Troy, coal by Alleghany Mining Co.

Schooner Alida, Casbay, Catskill, coal by Cumberland Coal and Iron Co.

Schooner Whirlwind, Chase, New York, coal by Cumberland Coal and Iron Co.

CANAL COMMERCE

Arrived, August 24.

Boat Metacomet, Cumberland, coal to Borden Mining Co.

Boat Robert A. Ward, corn to order.

DU, Thu. 8/27/57, p. 3. **The Chesapeake and Ohio Canal Navigated by Steam.** – A week or two since, it was announced that the *James L. Cathcart*, a steam canal boat, built at our sister city of Georgetown, would make a trial trip between that city and Cumberland, Maryland. We understand that the trip was made in forty-eight hours' running time.

The boat is a screw propeller; and her engine, which is placed in the rear cabin, is of 28 horsepower. The boiler and furnace weigh four tons only.

The editor of the *Cumberland Civilian*, who took a short trip in the boat, states that the engine and propeller worked as well as could be desired. The commotion in the water (the editor adds) was very little; immediately in the wake of the screw-paddle was perceptible as a slight commotion, but no wave; neither was there any more of a wake washing the banks than arises from a boat drawn by horses. From all we could observe, there was not the least obstruction arising to prove an injury to the canal banks, and we confidently believe that this invention is all that is necessary for successful steam navigation, and we congratulate her inventors that they have achieved the long-desired and much-needed improvement. This boat must certainly work wonders in canal boating. A change will undoubtedly soon take place. A canal boat of the description of the *Cathcart* will cost no more than a boat and a mule team.

Ibid, p. 4. The Aqueduct of the Chesapeake and Ohio Canal at Georgetown is fourteen hundred and fifty feet long, and bears the water of the canal forty-two and a half feet

above that of the Potomac. The strength and durability of this structure has attracted the attention of scientific architects throughout Europe and America.

States, Thu. 8/27/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Minor, 118 tons coal; Miles Standish, 119; Juniata, 119; G. W. Riggs, 112; Wm. Elder, 110; Sarah Ann, 104, Augusta, 107; Thomas Jefferson, 85 perches limestone; Denton Jacques, 106; Advance, 104; and Democrat, 112 tons coal. Wm. F. Hamilton, 412 bbls. flour, 52 bbls. whiskey and 2,500 bushels corn; Dennis McCoy, cargo of bark, 55 cords [wood] and 2,000 hoop poles; Susan Baker, 700 bushels wheat and 400 bushels corn.

Departures.

Boats Burrows, Charles Williams, Governor Sprigg, Pilgrim, Ohio, J. L. Lynn, Boyer & Watson, V. Marmaduke, Mary Alice, John Snyder, Seneca, R. K. Lambell, Laura Flanagan, General F. Pierce, Hugh Smith, Mary Mertens, and Dennis J. McCoy, for Cumberland and intermediate points.

AG, Thu. 8/27/57, p. 3. **Scarcity of Vessels.** – There is a great demand for vessels at this port now, principally for the coal trade, and freights have advanced from 15 to 20 cents, above those of Baltimore. As we notice by our Eastern exchanges, that freights are dull, there it would be well for the owners of vessels to send them to this port, where they will find abundance of freight.

Steam Canal Navigation – The Cumberland *Civilian* thinks the favorite project of inventors, navigating canals by steam, has been accomplished at last, after the many and utter failures of previous attempts, in the construction of the steam canal boat, James L. Cathcart, which arrived at that place last week, after a run from Georgetown, 184 miles, in 48 hours. The boat is a screw propeller. The engine is placed in the rear cabin, and is of twenty-eight

horsepower, and the boiler and furnace weigh about four tons. After taking in a load of a hundred tons of coal, the boat started on her return trip. The engine and propeller are said to have worked admirable; the commotion in the water being very slight. Immediately in the wake of the screw propeller a slight commotion was perceptible, but no wave, nor was there more of a wave washing the banks than arises from a boat drawn by horses. The *Civilian* is very sanguine on the subject, and considers this steam canal boat as but the pioneer of a thousand to come after her, and prognosticates that a wonderful change in canal boating must shortly take place in consequence of her success.

Ibid, p. 4. **The South Branch Steam-Pump**, located at the mouth of that tributary to the Potomac, has been put in repair by Mr. John Beall, of Cumberland, and found to answer an excellent purpose. The *National Intelligencer* says, its object is to supply water from the river to the Chesapeake and Ohio canal above Dam No. 6, at low stages of the stream. At a recent exhibition of its capacity, two thousand gallons per minute were thus transferred, which is supposed to be fully enough to keep the canal at all times at the requisite height.

MARINE LIST.

Sailed
 Schooner Telegraph, Routh, Troy, coal by Alleghany Mining Co.
 Schooner Diamond, Norton, Providence, [coal] by Borden Mining Co.
 Schooner Potomac, Berry, New York, [coal] by Cumberland Coal and Iron Co.

CANAL COMMERCE

Arrived, August 26.
 Boats Mary Mertens, Miner and Juanita, Cumberland, coal to Cumberland Coal and Iron Co.
 Boat N. H. Smith, coal to Frostburg Coal Co.
 Boat Hugh Smith, limestone to Thomas Smith.

States, Fri. 8/28/57, p. 3. The Alexandria Gazette says: "In consequence of the low water in the Chesapeake and Ohio Canal, the arrivals of boats for the past few days have been few, and business at the coal wharves at this point is somewhat depressed. It is stated that the great quantity of water used by the mills, and for other purposes, at Georgetown, causes this deficiency in the regular supply of water in the canal."

GEORGETOWN

The Renovation of the Basin.

Before the construction of the present levee or mole at the termination of the basin, the tide of the river ebbed and flowed into Rock creek; it rose in altitude about four feet, and reached up as far as the old paper-mill dam. At high tide, vessels of considerable tonnage could float up the creek; and, if double tidal locks had been constructed at the entrance of the creek to admit the tide, and when the creek was full to shut the gates, there would have been water sufficient at every tide to lock into the river all the boats that would ever navigate the Chesapeake and Ohio Canal.

The basin, then, would always have had abundance of water to float any boat, where it now has abundance of mud, from the fact that the alluvium has no outlet to the river. If locks had been constructed on the principle above stated, they could have been opened in times of freshets, and all the sediment would have passed out of the creek into the river, without doing any more damage to the navigation of the river than before the locks were constructed. The only renovation of the basin is, to let the mud pass out into the river in times of high water.

AG, Fri. 8/28/57, p. 3.

MARINE LIST

Sailed

Schooner Hyena, Fales, Boston, [coal] by Alleghany Mining Co.
 Schooner Henry May, Watson, Summerset, coal by Borden Mining Co.

Schooner Arletta, Robinson, New Haven, [coal] by Cumberland Coal and Iron Co.

CANAL COMMERCE

Arrived, August 27.

Boats Miles Standish, G. W. Riggs, Augusta, Democrat, Denton Jacques, Robert Mason, Juno, E. W. Dunham and J. T. Rowland, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Sarah Ann, Cumberland, coal to Frostburg Coal Co.

Boat Thomas Jefferson, limestone to Thomas Smith.

Sat. 8/29/57, p. 2. **The Canal** continues in excellent boating order, and the shipments of coal are heavy. The whole number of boats now engaged in the coal trade is about 250, capable of carrying about 27,000 tons.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, August 22, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,356.12	3,489.09	4,848.01	97,123.10
Everett & Co.	402.17		402.17	14,039.15
Hoffman Co.	22.16	436.06	459.03	1,813.02
	<u>1,783.07</u>	<u>3,828.15</u>	<u>3,708.02</u>	<u>110,067.16</u>

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	65.00	601.00	758.09	16,304.05
Borden M'g Co.	551.00	1,139.00	1,690.00	42,826.13
Alleghany Co.	759.00	813.00	1,377.00	26,911.03
Wellersburg Co				721.15
	<u>1,374.00</u>	<u>2,643.00</u>	<u>4,017.00</u>	<u>85,720.16</u>

ES, Sat. 8/29/57, p. 3. Business upon the canal has been tolerable brisk since our last report; forty-five boats in all have arrived; twenty-six from Cumberland with coal, bringing about three thousand tons. The remaining nineteen were from different points bringing corn, wheat, flour, wood, limestone, &c. The entire length of the line is now in fine navigable order – the water upon the lower level having reached its usual height. The tolls for the week at the Georgetown Collector's office will amount to about \$3,000.

The Alexandria *Gazette* is very much mistaken in supposing that the deficiency in the water upon the lower level of the canal, as well

as the Alexandria branch, is caused by the amount used in running our mills. Had he inquired further, he might have learned that there were three other more formidable causes for the deficiency than "the Georgetown mills," viz.: The inadequate supply furnished by the first dam; the enormous quantity lost in consequence of the open condition of many of the outlet locks, and the continual leakage through the Alexandria aqueduct, and loss at the four-mile run. At the last-named points, more water is lost every day than is used in running the extensive mills of Boyce, Taylor & Co., and through the outlet locks, more than is used in running all the mills in our city. Rebuild your aqueduct and repair your canal, Mr. *Gazette*, and probably you will have no further cause for complaint.

States, Sat. 8/29/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Juno, 109 tons coal; Rowland, 111; Mary A. Flanagan, coal; Neptune, 25 cords of wood; Old Dominion, 101 tons coal; Thomas Jefferson, with limestone; Julia A. Elgin, 1,900 bushels of wheat and 600 bushels of corn; James A. Fitzpatrick, 72 tons coal and 30 tons cement; P. E. Haldeman, 117 tons; Grey Fox, 114; Lonaconing, 118; Elizabeth Ann, 118 tons; A. F. Snouffer, 120 tons coal; Jacob Charles, 1,000 bushels of corn, 1,100 bushels of wheat, 30 bbls. of whiskey and 200 empty flour barrels.

31 boats have departed for Cumberland and other points.

AG, Sat. 8/29/57, p. 4. **COAL** – The arrivals during the week have been few, owing to the low stage of water in the Chesapeake and Ohio Canal on the Georgetown level. The shipments have amounted to about 10,000 tons to Eastern and Southern ports. The demand is greater than the supply, and will continue so until boats are able to get over the Georgetown level. The defect at that point should be remedied at once, as the detention of boats causes great inconvenience and often losses.

Prospects for Cumberland Coal. – The Chesapeake and Ohio Canal will, it is stated, be able to do a heavy business and make up their losses occasioned by the many breaks of its banks during the past three months. The different Coal Companies in Alleghany are moving with great activity, and vast quantities of coal are coming to market. For the week just ended 15,817 tons were brought down and nearly one-third of the whole amount was shipped by the Cumberland Coal Company, who will soon be able to load up the vessels now waiting at this Company's extensive wharfs in Alexandria for cargoes. This Company has made wise preparations during the past year for business. It has purchased and built 42 first rate hopper cars, 15 new canal boats and 25 rebuilt, making a total of 141 cars and 76 canal boats, together with 457 mine cars, 5 first class and 2 second class locomotives, all which are equal in capacity to the shipment of 350,000 tons of coal per annum, and require no further outlay. Besides the heavy business doing in the Canal, large quantities of coal are daily coming down by the Baltimore and Ohio Railroad to the Locust Point depot, from the Cumberland Coal region. – *Balt. American*.

The Canal – The arrivals by the Canal during the week, have been few, owing to some interruption at the Georgetown level, on the Chesapeake and Ohio Canal. This difficulty should be at once obviated, as by it the Coal Companies, at this place, are put to great inconvenience.

MARINE LIST

Sailed

Schooner Richard Borden, Arnold, Fall River, coal by Borden Mining Co.
 Schooner Black Squall, Chase, New York, coal by Cumberland Coal and Iron Co.
 Schooner Siak, Cooper, Boston, coal by Cumberland Coal and Iron Co.
 Schooner West Wind, Burnett, New York, coal by Alleghany Mining Co.

CANAL COMMERCE

Arrived, August 28.

Boats odd Fellow and F. & A. H. Dodge, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Old Dominion, coal to Alleghany Mining Co.

Departed, August 28.

Boat J. R. Ward, groceries from McVeigh & Chamberlain, for Knoxville, Md.

States, Mon. 8/31/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats Sir John Franklin, 5,000 bushels corn; Daniel Shriver, 110 tons coal; N. J. Benston, 120 tons; Amos Young, 106 tons; Eliza Benner, 113 tons; Lynn, 117 tons; Joseph Eichelberger, 114 tons; David Harsh, 115 tons; Belle, 964 bbls. flour and 500 bushels corn; James Crawford, 115 tons coal; and Rough & Ready, 908 bushels corn, 398 bushels oats and 900 bushels wheat. Since Saturday, 24 boats have departed for Cumberland and other points.

The steamer James L. Cathcart starts today for Cumberland. Her proprietor is sanguine that he can make the trip there and return with a load of coal by Saturday next, the 5th of September.

AG, Mon. 8/31/57, p. 4. **MARINE LIST**

Sailed

Schooner Golden Rule, Wilbert, New York, coal by Alleghany Mining Co.

Schooner J. W. Lindsay, Crowell, Boston, coal by Borden Mining Co.

CANAL COMMERCE

Arrived, August 29.

Boats Elizabeth Ann and Gray Fox, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Katie Darling and D. W. McCleary, Cumberland, coal to Borden Mining Co.

Boats P. E. Haldeman and Lonaconing No. 4, Cumberland, coal to Alleghany Mining Co.

Boats James Fitzpatrick and Isabelle, Cumberland, coal to Frostburg Coal Co.

Boat Advance, Cumberland, coal to William A. Duncan.

Departed, August 29.

Boat Ida, groceries from McVeigh & Chamberlain, for Leesburg, Va.

AG, Tue. 9/1/57, p. 3. **The Canal.**

The *National Intelligencer* says that the Chesapeake and Ohio Canal is well reported of throughout the whole line. Now that the feeder on the Georgetown level has been made more capacious, and the leakages stopped, little complaint is heard of the grounding of boats, although it must still be confessed that the heavy and sudden rains of this summer will necessitate much clearing and cleaning out of sand-bars and mud on that level, when winter comes and puts a stop to navigation.

During the week fifty-six boats have arrived at Georgetown, thirty-five of which were from Cumberland, laden with coal, in all about 3,800 tons, or sufficient to load a dozen small sea-going schooners. A great deal of corn has come down, and other canal produce. The receipts amounted to about \$3,500.

MARINE LIST

Sailed

Schooner Maria Monson, Brewster, Bridgeport, coal by Alleghany Mining Co.

Schooner Waterbury, Cranmer, New York, coal by Cumberland Coal & Iron Co.

Schooner, Joseph Guest, Rennier, New York, coal by Cumberland Coal & Iron Co.

Schooner Monson Cranmer, New York, coal by Cumberland Coal & Iron Co.

Schooner Pennsylvania, Robinson, Philadelphia, coal by Alleghany Mining Co.

CANAL COMMERCE

Arrived, August 31.

Boats Lynx and Joseph Eichelberger, Cumberland, coal to William A. Duncan.

Boats Daniel Harsh, Joseph Eichelberger, N. J. Berston, David Shriver and Lynx, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Young America, J. A. Reinhard and Joseph Knode, coal to Borden Mining Co.

Boats Amos Young, Eliza Benner and James Crawford, [coal] to Alleghany Mining Co.

Sun, Wed. 9/2/57, p. 1. Affairs in Allegany County. - We copy the following from the Cumberland Civilian:

Coal Shipments for Last Week. - The shipments of coal for the week ending on Saturday last were perhaps the largest ever sent for the same time from the Cumberland coal fields. The George's Creek Company sent 3,035 tons; American Company 2,743 tons; Detmold Company 666 tons; Franklin Company 1,121 tons; Hampshire Company 1,868 tons; making from the George's creek region 9,433 tons. From the Frostburg region the Frostburg Company sent 1,345 tons; Borden Mining Company 2,810 tons; Allegany Company 1,819 tons; Cumberland Coal and Iron Company 7,366 tons; making from this region 13,340 tons, and from both 22,773 tons; 13,006 tons of this amount was transported to market via the canal, the balance 9,767 tons, by railroad.

Business on the Canal. - For the week ending on Saturday last 118 boats carrying 13,006 tons of coal, descended the Chesapeake and Ohio Canal. This is the largest week's business ever done upon this work, and it is an indication of what may be expected from this improvement should it hereafter be kept in navigable order. The total number of boats that have left this port since the navigation was resumed in the later part of July last is 478, carrying 51,311 tons of coal, which, at the average price of \$4.25 per ton at Alexandria, amounts to the nice little sum of \$218,072.

States, Wed. 9/2/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats John Moore, limestone; W. Wolvington, 113 tons coal; Southampton, 100 tons; Jack, 115; Horace Resley, 119; T. S. Inglehart, 112 ; Wm. H. Bryan, 109; L. G. Stanhope, 109; E. Rinehart, 122; B. M. Blocker, 116; Mary Ellen, 120; James Boyce, 116; Gen. Mercer, 116; H. A. Dutrow, 113; J. B. Hays, 121; and Benj. Mitchell, 114.

Departed since September 1st, 21 boats.

AG, Thu. 9/3/57, p. 3. The purchase of the canal boats from the Erie Company has proved to be a very profitable investment, most of them having been sold to different parties at from \$1,000 to \$1,100 each; being a large advance on the price paid for them to the Erie Company.

These boats are said to be the best ever seen on the Chesapeake and Ohio Canal, being very well and firmly built.

ES, Fri. 9/4/57, p. 3. **The Board of Directors** of the Chesapeake and Ohio Canal met yesterday in regular monthly session. The amount of money actually received by the company for the twenty-three days of August on which navigation was possible was \$19,464.53, but this will be increased from the Harper's Ferry collection, so that \$20,000, or approaching one thousand dollars a day, will be the receipts for August. Most of the business of the meeting consisted in making arrangements with contractors.

AG, Fri. 9/4/57, p. 3. **Coal Trade.**

Since the removal of the obstructions in the Chesapeake and Ohio Canal, boats are arriving in large numbers, and a quantity of coal has accumulated at the Coal wharves, at this city. There are 1,000 to 1,200 tons of Cumberland Coal now awaiting shipment. Vessels are very scarce, though freights here are higher than at other eastern or southern ports – and dispatch would be given to a number at once.

Coal Receipts – The receipts of Coal by the Alexandria Canal, for the month of August were:

	Tons
Cumberland Coal & Iron Co.	13,626 00
Borden Mining Company	4,609 10
Alleghany Mining Company	4,568 19
Frostburg Coal Company	2,744 10
William A. Duncan	549 17
Total	26,097 16

MARINE LIST

Sailed

Schooner Sea Witch, Boston, coal by Borden Mining Co.

CANAL COMMERCE

Arrived, September 3.

Boats John B. Hays, Mary Ellen, T. J. Mehaffey and Ben Mitchell, Cumberland, coal to Alleghany Mining Co.

Boats T. P. Sherman, P. R. Haldeman and Sally Grimes, coal to Borden Mining Co.

Boat Berea, coal to Cumberland Coal and Iron Co.

Sat. 9/5/57, p. 2. **The Canal.** - The trade on the Chesapeake & Ohio Canal has been quite brisk, though we regret to state that a serious disaster has occurred on the Williamsport level, that may cause a suspension of navigation for ten days. About fifty feet of the towpath has been washed out. This is peculiarly unfortunate just now, but measures were taken immediately to repair the accident, and from the energy of the Board of Directors we may predict a speedy resumption of navigation.

Cumberland C. & I. Co. - During the past year this Company has purchased 42 hopper cars, 15 new Canal boats and rebuilt 25. Its equipments now consist of 141 cars and 75 canal boats, 5 first class and 2 second class locomotives, and 457 mine cars, which enable them to ship 350,000 tons of coal per annum, without further outlay. Out of last year's earnings more than half the bonded debt of the company was paid, besides increasing the facilities for the transportation of coal, as above specified.

Coal Trade on Canal. - Up to Thursday evening of this week 60 boats had left this port, carrying an average of 110 tons.

Alleghany Coal Trade.

Shipments of Coal for the week ending Saturday, August 29, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	1,000.04	5,231.1	6,251.15	103,360.14
Everett & Co.	56.01	316.03	372.04	11,395.19
Hoffman Co.	12.13	749.03	761.16	2,675.18

	1,068.18	6,296.17	7,385.15	117,423.11
<i>By the Cumberland & Pennsylvania Railroad</i>				
To R. R.		Canal	Week	Year
Frostburg Co.	78.03	1,267.04	1,345.07	17,650.12
Borden M'g Co.	315.08	2,495.00	2,810.08	45,637.01
Alleghany Co.	179.05	1,539.09	1,818.11	26,759.17
Wellersburg Co				721.15
	672.16	5,301.13	5,974.09	92,769.05

Canal Trade.

During the past week we have observed extraordinary activity on the Chesapeake and Ohio Canal. On inquiry, we learn, that no less than one hundred and eighteen boats cleared this port for tidewater, carrying in the aggregate 13,069 tons of coal. The tolls on this amount of tonnage reached a little above seven thousand dollars.

This is the heaviest amount of coal ever shipped via canal in any one week since its completion to this point, and may be taken as an earnest of what it is capable of doing. The number of boats now navigating the canal have been nearly doubled since last year, and boat builders are still actively engaged in adding to the number. With such prospects before us of a largely increased business, in the event of its successful management in the future, we should hesitate before giving our individual sanction to its sale to New York stock jobbers, unless proper steps are first taken to secure its creditors against loss. - *Cumb. Telegraph.*

Sun, Sat. 9/5/57, p. 1. **Chesapeake and Ohio Canal.** - The board of directors of the Chesapeake and Ohio canal met on Thursday in regular monthly session. All the members present except Mr. Coudy, and the president of the board, Mr. Maulsby, in the chair. The amount of money actually received by the company for the twenty-three days of August on which navigation was possible, was \$19,464.53, but this will be increased from the Harper's Ferry collection, so that \$20,000, or approaching one thousand dollars a day, will be the receipts for August. Most of the business of the meeting consisted in making arrangements with contractors. We regret that a break has occurred

in the canal about six miles this side of dam No. 5. It is not serious, however. *Nat. Intel.*

DU, Sat. 9/5/57, p. 4. **Another Break** – There has been another break in the Chesapeake and Ohio Canal at Sharpless’s Landing, three miles above Williamsport, Maryland. This break was caused by a leak in a culvert. It is one hundred and nine feet long and twenty-five feet deep. Five weeks, it is estimated, will be required to repair it.

States, Sat. 9/5/57, p. 3. GEORGETOWN
Canal

The rumor which was current in town yesterday concerning a breach in the canal, is confirmed by the following letter:

“Williamsport, Sept. 3, 1857,

“Just as the boat *Charles* was about leaving yesterday, the news came to the lock-keeper to draw off the level – that a heavy leak had occurred. Everything was in bustle for a while, as there were several boats lying there. We managed to get through the locks, and one other boat; when the water fell so rapidly that the others had to remain. The break will take some time to repair. It is represented to be 103 feet long and about 25 feet deep.”

The Canal – The trade on the Chesapeake and Ohio Canal has been quite brisk, though we regret to state that a serious disaster has occurred on the Williamsport level that may cause a suspension of navigation for ten days. About fifty feet of the tow-path has been washed out. This is peculiarly unfortunate just now, but measures were taken immediately to repair the accident, and, from the energy of the directors, we may predict a speedy resumption of navigation.

Arrivals by the Canal.

Boats General Cass, 112 tons coal; Utica, 124 tons; G. W. Rohrback, 116 tons; M. R. Zimmerman, 110 tons; Neptune, 26 cords wood; Freeman Rawdon, 105 tons coal; William P.

Maulsby, 4,000 bushels corn; H. K. Lambell, 142 bbls. flour and 689 bushels corn; Engine, 116 tons coal; James P. Wright, 117 tons; Dr. Grimes, 116 tons; Martha Hoffman, 115 tons; Enterprise, 83 tons; Charles H. Ohr, 113 tons; and Charles F. Mudge, 116 tons.

AG, Sat. 9/5/57, p. 3. **Another Break in the Chesapeake and Ohio Canal** – The Cumberland *Telegraph* learns that another disaster had occurred to the canal, on the Williamsport level. About one hundred and fifty feet of the tow path had been washed out. Several days must, therefore, elapse before the repairs can be sufficiently completed to admit of the resumption of navigation.

MARINE LIST

Sailed

Schooner George Luff, Line, Boston, coal by Borden Mining Co.
Schooner M. C. Hopkins, Maulsbury, New York, coal by Cumberland Coal and Iron Co.
Schooner Sea Witch, Hawkins, Boston, coal by Alleghany Mining Co.
Schooner Eliza, Crowell, Boston, coal by Alleghany Mining Co.

CANAL COMMERCE

Arrived, September 4

Boats Anne Maria, W. M. Clagett, Antonetta, Wolvington, J. F. Sterling, Mary Shaw, Red Fox, Mary L. Rawdon, Wild Kate, G. H. W. Hetzer, J. L. Jordan, Ann Gilleece, John Beall, E. A. Cook and Margaret V. Hill, Cumberland, coal to Cumberland Coal and Iron Co.
Boats J. F. Saylor, General Simpson, Andrew Rench and W. B. Colston, coal to Borden Mining Co.
Boats Capt. King and Union, coal to Alleghany Mining Co.
Boats Ellen Bell and Henry May, coal to Frostburg Coal Co.

Ibid, p. 4. **Coal** – The arrivals during the week have been large, and the prospect for a fine business this season is excellent. We are sorry to

hear that another break has occurred in the Chesapeake and Ohio Canal, near Williamsport, and hope that the interruption will be of short duration. The shipments have equaled those of last week. The demand continues large, but there is a great scarcity of vessels, which we hope will not be the case much longer.

Sun, Mon. 9/7/57, p. 1. **Another Canal Break.** - The *National Intelligencer* says:

There has been another break in the Chesapeake and Ohio Canal at Sharpless' Landing, three miles above Williamsport, Maryland. This break was caused by a leak in a culvert. It is 109 feet long and 25 feet deep. Five weeks, it is estimated, will be required to repair it.

States, Mon. 9/7/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats General Taylor, cargo of wheat and corn; Boyer & Watson, 500 bbls. flour and 18 cords of wood; Hopewell, 108 tons coal; Emily Francis, 112 tons of coal; Mountain Ranger, 109 tons; J. J. Watson, 117 tons; E. F. Folger, 95 tons; Sarah Jane, 116 tons; Thomas Jefferson, 85 perches limestone; J. Randolph, 2,000 bushels of corn; Louise, 113 tons of coal; Pioneer, 100; Reindeer, 110; Kate McCormick, 120; and C. S. Moore, 117 tons of coal.

AG, Mon. 9/7/57, p. 4. **MARINE LIST**
Sailed

Schooner S. A. Falconer, Terrel, Troy, coal by William A. Duncan.

Schooner R. C. Whilden, German, Boston, coal by Cumberland Coal and Iron Co.

Schooner Cumberland, Chase, New York, by Cumberland Coal and Iron Co.

Schooner William S. Tisdale, New York, coal by Cumberland Coal and Iron Co.

Schooner Applegate, Dolbow, Providence, coal by Cumberland Coal and Iron Co.

Schooner Black Bird, Weaver, New York, coal by Alleghany Mining Co.

Schooner M. M. Freeman, Cambern, Providence, coal by Borden Mining Co.

CANAL COMMERCE

Arrived, September 5.

Boats May Flower, Lonaconing No. 2, Martin Hoffman, Safety, Clarke, Mary R. Zimmerman, Eugene, Utica, Dr. Grimes and Freeman Rawdon, Cumberland, coal to Cumberland Coal and Iron Co.

Boat Annawan, coal to Borden Mining Co.

Boat G. W. Rokerback, coal to Alleghany Mining Co.

Boats Enterprise and Gen. Cass, coal to Frostburg Coal Co.

Boat George W. Fetzer, Cumberland, coal to H. W. Barker.

Sun, Tue. 9/8/57, p. 1. **The Chesapeake and Ohio Canal.** - Gloom and depression mark the present aspect of affairs wherever they are in any way bound up with the fortunes of the canal. That a break should burst out in whole cloth, as it were, in the midst of fine weather, with no freshet in the river, and after so long a suspension of navigation as has been suffered this summer, is discouraging indeed; and what makes the matter more provoking is the generally received statement that a day or two of loud warning of a probable rupture was given. We now learn that a break had occurred at the culvert for thirty-six hours or so previous to the breaking away of the canal banks. Twenty dollars might have been more than sufficient to have put all right again had the matter been taken in hand in good time; whereas the cost of repair, added to the loss of tolls for ten or twelve days, (which is the minimum time allowed,) will now make a difference to the treasury of the canal of nearly ten thousand dollars. One would have supposed that the lesson taught in the unnecessary and easily avoidable break on the Georgetown level would have prevented an early recurrence of such a thing. Whilst the directory of the canal appears to be faithfully and energetically engaged in their duties, the subordinates are too often open to charges of

indecision, remissions, or want of judgment and industry. - *National Intelligencer*.

States, Tue. 9/8/57, p. 3. GEORGETOWN

Canal

A letter from the superintendent of the Williamsport division, received this morning, says: "I visited the break about two and half miles above Williamsport. It is a serious one and will require about ten days to repair. About 400 cubic feet of earth have been washed out. It measures 110 feet in length. The embankment rested on a smooth shelving rock, not benched, and has, no doubt, been getting ready to slide for some time. The boss worked hard to save it, and made a narrow escape from being drawn through the break,"

Arrivals by the Canal.

Boats Saloma Clarke, cargo limestone; Joel Charles, 810 bbls. flour and 120 bbls. whiskey; Wm. H. Crist, 109 tons coal; and W. McAtee, 118 tons coal.

Departures.

Boats Martha Banks, Union, Wild Kate, M. V. Hill, John Beall, Martin Hoffman, Wm. B. Colson, Red Fox, Ellen Beall, G. H. Bohlayer, Gen. Cass, G. Henderson, Thomas Devecmon, Mary L. Rawdon, Atlanta, Potomac Beall, Shanghai, Emily Frances, Martha, Gen. Worth, Eugene, Utica, Kate McCormack, M. R. Zimmerman and Louisa – total 25 boats.

AG, Tue. 9/8/57, p. 2. It is said that 1,700 tons of Coal are on their way down the Chesapeake and Ohio Canal, this side of the recent break.

Ibid, p. 3. **MARINE LIST**

Sailed

Schooner Iram Smith, McGivern, Fall River, coal by Borden Mining Co.
Schooner White Squall, Smith, New York, coal by Cumberland Coal and Iron Co.
Schooner D. S. Miller, Asa, New York, [coal] by Cumberland Coal & Iron Co.

Schooner Palestine, Cambern, New York, [coal] by Alleghany Mining Co.

CANAL COMMERCE

Arrived, September 7.

Boats Pioneer, Louisa, C. S. Moore, J. J. Watson, Hopewell, C. H. Ohr, Mountain Ranger and Sarah Jane, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Five Brothers and Baltimore, [Cumberland], coal to Borden Mining Co.

Boat Kate McCormick, [Cumberland], coal to Alleghany Mining Co.

Boat James E. Morgan, [Cumberland], coal to Frostburg Coal Co.

Boat Thomas Jefferson, limestone to Thomas Smith.

States, Wed. 9/9/57, p. 3. **The River.**

Arrived yesterday at Alexandria, 10 river craft with wheat, corn and oats for Alexandria merchants; also, two coal vessels light, and two loaded coal boats via the canal.

At the Washington canal, one large lumber schooner from Port Deposit.

AG, Thu. 9/10/57, p. 3. The Cumberland *Civilian fires* into the management of the Chesapeake and Ohio Canal, stating that the late break could have been prevented, had efficient persons been employed in overlooking the line of the Canal.

MARINE LIST

Sailed

Schooner Elizabeth Eleanor, Parker, Boston, by Frostburg Coal Co.

Schooner Joseph Francis, Miller, Troy, by Alleghany Mining Co.

Schooner Jonathan May, Cobb, Boston, by Cumberland Coal and Iron Co.

Schooner Lady Lake, Parker, New York, by Cumberland Coal and Iron Co.

States, Fri. 9/11/57, p. 3. GEORGETOWN

Steamer James L. Cathcart.

Which left our town on Monday, August 31, at 20 minutes past 2 o'clock, arrived at Cumberland on Thursday following, and immediately took in a load of coal for Georgetown, but was stopped on her way down by the break at Williamsport. If it had not been for this occurrence, she would have arrived in town on Saturday evening, the 5th September. The enterprise has been successful. The steam-horse eats no provender during a suspension of navigation, while the horse-teams are a continued expense to the owners.

Arrivals by the Canal.

Julia Elgin, 740 bushels wheat and 930 bushels corn; Eliza Ann, 1,984 bushels wheat, 180 bushels meal, 1,800 lbs. sumac and 300 lbs. bones; Star, limestone; Hugh Smith, limestone; Flanagan, limestone; Niagara, 43 bbls. flour and 37 cords bark.

AG, Fri. 9/11/57, p. 3. **Resumption of Canal Navigation** – A dispatch was received yesterday afternoon, which states that the repairs on the Chesapeake and Ohio Canal, near Williamsport, are nearly completed, and that water would be let in today, and boats would be able to pass on Saturday afternoon.

MARINE LIST

Sailed

Schooner Cornelia, Lemmon, New York, by Cumberland Coal and Iron Co.
Schooner Yankee Doodle, Chase, New York, by Cumberland Coal and Iron Co.
Schooner J. W. Wooston, Hunter, Troy, by Allegany Mining Co.

Sun, Sat. 9/12/57, p. 3.

WANTED IMMEDIATELY—Fifteen or twenty good MASONS and STONE-CUTTERS, and 75 LABORERS, at Dam No. 5, Chesapeake and Ohio Canal, to whom good wages and constant employment will be given by JOHN GORMAN & CO., Contractors, Dam No. 5, Berkley county, Virginia. st2-3t 1

[Transcriber's Note: The advertisement for hands ran three times.]

AG, Sat. 9/12/57, p. 3. Business during the week has been very dull, in consequence of the stringency in monetary affairs. Most of our

merchants are at the North and East making their fall purchases, and the goods are coming forward gradually; but as yet there is very little activity on the streets. The suspension in Canal navigation caused a depression of business at the Coal wharves; which, however, will be of short duration, as we are pleased to learn that the necessary repairs to the Canal have been made, and boats will be able to pass Williamsport today. The decline in the price of grain has caused a great falling off in receipts, and a consequent stagnation in business on Union street, and the wharves, which will be temporary; and though, at present, monetary affairs and business present rather a gloomy appearance, not, however, more so here than in other places, we confidently hope for the speedy return of better times.

The Canal steamboat James L. Cathcart, loaded with coal, is making successful trips to and from Cumberland.

MARINE LIST

Sailed

Schooner Mist Dissoway, New York, by Cumberland Coal and Iron Co.
Schooner Rebecca Knight, Endicott, East Cambridge, by Frostburg Coal Co.
Schooner William Cobb, Endicott, Dighton, by Frostburg Coal Co.
Schooner H. Deputy, Neal, Troy, By Borden Mining Co.
Schooner Monmouth, Grant, Troy, coal by William A. Duncan.

States, Mon. 9/14/57, p. 3. GEORGETOWN

Manufactories.

During the past week we laid before our readers some hastily written views in reference to the employment of manufactories in Georgetown; and the more we have thought upon the subject, the more we are convinced of the beneficial tendency that will inure to our citizens generally. At this day, the spirit of enterprise is everywhere manifested throughout our land; and wherever

water-power can be introduced, it is speedily brought into active operation; and where manufactures are most encouraged, there is the most certain growth, and most lasting benefit the result. Shall we alone remain idle, and continue behind the age of improvement, and be pointed at as a people without energy and enterprise? We certainly have the spirit of improvement within us, as has been manifested on several occasions, such as the formation of the "Importing and Exporting Company," the construction of the Chesapeake and Ohio canal, the running of packet boats upon the same, and last, but not least, the subscription to the Metropolitan Railroad of some \$300,000 by the citizens of our town, including the Corporation, which was to be the beginning of a grand railroad enterprise, which, from some unforeseen causes, sleeps the sleep of death. We believe about \$50,000 were spent in railroad surveys in finding a suitable route through Montgomery county, Maryland, to the Baltimore and Ohio Railroad. The route was duly delineated on paper, and, thus far, remains finished to the present time.

If this \$50,000 had been expended in the construction of a manufactory of some kind in the town, it would have yielded a greater dividend to the proprietors than the paper railroad will ever yield to the stockholders. Cannot, then, a sum of money be raised for manufacturing purposes which will more likely pay a remunerative reward to the stockholders than if invested in Loudon, Hampshire, or any other railroad project? Shall we, with a water power of thirty-three feet above tide-water, refuse its benefits, when we know what has been done in other places?

Canal.

From a letter just received, the break above Williamsport is so far repaired as to admit the passage of empty boats. As the river is low, loaded boats will find it difficult to pass until there is rain.

AG, Mon. 9/14/57, p. 3. **Coal Fleet** – A large portion of the vessels composing the fleet now in

Hampton Roads, are loaded with coal, and are from Alexandria, bound up the coast. The coal business of our sister city of the Potomac, is immense, and should be sufficient of itself to build up a large city. Twenty years ago, Alexandria was not remarkable for trade or local advancement. Many of the buildings were closed; there was not enough business to keep down the grass in the streets, real estate was at a low ebb, and enterprising men went off to the west to make money. But some of the persevering remained, and "went in" for internal improvements, and the development of her own well-known resources of wealth and greatness. Soon the shrill sound of the iron steed was heard in her streets and along her wharves. Now from the deep confines of the earth, are coming forth those treasures that have been buried there for many centuries, and that beautiful, thriving and healthful Virginia city is indebted to the power of steam for her pleasant, pleasing state of advancement and prosperity. But this is only one of the very many examples of the kind - convincing illustrations of the advantages of a judicious railroad system. – *Norfolk Argus.*

MARINE LIST

Sailed

Schooner Mary Eddy, Lewis, Dighton, by Borden Mining Co.
Schooner Mary Johnson, James, New York, by Cumberland Coal and Iron Co.

States, Tue. 9/15/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boat Ida, 2,300 bushels corn, 66 bbls. flour, 65 bushels wheat and 5 tons iron.

Departures.

Boats J. Randolph, P. F. Thomas, C. H. Ohr, Hopewell, K. H. Lambell, Potomac Belle, Niagara, Mary A. Flanagan, Neptune, T. Cookendorfer, Baltic, Julia, A. Elgin, Eliza Ann, Reindeer, Shanghai, Captain Walden and Gen. Worth.

Canal

The following letter relating to the canal has just been received:

“Williamsport, Sept. 14, 1857.

“For fear that you may rely upon dispatches reporting that the water was put in here on Saturday, I write to inform you that the water will not be let into the canal before this evening, if then; there is but 3½ feet of water on the mitre sill at dam No. 5; and, unless they succeed in tightening the dam, which they are trying to do, loaded boats will not be able to pass until there is sufficient rain to raise the river.”

AG, Tue. 9/15/57, p. 4. **Chesapeake and Ohio Canal** – It appears to be generally accepted that by Wednesday (tomorrow) the break above Williamsport will be so far repaired as to allow the passage of boats some time on that day. – *Nat. Int.*

AG, Wed. 9/16/57, p. 3. **The Canal** – From a letter just received, the break above Williamsport is so far repaired as to admit the passage of empty boats. As the river is low, loaded boats will find it difficult to pass until there is rain.

MARINE LIST

Sailed

Schooner M. C. Durfee, Hall, Fall River, [coal] by Borden Mining Co.

Schooner Emma Jane, Phillips, Richmond, coal by Frostburg Coal Co.

States, Thu. 9/17/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Enterprise, 666 bbls. flour; Seneca, 2,500 bushels corn and 225 bbls. flour.

AG, Thu. 9/17/57, p. 2. It has been suggested that a public meeting of all persons interested in the navigation and resources of the Chesapeake and Ohio Canal, be held in Cumberland some day during the approaching term of Court, “to consult together and determine what ought to be done to redeem the work from the hands of the politicians.”

We learn from the *Cumberland Civilian* that the repairs to the Canal near Williamsport have been completed, and navigation was to be resumed yesterday.

Ibid, p. 3. **MARINE LIST**

Sailed

Three masted Schooner Addison, Child, Boston, by Borden Mining Co.

Sat. 9/19/57, p. 2. **Allegany Coal Trade.**

Shipments of Coal for the week ending Saturday, September 12, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	819.12	379.04	1,199.06	108,770.01
Everett & Co.	79.08	45.12	125.00	11,995.10
Hoffman Co.	54.09	161.19	216.08	3,736.18
	953.09	586.15	1,540.14	123,502.09

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	113.19		113.19	17,650.12
Borden M'g Co.	383.19		383.19	45,637.01
Allegany Co.		72.14	72.14	28,759.17
Wellersburg Co				721.15
	497.18	72.14	570.12	92,769.05

AG, Sat. 9/19/57, p. 3. **The Canal.**

Advices from along the line of the Chesapeake and Ohio Canal, state that a large number of loaded boats have left Cumberland, but are detained in the levels near Williamsport, where there is a deficiency of water.

MARINE LIST

Sailed

Brig America, Robbins, Boston, by Frostburg Coal Co.

States, Mon. 9/21/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Boyer & Watson with 1,094 bbls. flour, 100 bushels corn and 296 bbls. flour; K. H. Lambell, 43 bbls. flour, 500 bushels wheat, and 350 bushels corn; and J. K. Randolph, 20 cords wood.

AG, Tue. 9/22/57, p. 3. **The Chesapeake and Ohio Canal** is doing but little, the difficulty now being an embargo from low water. The Canal is, therefore, waiting for rain, the late break having

been repaired. Can the steam pumps we heard of some little time ago, render no assistance in this exigency? – *Nat. Int.*

AG, Thu. 9/24/57, p. 3. The recent rains, it is thought, will be of great benefit, and cause a speedy resumption of navigation on the Chesapeake and Ohio Canal.

AG, Sat. 9/26/57, p. 4. **The Canal.** We learn that navigation has been resumed on the Chesapeake and Ohio Canal, and boats from Cumberland are expected to arrive here this morning.

DNI, Mon. 9/28/57, p. 3. **The Chesapeake and Ohio Canal** sensibly responds to the general depression in monetary affairs. It is doing very little business, owing to the unnavigability of the upper section. Wheat and limestone are nearly the only freights arriving down, which comes from distances comparatively short. Such a suspension of current business, with a treasury exhausted by the heavy expenditures of the year, and the difficulty to raise money on credit, necessarily increased by the fiscal troubles of the times, leaves affairs in a very gloomy condition. Indeed, the energies of the Directors, which have of late been unusually tried, seem to have come to very nearly a dead lock; and it is exceedingly hard to say not only what is best to do, but what can hopefully be done at all. Intelligence was received on Saturday last from above, which is understood to be no way cheering, the wastage from the two afflicted dams still continuing provokingly great. With business men dependent on the canal, hope sickens and droops, even patience murmurs, for human effort seems to remedy one evil only to fall into a greater. The rebuke of a higher power than human appears to stand in the way of every exertion to get out of existing troubles. To reason's eye, the thing first to do would be to close the leaking dams; but how to effect it in the face of an incomeless business is no easy task. Promises of resumption of navigation, made, we have not a

doubt, in perfectly good faith, have generally failed, and we see nothing to recommend but to make no more, to do the best that unfavorable circumstances will admit of, and leave the rest to an overruling Providence.

States, Mon. 9/28/ 57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Arrived at the canal. three lumber schooners and seventeen long-boats with wood, sand, &c.

AG, Tue. 9/29/57, p. 2. The Chesapeake and Ohio Canal, the *National Intelligencer* says, sensibly responds to the general depression in monetary affairs. It is doing very little business, owing to the unnavigability of the upper section.

Wheat and limestone are nearly the only freights arriving down, which come from distances comparatively short. Such a suspension of current business, with a treasury exhausted by the heavy expenditures of the year, and the difficulty to raise money on credit, necessarily increased by the fiscal troubles of the times, leaves affairs in a very gloomy condition. Indeed, the energies of the Directors, which have of late been unusually tried, seem to have come to very nearly a dead lock; and it is exceedingly hard to say, not only what is best to do, but what can hopefully be done at all. Intelligence was received on Saturday last from above which is understood to be no way cheering, the wastage from the two afflicted dams still continuing provokingly great.

AG, Wed. 9/30/57, p. 3. **The Canal.** The boat Denton Jacques, from Cumberland, with coal to the Cumberland Coal and Iron Company, arrived yesterday morning. The Captain reports a rise in the water in the Chesapeake and Ohio Canal, and the stoppage of the leaks at Dams Nos. 4 and 5. He also reports a large number of boats on their way to this place. Several that were unable to pass on account of the low stage of water in the Canal, and their heavy loads, were being lightened and

would then proceed, and are expected to arrive in a day or two.

MARINE LIST

Sailed

Schooner R. M. Price, Chambers, Fall River, coal by Frostburg Coal Co.

CANAL COMMERCE

Arrived, Sept. 29.

Boat Denton Jacques, Cumberland, coal to Cumberland Coal and Iron Co.

States, Thu. 10/1/57, p. 4. **GEORGETOWN Canal.**

The Cumberland *Civilian* says that there are upwards of 250 boats loaded with coal between that place and Williamsport, and it was expected they would get off this week, as the water on Saturday last had been increased, by the stoppage of leaks, to three feet nine inches, which is only about a foot less than is required.

Coal.

During last week, the George's Creek Company sent from their mines 1,908 tons; the Franklin 729 tons; the Hampshire 355 tons; Cumberland Coal and Iron Company 5,386 tons; Frostburg 1,000 tons; Borden 2,000; Allegany 1,050 tons – all in one week. We may reasonably expect a large number of coal boats the last of this week.

Arrivals by the Canal

Boats W. T. Hamilton, 871 bbls. flour, 10 bbls whiskey and 200 pounds castings; Joel Charles, 850 bbls flour; Saloma Clarke, limestone; Rescue, coal; Eliza Ann, 80 bushels wheat and two stages; J. R. Ward, 2,300 bushels corn; Sir John Franklin, 227 bbls. flour, 241 bbls. whiskey and 2,000 bushels corn.

AG, Fri. 10/2/57, p. 3. **The Canal.**

There were two arrivals from Cumberland by the Canal yesterday. The captain of one of the boats reports about sixty boats on their way to this city, loaded with coal. They will, probably, arrive today. This is cheering intelligence.

CANAL COMMERCE

Arrived, October 1.

Boat James Crawford, coal to Alleghany Mining Co.

Boat Five Sisters, coal to Borden Mining Co., reports 60 boats close behind.

Sat. 10/3/57, p. 2. **The Canal.** - The level below Dam No. 5 is sufficiently filled with water to pass loaded boats, and consequently there is considerable improvements in the coal shipments this week. A letter dated Williamsport, 28th ult., says, that in all probability there will be sufficient water for the remainder of the season.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, September 26, 1857, and for year to that date: -

By the Cumberland Coal & Iron Co's Railroad.

	To R. R.	Canal	Week	Year
C. C. & I. Co.	761.10	4,155.18	4,917.08	114,504.10
Everett & Co.				11,995.10
Hoffman Co.		469.02	469.02	4,451.10
	761.10	4,625.00	5,386.10	130,931.10

By the Cumberland & Pennsylvania Railroad

	To R. R.	Canal	Week	Year
Frostburg Co.	113	889	1,002.00	18,652.00
Borden M'g Co		2,002	2,002.00	49,639.00
Allegany Co.	10	14.07	15.07	49,365.17
Wellersburg Co				721.15
	123.00	2,905.07	3,019.07	98,555.17

DU, Sat. 10/3/57, p. 3. **The Chesapeake and Ohio Canal.** – We make the announcement that business upon the Chesapeake and Ohio Canal has been resumed with great pleasure, and we feel satisfied that the business men and boat men all along its line will receive it with rejoicing. Yesterday upwards of twelve canal boats arrived at Georgetown. Large arrivals of coal may shortly be expected.

This Canal Company has had to contend with appalling difficulties from time to time. A series of disasters during the greater portion of the present boating season deprived them of a large amount of revenue, and made the expenditure of large sums of money to put the canal in boating order. The manner in which this has been done is calculated to inspire the community with confidence in the ability of the board of directors to meet every emergency. It is to be hoped that there will be no stoppage of business for the remainder of the season.

States, Sat. 10/3/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats James Crawford, 106 tons coal; Juno, 112; Miles Standish, 113; Wm. Borden, 114; Mary Mertens, 117; P. F. Thomas, 30 cords wood; Wm. Hext, 115 tons coal; Georgiana Darrow, 111; Boyer & Watson, 725 bbls. flour; H. A. Duston, 111; R. P. Dodge; Gen. Mercer, 112; Susan Baker, 106 tons coal; Col. Young, 107 tons; E. K. Huntly, 113 tons; H. Resley, 117 tons; Lonaconing, 113 tons and J. B. Hays, 115 tons.

Departures.

Since the 1st October, 22 boats have departed for Cumberland and other points.

AG, Sat. 10/3/57, p. 3. **MARINE LIST**

Sailed

Schooner Maryland, Chase, New York, coal by Cumberland Coal and Iron Co.

DNI, Mon. 10/5/57, p. 3. **The Chesapeake and Ohio Canal** during the past week passed a few boats forward from the upper sections to discharge ports of Georgetown and Alexandria. About twenty-four cargoes of coal came down up to Saturday evening, but with burden diminished from ten to fifteen tons in the hundred. There were at last account nearly two hundred boats at Dam No. 5 waiting to drag through, what with lightened cargoes and the help of five or six teams to each boat. Thus it will be seen there are now on the waters of the canal twenty thousand tons of coal pushing to market. This glut will not be without its inconveniences for with the congregation near one spot of great numbers of the class of persons who are engaged in this species of employment, disorders are very apt to arise. Besides the 2,400 tons of coal brought down since Thursday last, there were received at Georgetown 3,000 barrels of flour, 4,000 bushels of corn, and 2,000 bushels of wheat, besides a share of wood and limestone freights.

Shipped at Ray's Dock in schooner W.L. Marcy, Buck, 231 tons [of coal] to Providence,

Rhode Island, also in schooner Brave, Marshall, to New York, 135 tons [of coal].

At the Borden Company's wharf loading schooner Mary Patterson, for Boston, 300 tons.

States, Mon. 10/5/57, p. 3. GEORGETOWN

Coal.

We learn that 11,152 tons of coal were received by canal at Alexandria during the week ending October 3.

Arrivals by the Canal.

Boats Martin Hoffman, 108 tons coal; John Savan, 118 tons; Isaac Motter, 115 tons; George Lynn, 111 tons; Wm. McMahan, 47 tons and 40,000 feet lumber; Den. Mousy, 113 tons; Charles Embrey, 113 tons; Democrat, 111 tons; Charles F. Mudge, 116 tons; M. Jackson, 200 bushels wheat and corn and 1,000 bushels oats; James Fitzpatrick, 102 tons; Sally Grimes, 115 tons; J. F. McHaffy, 113 tons; L. G. Stanhope, 108 tons; J. T. Rowland, 111 tons; Ann Gilleece, 108 tons; F. & A. H. Dodge, 111 tons; Niagara, 113 tons; Union, 109 tons; James Ferrell, 111 tons; James Boyce, 108 tons; Charles F. Newman 112 tons; J. Eichelberger, 112 tons; Daniel Harsh, 113 tons; Elizabeth Ann, 109 tons; John Lazier, 60 cords bark; Joseph Grove, 100 tons; Elizabeth Mose, 114 tons; and R. Stewart, 119 tons.

AG, Mon. 10/5/57, p. 3. **Receipts of Coal.**

Receipts of coal by the Alexandria Canal for the month of September:

	Tons	Cwt.
Cumberland Coal & Iron Co.	6,120	08
Borden Mining Co.	1,735	00
Alleghany Mining Co.	1,606	18
Frostburg Coal Co.	1,132	06
William A. Duncan	440	07
Wheat & Brothers	117	15
Total	11,152	14

MARINE LIST

Sailed

Schooner Whirlwind, Eldridge, New York, coal by Cumberland Coal & Iron Co.

Schooner Potomac, Berry, New York, coal by Cumberland Coal and Iron Co.
Schooner Black Squall, Chase, New York, coal by Cumberland Coal and Iron Co.
Schooner J. W. Lindsey, Crowell, -----, coal by Alleghany Mining Co.
Schooner Narragansett, Hall, Boston, [coal] by Borden Mining Co.
Schooner Florence, Noyes, Philadelphia, coal by William A. Duncan.

States, Tue. 10/6/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Steamer James L. Cathcart, with coal; [Boats] Reindeer, 106 tons; Laura Flanagan, 85 perches limestone; R. Collier, 700 empty barrels; G. W. Riggs, 110 tons coal; Eliza Benner, 118 tons; M. Clagett, 109 tons; James Buchanan, 109 tons; Juniata, 116 tons; A. Cary, 97 tons; The Pilgrim, 118 tons; Gen. Tyson, 122 tons; John Dutton, 113 tons; Emma Renishaw, 115 tons; James K. Polk, 110 tons; J. F. Wheatly, 466 barrels; John Hurlburt, 118 tons; Annie E. Arts, 108 tons; and P. B. Petrie, 115 tons.

Departures

Twenty-two empty boats have departed since October 3 for Cumberland and intermediate points.

AG, Tue. 10/6/57, p. 3. **Assignment** – The Cumberland Coal and Iron Company have failed, and made an assignment. The deed of assignment was recorded in the Clerk’s office of the County Court of this County, on Saturday last.

MARINE LIST
Sailed

Brig Montgomery, Wiley, Boston, coal by Borden Mining Co.
Schooner Eureka, Croster, Boston, coal by Alleghany Mining Co.
Schooner Timothy Pharo, Cramer, Cohasset Narrows, coal by William A. Duncan.

Sun, Wed. 10/7/57, p. 2. **The Canal and Coal Trade.** - The Cumberland Civilian anticipates that the failure of the Cumberland Coal and Iron Company will have a disastrous effect upon the boating business on the Chesapeake and Ohio Canal, and that many miners and laborers will be thrown out of employment. For the week ending on Saturday last the George's Creek Coal and Iron Company shipped from their mines 2,515 tons of coal; Franklin 266 tons; Detmold 350 tons; and Hampshire 527 tons.

ES, Wed. 10/7/57, p. 3. Since the 1st instant, 102 boats in all have arrived, 87 of them from Cumberland, bringing about 9,000 tons of coal, and the remainder came from different points, with limestone, flour, bark, wood, &c.

We regret to learn that the suspension of the Cumberland Coal and Iron Company casts quite a gloom over the future (for a time) prospects of the canal. For some time past, at least one-third of the revenue arising to the canal from tolls has been paid by this company, consequently, if they shall stop entirely, the loss will be seriously felt by the canal company, and especially so just at this time, when the President and Directors are stretching every nerve to its utmost tension to keep up the work of improvement now going on at several of the dams, and thereby prevent other serious interruptions to navigation in consequence of a deficiency of water. If the shipments of coal by this company should stop, we fear that it is almost reduced to a certainty that the before-mentioned works of improvements must necessarily be brought to a close, as it will, we fear, be utterly impossible for the officers of the company to raise the means necessary to meet the additional expense.

Mr. William Mathews, who has served the company as collector for many years with entire satisfaction to all concerned, has tendered his resignation to the board of directors, which will no doubt be acted upon by the board at their meeting today. The resignation of Mr. Mathews is universally regretted among those trading

upon the canal. Mr. Hollingsworth, the present very gentlemanly and efficient assistant collector, is, we learn, the most prominent candidate for the place about to be vacated by Mr. Mathews. The election of Mr. Hollingsworth would give general satisfaction to those doing business upon the canal.

States, Wed. 10/7/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats N. H. Smith, 103 tons coal; O. D. Fellow, 113 tons; John Beall, 110 tons; A. S. Snauffer, 116 tons; Ben Mitchell, 107 tons; J. R. Jordan, 119 tons; R. G. Violet, 111 tons; J. J. Man, 116 tons; M. R. Hall, 110 tons; J. Snider, 110 tons; Mary Alice, 109 tons; Charles Williams, 112 tons; Martha Banks, 119 tons; E. A. Cook, 119 tons; Rebecca, 103 tons; and J. H. Davis, 103 tons.

Departures.

17 boats have departed since yesterday.

AG, Wed. 10/7/57, p. 3. **Cumberland Coal and Iron Company** – The Cumberland Coal and Iron Company have made an assignment of all their effects. This measure was adopted in preference to paying the present high rates for money wherewith to meet maturing obligations, of which it is said they have out (as floating debt, contracted in the purchase of boats, cars, wharves, &c.,) some \$200,000. They have due them, however, it is represented, a considerable sum for coal, for which they have the parties' notes, running four months, besides other assets, with which they calculated to meet their obligations. The parties to whom the assignment is made are Mr. A. Mehaffey, the president of the company, and Messrs. Bloodgood and Sherman, of its board of directors. We annex the balance sheet from the last annual report of the company:

The Cumberland Coal and Iron Company in account with its Treasurer, May 1, 1857:

DEBTOR

To capital stock	\$5,000,000.00
To 6 percent mortgage bonds due in 1864	467,000.00

To bills and accounts payable	205,186.42
	<u>\$5,672,186.42</u>
To balance	266,075.94
	<u>\$5,938,262.36</u>

CREDIT

By mining lands	\$4,500,000.00
By Eckhart Railroad	500,000.00
By mortgage on property sold bearing 6 percent interest appropriated to the redemption of 112 bonds	112,000.00
By commercial mart property	40,000.00
By Locust Point property	65,000.00
By Wharf property at Alexandria	12,000.00
By Schooners, canal boats and barges	195,750.00
By Property other than mining lands at Cumberland	255,736.80
By Property at Baltimore	6,724.50
By Property at Alexandria	1,332.00
By Bills receivable, and other available assets	212,854.86
By Coal on hand	21,575.25
By Cash on hand	15,288.95
	<u>\$5,938,262.36</u>
By balance	\$266,075.94

It will be seen by a telegraphic dispatch, in another column, that the Mineral Bank, at Cumberland, had also made an assignment in consequence of this step of the Cumberland Coal and Iron Company, the inference from which is that the company is debtor to the bank in some way.

MARINE LIST

Sailed

Schooner Gen. Armstrong, Frisby, coal by Cumberland Coal and Iron Co.
Schooner Stag, Townsend, East Cambridge, coal by Borden Mining Co.

Sun, Thu. 10/8/57, p. 4. **Supposed Murder.** - The body of Thos. Hearnay, (supposed to have been murdered,) was found in the Chesapeake and Ohio Canal, in Washington county, last week.

DU, Thu. 10/8/57, p. 3. **Coal** – The arrivals of coal at Georgetown yesterday by the Chesapeake and Ohio Canal were quite large, amounting to one thousand, seven hundred and eighty-three tons, in sixteen boats. Seventeen canal boats left

Georgetown for various points along the canal. In all, four hundred and seventy-seven tons were shipped in schooners from that port – one hundred and eighty-three tons for Poughkeepsie, New York, and two hundred and ninety-four tons for Boston.

DNI, Thu. 10/8/57, p. 3. **Canal Collectorship**
It is stated that Mr. William Mathews, of Montgomery county, Maryland, has resigned the Collectorship of the Chesapeake and Ohio Canal for the Georgetown district. The duties are performed *ad interim* by Mr. Hollingsworth, the assistant collector.

States, Thu. 10/8/57, p. 3. GEORGETOWN
Arrivals by the Canal.
Boats Rescue, 108 tons; Denton Jacques, 100 tons; Martha, 116 tons; Douglas, empty; Goliath, 104 tons; Ann Woodward, 102 tons; M. S. George, 100 tons; and Jason Parker, 92 tons coal.

AG, Thu. 10/8/57, p. 2. **Chesapeake and Ohio Canal** – The Canal is once more navigable, and boats are hourly arriving and departing; shallow water is encountered at Dam No. 4, the leaks in the outer dam (No. 5,) have been stopped. Boats are only drawing 4 feet.

The failure of the Cumberland Coal and Iron Company will have a disastrous effect upon boating. We cannot now expect much business in the shipments of coal, even should the canal remain navigable until closed with ice. Business is crippled for the season.

The bad management of the canal has broken up many individuals, and now the Cumberland Coal and Iron Company and the Mineral Bank!

What a crime! When will the people of Alleghany learn wisdom! The canal must be rescued from those diabolical hands into whose management it now is, or the whole interest, business and prosperity of the county be entirely ruined, and bankruptcy and poverty the portion of its citizens. – *Cumberland Civilian*.

MARINE LIST

Sailed

Bark Nashua, Lewis, Boston, coal by William A. Duncan
Brig Black Hawk, Rumwell, Boston, coal by Alleghany Mining Co.
Schooner J. W. Pharo, Cavalier, Wareham, coal by Borden Mining Co.
Schooner Cumberland, Chase, New York, coal by Cumberland Coal and Iron Co.
Schooner J. G. Still, Carson, New York, coal by Cumberland Coal and Iron Co.

States, Fri. 10/9/57, p. 3. GEORGETOWN
Canal.

John McHenry Hollinsworth, of Maryland, was yesterday appointed collector of tolls for the Chesapeake and Ohio Canal Company, at the office in Georgetown, in the place of William Mathews, resigned. Mr. Hollinsworth had been clerk in the office for the last two years, and is perfectly familiar with the routine of business. His appointment will give satisfaction to all persons having business with the office.

Arrivals by the Canal.

Boats Wm. P. Maulsby, 2,000 bushels wheat and 1,000 bushels corn; Sarah Jane, 114 tons coal; Wild Kate, 107 tons coal; Yankee, 115 tons; Antonetta, 110 tons; and W. K. Zimmerman, 105 tons.

AG, Fri. 10/9/57, p. 2.

MARINE LIST

Sailed

Brig Tangent, Bennett, Boston, coal by Alleghany Mining Co.
Schooner F. F. Randolph, Hazleton, Cohasset Narrows, coal by William A. Duncan.
Schooner L. B. & F. L., Pharo, Providence, coal by Borden Mining Co.

DU, Sat. 10/10/57, p. 4. The arrivals at Georgetown by the Chesapeake and Ohio Canal yesterday were quite large. Among them are mentioned two thousand bushels of prime wheat,

one thousand bushels of corn, and five hundred and fifty-one tons of coal.

A Boatman fell off the wall of the Chesapeake and Ohio Canal yesterday, on the tow-path, and was badly injured. His head was cut by the fall.

The Arrivals by the Chesapeake and Ohio Canal still continue. Among the arrivals of today, we notice one thousand, three hundred bushels of wheat, one hundred bushels of corn, and four hundred and forty-eight tons of coal.

ES, Sat. 10/10/57, p. 3. Business upon the canal continues quite brisk, confined chiefly to coal. Since our report of Wednesday, 44 boats in all have arrived; 37 from Cumberland, and 7 from other points with flour, grain, limestone, &c.

The receipts of tolls at the Georgetown Collector's office for the week ending today will amount to about \$3,000.

The following vessels have been loaded with coal at Ray's Docks since our last report: Schooner Rio Grande, Parker, New York, 133 tons; schooner Brothers, Chambers, 445 tons, for New York; schooner Carlton Jane, Tyler, 296 tons, for the same place. Several others are now receiving cargoes, and will doubtless be ready to sail on Monday.

States, Sat. 10/10/57, p. 3. **Accident** – A boatman fell off the wall of the canal yesterday, on the tow-path, and was badly wounded; his head being cut by the fall. Dr. Ritchie was immediately in attendance to alleviate his sufferings.

Arrivals by the Canal.

Boat Jack Charles, 1,300 bushels wheat, 150 bushels corn, and 350 empty barrels; boat Hugh Smith, limestone; boat General Henderson, 115 tons of coal; boat Lynx, 112 tons; boat J. M. Clayton, 103 tons; boat Mary Ellen, 108 tons.

About to Sail.

Schooner Brothers, for New York, with 445 tons coal from Ray's wharf. Schooner Hartford, with

250 tons coal for Augusta, Me., from the Borden wharf.

AG, Sat. 10/10/57, p. 3. **The Canal** – The *National Intelligencer* says: - The Chesapeake and Ohio Canal in its lower sections again presents a lively aspect. Large numbers of boats are now down, and others are continually arriving. The coal depots and shipping docks are busy both at Georgetown and Alexandria. Should sufficient rain be supplied for the upper canal navigation, it is hoped that the coming two months will be busy, notwithstanding the financial troubles of the times.

The vacant Collectorship at Georgetown has been supplied by the appointment thereto of Mr. John McHenry Hollingsworth, late Assistant Collector."

DNI, Mon. 10/12/57, p. 3. **The Chesapeake and Ohio Canal.** – Business on the canal looks hopeful again, and the numerous boats on its surface coming freighted with the now indispensable mineral present an agreeable contrast to the silence that has till lately so long reigned. The arrivals at Georgetown for the week up to Saturday evening last were 131, of which one was of flour and another limestone, the remaining 129 bringing coal to an amount of about 13,000 tons. We hear from above that though the water in the river is not plentiful, yet it is expected that the late rise will be sufficient to pass boats, not fully laden, without further difficulty. The present prospect of an easterly rain is also a good omen for a steady continuation of business.

The following is a report of shipments from Ray's coal dock, Georgetown: Schooner Eliza Pharo, Captain Rutter, 183 tons, for Poughkeepsie; schooner Rio Grande, Capt. Parker, 133 tons, for Jersey City; schooner Carlton Jayne, Capt. Tyler, 296 tons, for Brooklyn; schooner Brothers, Capt. Chambers, 445 tons, for Jersey City. Loading schooner Eliza J. Raney, 300 tons, to Jersey City.

At the Borden Company's dock dispatched schooner Hartford, Teague, 145 tons, to Augusta, Me.

About 1,000 tons of coal have besides been received and deposited at this dock this week.

States, Mon. 10/12/57, p. 3. **GEORGETOWN Canal.**

Since our last report, the trade upon the canal has been brisk, the leaks at the dams have been stopped, and the prospect before us is a good business, until the navigation is closed by ice. During the last two days, many boats have arrived and departed, as follows:

Arrivals by the Canal since Saturday

Boat Right Bower, 117 tons coal; Wm. J. Mills, Dr. Grimes, 113 tons; Buena Vista, 107 tons; Hopewell, 106; Self-Bower, 108; Catharine Shafer, 510 bbls. flour; Wm. Bird, 104 tons coal; James B. Crawford, 100; Emily Frances, 105; P. F. Thomas, 280 bbls. flour, 110 bushels oats and 50 bushels offal; Union, 112 tons coal; W. Wolvington, 105; F. Bloodgood, 125; Reporter, 103; Capt. King, 102; Eliza Wolf, 92; O. Baley, 104; A. J. Boose, 110; Jacks, 115; Old Dominion, 102; Juno, 100; S. McDonald, 115; and Julia Elgin, 20 cords of wood.

Departures

Sixty boats have departed for Cumberland and other points since the 7th October.

AG, Mon. 10/12/57, p. 3. The *Washington Union* says: - "The arrivals at Georgetown by the Chesapeake and Ohio Canal, on Friday, were quite large.

Among them are mentioned two thousand bushels of prime wheat, one thousand bushels of corn, and five hundred and fifty-one tons of coal.

Sun, Tue. 10/13/57, p. 3.

TWO STONE CUTTERS AND QUARRYMEN. Wanted at the Seneca Quarries, (for the Washington Aqueduct.) Fifty good **STONE CUTTERS**, and One Hundred **HAND DRILLERS**.—The work will last over a year. Good wages will be given, and payments made in gold. Apply at the **QUARRIES**, twenty-five miles west of Washington, on the Potomac river. A Canal packet boat leaves Georgetown every morning at 7 o'clock, for the Quarry. An Omnibus leaves the Railroad Depot every morning at 6 o'clock A. M., upon the arrival of the train from Baltimore for the boat. **H. L. GALLAHER.**

The above advertisement first appeared on Oct. 12, 1857 and ran daily, 8 times. Of note is that Mr. Gallaher noted that a packet boat could bring workers from Georgetown to Seneca, and a train could bring workers from Baltimore to Washington, where an Omnibus could carry them to the packet boat. Mr. Gallaher paid wages in gold.

States, Wed. 10/14/57, p. 3. **MARINE LIST Sailed**

Schooner George Washington, 174 tons, for Jersey City Ferry, from Ray's Dock.

Arrivals by the Canal.

Boats Eliza, 92 tons coal; Phoenix, 100 tons; J. B. Griffin, 105 tons; C. S. Moore, 100 tons; E. W. Denham, 109 tons; A. Leister, 50 cords bark and 160 barrels flour; William Hamilton, 96 tons coal; Livermore, 102 tons; Gov. Sprigg, 1,000 barrels flour; Lonaconing No. 4, 101 tons; Clipper, 118 tons; H. T. Weld, 110 tons; Miles Standish, 97 tons; Hercules, 107 tons; and Gen. J. Werth, limestone.

Departures.

Thirty-six boats have departed for Cumberland and other points since Monday, the 12th instant.

States, Thu. 10/15/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats Wm. P. Limo, 93 tons coal; J. A. Message, 97 tons; Mississippi, 86 tons and 7,500 feet of lumber; Captain Young, 103 tons; Emily Hoffman, 90 tons; J. B. Hays, 99 tons; Henry A. Wise, 115 tons; and Borough, 99 tons.

Departures.

Twenty-two boats have departed since yesterday for Cumberland and other points.

DU, Fri. 10/16/57, p. 3. Seven hundred and eighty-eight tons of coal arrived at Georgetown

yesterday by the Chesapeake and Ohio Canal, and seven thousand, five hundred feet of lumber. Twenty-two canal boats left that port for Cumberland and other points.

Sat. 10/17/57, p. 2. The opposition prints are venting their spleen upon the board of directors of the Chesapeake & Ohio Canal for the alleged short-comings of some of the subordinates, and charge that the board refused to discharge Mr. Oliver, Superintendent of the Williamsport Division for inefficiency and dereliction of duty. The charges have been preferred only by the *Telegraph* and other bitter partisan sheets and the board has shown good sense by paying no attention to them.

DU, Sat. 10/17/57, p. 3. During the week ending today, ninety canal boats arrived at Georgetown by the Chesapeake and Ohio Canal – eighty-one from Cumberland with coal, four from different points with flour, four with limestone, and one with wood.

ES, Sat. 10/17/57, p. 3. **GEORGETOWN AFFAIRS** – We learn this morning that the entire length of the Chesapeake and Ohio Canal is now in excellent navigable order, there being a full supply of water on the levels. But unfortunately, the deranged state of monetary affairs is, here as elsewhere, beginning to be sensibly felt. The suspension of the Cumberland Coal and Mining Company, which has for some time past paid at least one-third of all the tolls collected upon the Canal, and the indisposition of the tillers of the soil to transport their produce to market, must necessarily tend, in no small degree, to lessen the amount of business which it was expected would be done before the closing of navigation by ice. These, together with the suspension of many factories of different kinds in the North, in which the Cumberland Coal had been introduced as a fuel for generating steam, must tend to lessen the demand for the article, and consequently reduce the tolls considerably, until something like a settled state of affairs shall

again occur. Notwithstanding there are now lying at our coal docks several large vessels awaiting cargoes, and some dozen coal boats, laden with the article, are idle, in consequence of no Northern orders for coal.

During the week ending today, 90 boats in all have arrived – 81 from Cumberland, with coal; 4 from different points, with flour; 4 with limestone; and 1 with wood.

States, Sat. 10/17/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats Enterprise, 237 bbls. flour, 13 bbls. apples and 100 empty barrels; Lonaconing, No. 3, 110 tons coal; Daniel Webster, Mountain Ranger, 102 tons; J. F. Sterling, 96 tons; D. S. Minor, 102 tons; R. H. Beall, 94 tons; and Clementine, 112 tons.

Canal

The late rain of Thursday and Friday made the canal flush with water, so that the boats can now come down without dragging bottom. Ten boats arrived yesterday at Ray's wharf, from the American Coal Company, which is awaiting orders for shipments.

Departures.

Seventeen boats have departed since yesterday for Cumberland.

AG, Sat. 10/17/57, p. 3. **A Suggestion** – The navigation of the Chesapeake and Ohio Canal, will be much assisted by the recent rains, but, suggests the *National Intelligencer*, as every good touching the canal during 1857 has been followed close at its heels by some countervailing misfortune, so now a rise of water is negated by a failure of pecuniary means to prosecute further mining. Should this appear likely to continue, would it not be well for all persons who calculate to use Cumberland coal during the coming winter, to send up direct orders now, whilst coal and time are measurably in their power? It is to be feared that if some provisory measures be not soon taken, fuel may become excessively dear this winter, and more especially if the winter should prove severe.

MARINE LIST

Sailed

Schooner Spencer D., Mapes, Boston, coal by Borden Mining Co.

Schooner Somerset, Miller, Philadelphia, coal by Cumberland Coal and Iron Co.

Schooner John H. Jones, Fisher, Philadelphia, coal by Cumberland Coal and Iron Co.

States, Mon. 10/19/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats Jefferson City, empty; Colonel George, wheat and corn; Charles F. Mudge, 104 tons coal; J. Huber, 104 tons coal; Boyer & Watson, 850 bbls. flour; James S. Essex, 90 tons coal; Seneca, 390 bbls. flour, 151 bushels meal, 794 bushels offal and 500 lbs. bacon; D. Morrissey, 98 tons coal; Niagara, 99 tons; Sir John Franklin, 104 tons; G. W. Rohrback, 118 tons; H. Resley, 100 tons; and Louisa, 107 tons.

Departures.

Seventeen boats have departed since Saturday for Cumberland.

AG, Tue. 10/20/57, p. 3. **The Canal** – The *National Intelligencer* says: - “The Chesapeake and Ohio Canal has had another good week of business. The total trade of this week brought tolls at the Georgetown collection office of \$3,442, the far greater part of which was derived from coal. No wheat came down, the freights besides coal, being limestone, fire wood and tanners’ bark. We are sorry to learn that the derangement of the money market had the effect of checking the shipment of coal, which is the more regretted considering the rapid approach of the season when in all probability navigation will cease for weeks or months. Hence it is that several boats are now lying at the coal depots at Georgetown with their cargoes undischarged. The late rains must have put the canal in excellent boating order, supposing due regard has been taken throughout the line to obviate breaks, of which we have heard nothing, and in ordinary times a heavy business would be done.

May we not hope that the reported improvement in financial affairs at the North will be speedily availed of by the buyers and sellers of coal, so that the now existing check on the trade may be replaced at the earliest moment by restored activity? If these parties do not bestir themselves soon, the probability is they will sharply repent their temporizing long before the reopening of navigation in the spring.”

Wood – It is none too early to make preparation for the coming cold season, and the circumstances of the times are such that there should be no procrastination. The *Intelligencer* says: - Every load of wood or coal bought early from a dealer gives him money and room to fill its place with another load before navigation closes, and thus to have a better supply and keep prices nearer right.

MARINE LIST

Sailed

Schooner E. Segar, Paul, Boston, coal by Borden Mining Co.

Schooner Francis, Connell, New York, coal by Cumberland Coal and Iron Co.

States, Wed. 10/21/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats Rescue, 99 tons coal; Wm. Elder, 110 tons; Douglas, ___ tons; G. W. Hetzer, 107 tons; Dr. McKaig, 92 tons; C. F. Newman, 101 tons; F. & A. H. Dodge, 95 tons; J. T. Mehaffey, 100 tons; Charles Embrey, 101 tons; and J. B. Crawford, 110 tons.

Departures.

Thirty-nine boats have departed for Cumberland and other points since Monday, October 19.

States, Thu. 10/22/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats Lilly Dale, 109 tons coal; Martha Banks, 100 tons; V. Marmaduke, 92 tons; T. Inglehart, 106 tons; William B. Bryan, 121 tons; Ann Gilleece, 99 tons; E. Moore, 98 tons; Samuel Strider, 117 tons; James Terrell, 93 tons; Martha

Hoffman, 97 tons; N. Nagle, 96 tons; and David Lynn, 95 tons.

AG, Thu. 10/22/57, p. 2. The *Cumberland Civilian* states that boats are arriving and departing very briskly on the Chesapeake and Ohio Canal. The recent rain raised the water to a sufficient height to let boats take on full loads. There is now no impediment to navigation. The coal companies, however, have found it necessary to greatly reduce their business. It is their intention to adopt for the present an exclusive cash system. Under the present embarrassed condition of the finances of the country, they find it necessary to do this or close their stores.

DU, Fri. 10/23/57, p. 3. **Coal** – One thousand, two hundred and twenty-three tons of coal arrived at Georgetown yesterday by the Chesapeake and Ohio Canal, in twelve boats.

States, Fri. 10/23/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats William McMahan, 101 tons coal; Saloma Clarke, limestone; Isaac Motter, 106 tons; J. T. Rowland, 111 tons; David Lynn, 95 tons; Pioneer, 96 tons; Martin Hoffman, 97 tons; and James Terrell, 93 tons.

Departures.

Twenty-eight boats have departed for Cumberland and other points since Wednesday, the 21st.

Canal.

The water is now sufficiently ample to float loaded boats on every level of the canal, but few are arriving in proportion to the number this time last year. It has been occasioned by the suspension of the mining companies in Allegany county, who have resolved not to mine any more coal except what they can sell for cash. Even the shipping of coal at our wharves has become very limited, occasioned by the derangement in money matters. The Borden and American Companies have determined to place their coal upon the wharves, and let it remain until next

spring before shipment, unless they can receive cash for the same. This militates against a large portion of the laboring class of people, who have met with constant employment and sure pay at the coal wharves. Many of them have gone to the water-works since the works have been rendered healthy by the late frost, where they will find plenty of employment during the fall and winter.

AG, Fri. 10/23/57, p. 3. **The Chesapeake and Ohio Canal** maintains itself busily. There are good signs of a recovery from the financial panic, and of an immediate restoration to forwarding and mining coal at Cumberland, suspended for the past two weeks or so. The American Coal Company has determined to resume work, and it is quite likely it will be speedily followed by the other companies. At Georgetown, both the coal docks and depots have recommenced shipping, which, of course, sets all right there again. These things are cheering in the face of appearances but a few days ago. – *Nat. Int.*

MARINE LIST

Sailed

Schooner Clara, Crowell, Boston, by Frostburg Coal Co.

Schooner Joseph Turner, Boston, by Borden Mining Co.

DU, Sat. 10/24/57, p. 3. Six hundred and ninety-nine tons of coal arrived at Georgetown yesterday by the Chesapeake and Ohio Canal, in seven boats. Twenty-eight large canal boats have left that city of Cumberland and other points, since Wednesday last.

Coal. – One thousand, six hundred and thirty-nine tons of coal arrived at Georgetown this morning by the Chesapeake and Ohio Canal. Twelve boats had left that city for Cumberland and other points since yesterday.

ES, Sat. 10/24/57, p. 2. Business upon the C. & O. Canal for the week ending today, so far as the arrivals are concerned, falls considerably behind

that of last week. There have been 55 arrivals – 47 from Cumberland with coal, the remainder from different points with limestone, &c. The receipts for tolls at the Georgetown office will amount to about \$1,000.

The petition to the President and Directors of the Canal Company, praying them to suppress traveling upon the canal on the Sabbath, is being very generally signed by the owners and captains of boats.

AG, Sat. 10/24/57, p. 2. One thousand, two hundred and twenty-three tons of coal arrived at Georgetown, on Thursday, by the Chesapeake and Ohio Canal, in twelve boats.

MARINE LIST

Sailed

Brig Speedaway, Thompson, Charleston, S. C., coal by Alleghany Mining Co.
 Schooner Norfolk Packet, Bedell, New York, by Cumberland Coal and Iron Co.
 Schooner Rebecca Knight, Endicott, Roxbury, coal by Frostburg Coal Co.
 Schooner Mary Johnson, Jones, New York, coal by Borden Mining Co.

States, Mon. 10/26/57, p. 3. **GEORGETOWN Canal.**

It is now seven years since the Canal was completed to Cumberland, when large expectations were formed in reference to the trade upon the same; but those expectations have not been realized; untoward events have checked boating on the Canal, and many persons have become disappointed by footing up bills occasioned by being engaged in the boating business. We remember well the completion of the Canal, and the first boat that arrived at Georgetown, freighted with coal. It was on Thursday, the 17th October, 1850, that the Freeman Rawdon arrived in Georgetown, loaded with coal from the mines of Allegany county. She came in with a full team of six horses, and firing a salute on her arrival, which waked up the town. Everybody ran to the Canal to see the

black diamonds that were to enrich our town and make us a prosperous people; but we have been sadly disappointed in our expectations.

Today we only report eight arrivals since Saturday morning, bringing 717 tons of coal from Cumberland. It was expected, on finishing the canal, that one millions of tons would be annually boated to tide-water. This being the fall season of the year, when the farmers ought to be sending their produce to market; but none makes its appearance. No flour, wheat, corn or grain of any kind is coming in; the canal appears to be a blank sheet of water, with no boats floating upon its bosom, and none in sight. This looks bad for a work that has cost more than eleven millions of dollars, and does not yield tolls sufficient to pay the salaries of its officers and keep its banks in repair; but all kinds of banks are in bad repute at this time – not only canal banks, but money banks too. Probably the suspension has operated upon the one as well as the other, and we must bear with fortitude the evils of the day, hoping for a better condition of things in future.

Arrivals by the Canal.

Xenophon, 105 tons coal; A. Casy, 85 tons; Mary L. Rawdon, 108 tons; Mary Fly, 101 tons; Ben Mitchell, 109 tons; E. M. Huntley, 117 tons; Captain A. King, 92 tons; and M. Herst, 115 tons.

Departures.

Thirteen boats have departed since Saturday.

AG, Mon. 10/26/57, p. 3. **MARINE LIST**
 Sailed

Schooner Trident, Snow, Boston, coal by William A. Duncan.
 Schooner Edward Slade, Baillis, New York, coal by Borden Mining Co.

Sun, Wed. 10/28/57, p. 2. **Chesapeake and Ohio Canal.** - It appears by a statement in the Cumberland Civilian that, during the present season, 875 boats have passed over this canal, carrying 106,362 tons of coal, the toll on which, at 45 cents per ton, amounts to \$47,862. To this will be added a toll of \$9 per boat, amounting to

\$7,875, making the total receipts to the canal from the coal trade for the season to date \$55,737. This sum has been expended in repairs, salaries, &c., and falls short of meeting the expenses incurred for the same time many thousands of dollars. The canal is now in good condition, and boats arriving and departing freely; but, owing to the difficulty of selling coal for cash, occasioned by the stringency in the money market, a number of the coal companies talk of curtailing operations. Thus it goes, when the companies were prepared to ship coal on an extensive scale, the canal was [not] navigable, and now that the canal is in order, the companies cannot sell their coal for cash, and consequently are obliged to limit their operations.

DU, Wed. 10/28/57, p. 3. **The Trade of Georgetown** was quite brisk yesterday. One thousand, one hundred and nine tons of coal, two thousand, eight hundred bushels of corn, three hundred bushels of wheat, and three hundred bushels of oats arrived by the Chesapeake and Ohio Canal

States, Wed. 10/28/57, p. 3. **GEORGETOWN Canal Navigation on the Sabbath.** We are informed that a petition, originating in Cumberland, has been sent to this city for signatures, urging the directors of the Chesapeake and Ohio Canal Company to prevent the navigation on the canal on Sundays. A thing so manifestly in conflict with the religious and moral convictions of the people and the laws under which they live, should not require such a petition to induce its avoidance; and yet, such are the vicissitudes of this canal, that many exceptions must be made of uniform application under other circumstances.

Arrivals by the Canal.

Boats J. Cookendorfer, 114 tons coal; Minor, 108 tons; James K. Polk, 108 tons; John Humbird, 118 tons; P. B. Petrie, 115 tons; The Pilgrim, 127 tons; and Oliver Boley, 113 tons.

Departures.

Twenty-four boats have departed since Saturday for Cumberland and other points.

AG, Thu. 10/29/57, p. 3. **The Potomac River** – The oldest inhabitant of the river side has no recollection when there was so low a tide as last night and early this morning. The Alexandria boats discontinued their trips yesterday evening; but the Creek boats, whose landing is much lower down, had but little difficulty in arriving and departing. We would suggest to the Coast Survey Department that the present is a most opportune time to make a survey of the upper Potomac, as sounding-leads and boats could be dispensed with, by the assistance of a plank to cross the channels upon. – *Wash. States*.

MARINE LIST

Sailed

Brig Lydia Stoves, Bibber, Boston, coal by Alleghany Mining Co.
Schooner Maria Tribon, Bray, Boston, coal by Borden Mining Co.
Schooner Gunpowder, Makeley, Philadelphia, coal by Cumberland Coal and Iron Co.

DU, Fri. 10/30/57, p. 3. **Coal** – Nine hundred and thirty-five tons of coal and eight cords of wood arrived at the port of Georgetown yesterday by the Chesapeake and Ohio Canal.

States, Fri. 10/30/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats Mary A. Flanagan, limestone; Horace Resley, 114 tons coal; F. Rawdon, 113 tons; Augusta, 103 tons; Gen. Tyson, 111 tons; Thomas Devecmon, 112 tons; and G. Henderson, 115 tons.

Departures.

Twenty-seven boats have departed, since yesterday morning, for Cumberland and other points.

Tolls Collected.

Mr. Hollingsworth, the collector, informs us that the amount of tolls collected during the month of October, exceeds \$10,000.

DU, Sat. 10/31/57, p. 3. **Coal** – Six hundred and sixty-eight tons of coal arrived at the port of Georgetown yesterday by the Chesapeake and Ohio Canal. Twenty-seven canal boats had left for Cumberland and other points since Thursday morning.

ES, Sat. 10/31/57, p. 3. Business upon the Chesapeake and Ohio Canal for the week ending today, has been rather slim. 56 boats in all have arrived – 12 of them from Cumberland with coal, and the remainder from different points with flour, grain, wood, bark, limestone, &c. The receipts for tolls at the Georgetown Collector's Office, for the same period amounts to \$4,611.86 and for the month ending today, \$15,242.11.

The petition to the Board of Directors of the Canal Company, to stop navigation upon the Canal on the Sabbath day continues rapidly to receive the signatures of the captains and owners of the boats. 112 names have already been affixed to it. It will be presented to the Board at their meeting on the 7th of November.

States, Sat. 10/31/57, p. 3. GEORGETOWN
Arrivals by the Canal.

During the past week, fifty boats have arrived by the canal, bringing about 5,000 tons of coal, which, at 45 cents per ton, pays \$2,250. The toll on each boat from Cumberland is \$4.08, making \$204 – in the aggregate \$2,454.

Departures.

Seventeen boats have departed since yesterday for Cumberland and other points.

AG, Sat. 10/31/57, p. 3. **MARINE LIST**
Sailed

Schooner Cornelia Crook, Everhart, New York, coal by Alleghany Mining Co.

Schooner Cornelia, Lemmon, New York, coal by Borden Mining Co.

Schooner Golden Rule, Wilber, New York, coal by Cumberland Coal and Iron Co.

Schooner D. E. Sawyer, before reported sailed by Cumberland Coal and Iron Co., should have been by William A. Duncan.

States, Mon. 11/2/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Mary Mertens, 118 tons coal; Lonaconing, 106 tons; Mary R. Hale, 111 tons; William Jackson, limestone; Miles Standish, 114 tons coal; Captain Young, 119 tons; Juno, 116 tons; Phoenix, 114 tons; R. G. Violet, 55 cords bark; A. J. Boise, 109 tons coal; Clipper, 117 tons; Jane Louisa, 118 tons; Three Brothers, 96 tons; Isaiah, ___ tons; J. L. Loudoun, 110 tons; J. J. Mann, 109 tons; James Crawford, 119 tons; A. E. Artz, 113 tons; A. S. Bordon, 108 tons; Anyotte, 112 tons; Odd Fellow, 121 tons; Belle, 180 bbls. flour, 64 bushels apples, 60 bushels potatoes and 16 bushels onions; Gov. Sprigg, 1,000 bushels corn and 520 bbls. flour; Catharine Shaffer, 25 bbls. cement, 125 bbls. flour and 80 bushels potatoes.

Departures.

Twenty-one boats have departed for Cumberland and other points since Saturday.

States, Tue. 11/3/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats William Jackson, limestone; William J. Mills, 95 tons coal; Mary Mertens, 118 tons; Col. George, wheat and corn; J. Louisa, 102 tons; Lonaconing, No. 2, 106 tons; Mary T. Hall, 111 tons; Osprey, 101 tons; Dr. Grimes, 117 tons; Laura Flanagan, 88 perches limestone; Thomas Jefferson, 83½ perches limestone; and T. J. Mehaffey, 115 tons.

Departures.

Twenty-six boats have departed since yesterday morning for Cumberland.

States, Wed. 11/4/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Dr. Wm. McKaig, 117 tons coal; John Beall, 111 tons; Saloma Clarke, limestone; Old Dominion, 110 tons; Charles F. Newman, 119 tons; and Denton Jacques, 111 tons.

States, Thu. 11/5/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Kate McCormick, 110 tons coal; John Van Lear, 116 tons; Reindeer, 113 tons; C. H. Huntly, 113 tons; K. H. Lambell, 100 bbls. flour and 300 bushels corn.

States, Fri. 11/6/57, p. 3. GEORGETOWN
Canal.

The President and Directors of the Canal Company held a meeting today at the City Hall, to take into consideration the proposition of the coal companies in reference to paying toll upon their cargoes every four months, as that is the usual time on which coal is sold for shipment.

Arrivals by the Canal.

Boats Denton Morrissey, 120 tons coal; H. Clifton, 96 tons coal; C. E. King, empty; E. A. Cook, 109 tons coal; and Captain A. King, 112 tons coal.

Departures.

Thirty-three boats have departed for Cumberland and other points since our last report.

Sun, Sat. 11/7/57, p. 4. *Chesapeake and Ohio Canal Board.* - The board of directors of the Chesapeake and Ohio Canal Company held their monthly meeting at their office in the City Hall today. Col. Wm. P. Maulsby, the president, and Messrs. Coudy, Dodge, Grove and Devecmon were present. Mr. Brewer was prevented from attending by private engagements. I regret to say that Dr. James Fitzpatrick, of Cumberland, the other member of the board, has been detained by a severe illness, from which his friends apprehend a fatal termination. Dr. Fitzpatrick has been for many years connected with the business interests of the canal company. The tolls of the company for the month of October amount to upwards of \$20,000. The trade of the canal, especially in coal, is very brisk; and there is a fair prospect, if the navigation remains unobstructed by ice during the month of November, that the tolls may amount for the remainder of the season to \$30,000 more.

AG, Sat. 11/7/57, p. 3. **Chesapeake and Ohio Canal** – The Directors of the Chesapeake and Ohio Canal Company met today at the City Hall. Besides the regular routine of business, the principal topic for consideration will probably be as to permitting the Canal companies to navigate the canal temporarily on a credit of four months, as solicited by them. Unable to sell their coal at the North on other terms than a four months' credit, the companies can do no better for the canal than to offer the same in payment of tolls. We learn that the work at Dams Nos. 4 and 5 is going favorably forward. – *Nat. Int. of yesterday.*

The Georgetown correspondent of the *Washington Star* says: - "We are pleased to learn this morning that the Borden Coal Co., situated in our city, contemplate resuming business immediately. They have now on their way down quite a number of boats laden with coal, which are expected to reach their docks by Monday next, when they will commence loading vessels to fill Northern orders."

MARINE LIST

Sailed

Schooner M. C. Durfee, Hall, Fall River, coal by Borden Mining Company.

DNI, Mon. 11/9/57, p. 3. **The Chesapeake and Ohio Canal** brought down to the Collector's office, at Georgetown, during the week ending Saturday evening last, forty-seven boats with freights of coal, flour, limestone, wheat and wood. Of these, twenty-nine were coal boats and five with flour. We perceive that the Borden Company has commenced to receive coal again from above and to ship [it] off seaward. This is, so far, an improvement on late appearances.

Amongst those taking an interest in the canal, there is a good deal of talk respecting what would, in the view of many, be a desirable change in its management. As it is now comparatively a failure in the hands of the State of Maryland, the question is asked why does not

the State surrender its management to the bondholders, at least for a term of years, say ten or fifteen, for the sake of trial of what might be done by private enterprise. The complaint now is that the canal and its interests are made the football of contending political parties, under which treatment its affairs must of necessity fail to be conducted with that skill, care and foresight which it is believed would be exerted under the stimulus of private interest. If under private control it should thrive and become what has been so long and surely expected of it, the State would get the benefit of that experience, and at the end of the stipulated term resume her own control over [it] and reap a profit from the canal, which is what she is by no means now doing. In saying thus much we merely give expression to a widely-entertained sentiment, without ourselves promulgating any opinion on one side or the other.

AG, Mon. 11/9/57, p. 4. **Chesapeake and Ohio Canal.** – The Directors of the Chesapeake and Ohio Canal Company, met yesterday, in regular monthly meeting. The usual monthly routine business was transacted. No application was made, as was expected by some, for any indulgence or change of policy in respect to tolls, except from Mr. James L. Cathcart, who petitioned the Board to remit half the toll on his propeller, in consideration of the service it is found to render the canal in clearing out sand bars, &c., and so improving the navigation. Mr. C further claimed a reduction on his toll on account of not using the tow-path. Whilst the favorable action of the boat on the canal bottom seemed to be generally acknowledged, the Board could not find any power permitting them to make a discrimination between the propeller and other boats, and thus the application of Mr. Cathcart was not granted.

It is understood that the solid masonry on the two dams, Nos. 4 and 5, will be suspended for a time, because of the lateness of the season and the scantiness of means within the control of the Board. – *Nat. Int. of Sat.*

AG, Tue. 11/10/57, p. 3. **Accident**

On Friday evening last, a loaded boat in passing the stop-lock, about two miles from town, struck her bow and immediately sank. The water was drawn off the level for the purpose of raising the sunken boat, but let in again on Monday morning.

Arrivals by the Canal.

Since Saturday, the following boats have arrived: Anna Woodward, 105 tons; A. Rench, 116 tons; G. W. Rhobuck, 120 tons; John James, 125 tons; Lonaconing No. 1, 108 tons; Hopewell, 112 tons; Left Bower, 112 tons; Charles F. Ohio, 112 tons; Elizabeth Mose, 118 tons; Goliath, 97 tons; Hercules, 120 tons; Eliza Ann, 175 barrels corn, 124 bushels wheat, 129 bushels potatoes, 18 barrels apples, 3 tons hay; and 500 pounds of sundries.

MARINE LIST

Sailed

Schooner Thomas Page, Robertson, New York, coal by Fowle & Co.
Schooner R. M. Price, Chambers, Newark, N. J., coal by Borden Mining Co.
Schooner Cumberland, Chase, New York, coal by T. J. Mehaffey.
Schooner Maryland, Chase, New York, coal by T. J. Mehaffey.

States, Thu. 11/12/57, p. 3. GEORGETOWN

Arrivals by the Canal.

Boats James Crawford, 119 tons; Col. George, ___ tons; Oliver Baley, 108 tons; Mountain Ranger, 107 tons; David Shriver, 113 tons; James Boyle, 117 tons; E. Benner, 120 tons; William Hext, 123 tons; Thomas Jefferson, 83 perches limestone; and Laura Flanagan, 85 perches limestone.

DU, Fri. 11/13/57, p. 3. Eight hundred and seven tons of coal and one hundred and sixty-eight perches of limestone arrived at the port of Georgetown yesterday by the Chesapeake and Ohio Canal.

States, Fri. 11/13/57, p. 3. **GEORGETOWN Canal.**

The arrivals by the canal are very limited, not more than three boats having arrived since yesterday morning. Perhaps the late election in Maryland is the cause, as a new Board of Directors are talked of, and new superintenders of divisions, new lock-keepers, new collectors, and all other functionaries are to be new, out and out. No man dyed in Democracy can remain on the canal, or even drink out of it; he must go to the river to quench his thirst.

Inquest.

An inquest was held on the 10th inst. by Justice Reavor, in the absence of the coroner, in view of the body of Patrick Nealy. The jury found that the deceased, on Tuesday evening last, while attempting to jump on board of a canal boat while underway, accidentally fell into the canal and was drowned.

Sun, Sat. 11/14/57, p. 2. **The Canal.** - The Board of Directors of the Chesapeake & Ohio Canal held their monthly meeting in Washington on the 6th instant. The tolls for the month of October amount to upwards of \$20,000. The board have determined to suspend the work on Dams Nos. 4 and 5. The reason for this is a lack of means. The trade of the Canal is brisk, and the National Intelligencer expresses the opinion that if navigation continues uninterrupted during November, the tolls may amount for the remainder of the season to \$30,000.

States, Sat. 11/14/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats E. W. Denham, 114 tons; G. F. Pierce, 74 cords bark; Ambition, 109 tons; one gondola, 310 bushels wheat; George Lynn, 115 tons; Ann Gilleece, 107 tons; Mary Ellen, 115 tons; Charles F. Mudge, 117 tons; Sarah Jane, 113 tons; Star, 109 tons; H. Resley, 122 tons; Charles Embrey, 118 tons; and H. T. Weld, 109 tons.

Departures.

Thirty-three boats have departed for Cumberland and other points since our last report.

AG, Sat. 11/14/57, p. 3. **Coal Receipts** – Amount of Coal received on the Alexandria Canal, for the month of October.

	Tons
Cumberland Coal & Iron Co.	12,285 00
Borden Mining Company	4,944 17
Alleghany Mining Company	5,948 14
Frostburg Coal Company	3,017 15
William A. Duncan	2,580 11
James R. Wilson	1,186 07
Total	29,962 19

Bricks. – We were pleased to notice yesterday, at the Canal Basin, boats loading with bricks for the Washington Aqueduct. Our excellently made bricks have been largely called for this fall, no less that sixteen hundred thousand having been engaged for delivery at that work alone. This as it should be. We have the materials in abundance, and there is no reason why the manufacture of brick should not be greatly increased around Alexandria.

Mon. 11/16/57, p. 4. Seventy boats have arrived by the Chesapeake and Ohio Canal this week. The receipts of tolls is over \$2,000.

Mercury.

States, Mon. 11/16/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats J. McHaffy, 116 tons coal; Joel Charles, 1,014 barrels flour and 10 barrels whiskey; Francis Bloodgood, 119 tons coal; Elizabeth Ann, 116 tons; Eliza Wolf, 102 tons; Jack, 113 tons; Clipper, 118 tons; F. & A. H. Dodge, 111 tons; and Neptune, 20 cords wood.

Departures.

Fifteen boats have departed since Saturday for Cumberland and other points.

States, Wed. 11/18/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats P. E. Walderman, 119 tons coal; G. W. Hetzer, 122 tons; N. J. Benston, 121 tons; Emma Reinhart, 120 tons; T. J. Mehaffey, 123 tons; Capt. King, 116 tons; and T. Cookendorfer, 113 tons.

Departures.

Twenty boats have departed for Cumberland and other points since yesterday.

AG, Wed. 11/18/57, p. 3. **MARINE LIST**
Sailed

Schooner John L. Renner, Endicott, Providence, coal by Fowle & Co.

Schooner Fanny Spence, Piedmont, New York, coal by Borden Mining Co.

Schooner Lydia J. Ogden, Fisher, Philadelphia, coal by T. J. Mehaffey.

Schooner Florence, -----, Philadelphia, coal by T. J. Mehaffey.

States, Thu. 11/19/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats Charles F. Newman, 117 tons; Dr. McKaig, 118 tons; Benj. Mitchell, 119 tons; J. N. Davis, 101 tons; Right Bower, 116 tons; and W. T. Hamilton, 115 tons.

AG, Thu. 11/19/57, p. 3. **Coal Trade.**

We copy the following from the *Cumberland Civilian*: - **Canal Trade** – During last week 67 boats left this port laden with 7,653 tons of coal. Navigation continues good, and boats are passing to and fro quite nicely. Some little delay is occasioned to boatmen in procuring lading as the companies have not orders for as much coal, as to accommodate the present capacity of the canal.

MARINE LIST

Sailed

Schooner Black Monster, Townsend, New York, coal by T. J. Mehaffey.

Sat. 11/21/57, p. 2. **The Canal.** - But little business is doing on the Chesapeake & Ohio Canal, though the work is in excellent condition

throughout. The shipments of coal are very light, owing mainly to the fact that the companies refuse to sell on time. Several parties engaged in boating have tied up their boats for the winter.

States, Sat. 11/21/57, p. 3. GEORGETOWN
Arrivals by the Canal.

Boats R. Zimmerman, 122 tons coal; R. K. Lambell, 200 bbls. flour and 600 bushels wheat, 250 bushels corn and 100 bbls. corn in the ear; John Randolph, 14 cords wood and 480 bushels corn; Right Bower, 116 tons coal; W. T. Hamilton, 100 tons; Mary A. Flanagan, limestone; Lonaconing, No. 2, 110 tons; Grey Fox, 111 tons; and J. H. Davis, 101 tons.

Departures.

Twenty boats have departed for Cumberland and other points since our last report.

AG, Sat. 11/21/57, p. 2. The Chesapeake and Ohio Canal still remains in navigable order. But little coal, however, is going forward by this or any other channel, owing to the lack of demand and the difficulty of securing cash for it on sale. Shipments by canal are in a measure closed for the year. But little will be sent forward during the remainder of the season.

Ibid, p. 3. **MARINE LIST**

Sailed

Schooner Whirlwind, Eldredge, New York, by T. J. Mehaffey.

Schooner Ida Marlor, Herbert, Newark, coal by T. J. Mehaffey.

AG, Mon. 11/23/57, p. 3. **MARINE LIST**
Sailed

Schooner James House, Cragg, Wareham, coal by Borden Mining Co.

Schooner William Severe, Brooks, Norfolk, [coal] by Frostburg Coal Co.

States, Tue. 11/24/57, p. 3. GEORGETOWN
Canal.

The trade on the canal has been quite brisk for the last few days. In anticipation of a freeze, the

boats are now pushing in with full cargoes of coal and produce, which is shown by the report of arrivals, numbering some thirty-five boats.

Arrivals by the Canal.

Since our last report thirty-three boats have arrived – twenty-five with coal; three with wood, sand and limestone; two with cargoes of flour, corn and empty barrels; and three laden with wheat.

P.S. Seven more boats are reported to us as having arrived since the above – four with coal and three with wood, flour, wheat, hay, oats, &c.

Departures.

Twenty-two boats have departed, since our last report, for Cumberland and other points.

AG, Tue. 11/24/57, p. 3. **MARINE LIST**

Sailed

Schooner Lewis Clark, Sorrel, Bridgeport, coal by T. J. Mehaffey.

States, Wed. 11/25/57, p. 3. **GEORGETOWN**

Arrivals by the Canal.

Boats Union, 109 tons coal; Pilgrim, 128 tons coal; B. M. Blocker, 120 tons coal; Robert Niblock, 40 cords wood; A. J. Boose, 118 tons coal; Elizabeth Mose, 119 tons coal; and James Crawford, 119 tons coal.

AG, Wed. 11/25/57, p. 3. **MARINE LIST**

Sailed

Schooner L. Pharo, Cranmer, East Greenwich, coal by Borden Mining Co.

Schooner White Squall, Smith, New York, coal by T. J. Mehaffey.

AG, Thu. 11/26/57, p. 3. **The Chesapeake and Ohio Canal**

– Since Saturday last, about sixty boats have arrived past the Georgetown collection office, more than two-thirds of which were freighting with coal; in all, bringing between four and five thousand tons. Other freights are corn, wheat, limestone and wood. Boats are still rapidly arriving, and the reports

are that each boat will strive to make yet three more round trips this season.

With respect to the immediate future of the management of the canal, it is thought, that the existing Board will be required to give way to their successors some months earlier than customary. Whether this shall be the case or not, it is to be hoped, for the sake of the work itself and the interests of all who are concerned with the navigation of it, that a better policy will be observed than has been heretofore pursued in reference to the bulk of the employees all along the line. The rule has been for the most part to make the canal a place of reward for partisan services, and therefore almost every other year there is a general dispersion of the people who are engaged in keeping it in order. No sooner do they become familiar with their duties than they are turned out to give place to newcomers, who will require a similar term of service to make them competent. Especially in the case of the superintendents ought this be changed. It is upon this class of canal officers that the community must depend to avoid disasters and repair breaches. If the new directors shall find any of those superintendents now in the employ of the canal, thoroughly qualified, such well qualified persons ought to be continued. The proper and successful conduct of canal operations requires no little skill, judgment and experience. It is, therefore, not only highly injurious, but well-nigh criminal, to dismiss competency and put ignorance and inexperience in its place. In their own affairs, private citizens never consult the politics of their employees; good business qualifications are all that is sought for. Why should a different rule be applied to the canal? – *Nat. Int.*

The Cumberland *Civilian* states that last week 72 boats left that port with 8,000 tons of coal, making for the season 130,000 tons; but since then, a land slide of 150 feet, has occurred at the eastern end of the tunnel, which cannot be removed under two weeks, thus ending navigation for the season! The same paper mentions a rumor that the canal board of

directors will resign immediately after the qualification of the new commissioners of public works, so as to enable the latter to appoint all the officers in time for the commencement of navigation in the Spring, instead of waiting until June, when their commissions expire.

Sat. 11/28/57, p. 2. **The Canal.** – A heavy slide of rock occurred on the Cumberland Division of the Canal near the tunnel, on Monday last. It is thought it will require fully two weeks to repair. The canal at this point is frozen over tight and navigation suspended for the season.

Out of Work. - The obstruction to navigation on the Chesapeake and Ohio canal has thrown a large number of miners in Alleghany county, Md., out of work.

AG, Mon. 11/30/57, p. 3. The Cumberland *Telegraph* expresses the opinion, from the dilapidated condition of the Chesapeake and Ohio Canal, and the thorough exhaustion of its resources and credit, that unless the Legislature takes some remedial steps, there will be but little hope of its future usefulness. Its sale to private owners is suggested as the most feasible means of rendering it useful.

The obstruction to navigation on the Chesapeake and Ohio Canal has thrown a large number of miners in Alleghany county, Md., out of work.

The cold weather has closed the navigation of the Northern Canals. Much ice has been formed in the Chesapeake and Ohio Canal.

States, Wed. 12/2/57, p. 3. **The Chesapeake and Ohio Canal.** – This artery to the upper counties of Maryland and Virginia seems fated to undergo a prolonged series of disasters. Since the opening of navigation last spring to the present time, we believe that not two consecutive weeks have passed without some interruption of business on its waters, and announcements have appeared

with almost tidal regularity that it would be again “open in ten days to three weeks.”

There are evidently great radical defects in its original construction, or gross inefficiency in its present management – perhaps both. In our opinion, one of two things should be done for the benefit of consumers and the interests of manufacturers, viz.: That the management should undergo a thorough change, or the canal should be filled up, and a railroad constructed on its site. The people of the District and Alexandria have large interests in this matter, and some decided action should be taken at once, to prepare for the opening of navigation. If the canal *cannot* be kept in navigable order, the first section (from Georgetown to Dam No. 1) *can* be made to furnish water-power for immense manufacturing purposes.

By the *Intelligencer* of this morning, we perceive that a meeting of the Board of Directors was held at the City Hall yesterday; and, also, that another landslide took place on the Cumberland division of the canal on Monday last.

Sun, Thu. 12/3/57, p. 2. **Chesapeake and Ohio Canal.** - The board of directors of the Chesapeake and Ohio Canal met on Tuesday, at the City Hall, in Washington. - All the directors were present except Dr. Fitzpatrick, who has been ill, but is convalescent. It is stated that on Monday last a second slide took place at the approach to the tunnel on the Cumberland division, whereby about one thousand additional cubic yards of rocks were precipitated into the bed of the canal.

Sat. 12/5/57, p. 2. **Another Break on the Canal.** - A telegraph dispatch to the Superintendent of the Cumberland Coal & Iron Company [sic Chesapeake & Ohio Canal Company] states that another heavy slide of rock, about 1,000 yards in extent, occurred on the Cumberland Division of the Canal, at the same point as the one we last week noticed. It is stated that it will require three

months to remove the rock and get the work in navigable order.

The Canal. - The *Telegraph's* suggestion that the Legislature take under consideration the propriety of disposing of the State's interest in the Chesapeake & Ohio Canal, does not meet with much favor from some members of his own party. They have the power and are determined to exercise it. The successful management of the work and advancement of the mining interests of this county are minor considerations. The distribution of the places of honor and profit connected with the work is deemed a matter of much greater importance. We speak of the mass of the party. The editor of the *Telegraph* has shown, by his willingness to sacrifice party power and the elevation of favorites to "high places" for the promotion of the interests of the county and State, that he is an honorable exception. Frederick Schley, Esq., the newly elected Commissioner of Public Works, from this District, dissents from the *Telegraph's* proposition, in the last issue of the *Frederick Examiner*. Hear what he says on the subject:

The *Telegraph* recommends the sale of the Canal to private individuals, as the most feasible means of rendering it useful; but unfortunately the State's interest is a remote contingency, that will not possess any value until prior liens and the accrued interest thereon are funded or put in process of liquidation; besides there are other interests of the State, and its citizens which forbid the passage of this huge monopoly into private hands. The Canal costs the State nothing, and though unproductive, now, it may become of value, at some day, not too remote for the consideration of the great interest's dependent on its successful operation.

Presidency of the Canal. - A number of gentlemen are spoken of in connection with this position. Among others, we hear the names of Hon. H. W. Hoffman and Galloway Lynn, Esq., of this county, Messrs. Schneby and Stone of Washington county, L. J. Brengle, Esq., of Frederick county, and J. M. Kilgour, Esq., of Montgomery county. Either of these gentlemen, it is believed, are willing to give their valuable

services to this great but unfortunate work - to incur the responsibility and receive the salary, and it only remains to be seen, remarks a contemporary, "which of them the office will seek."

Sun, Mon. 12/7/57, p. 4. *Georgetown, D. C.* - The amount of tolls collected at the office of the Chesapeake and Ohio canal in this place for the month of November was \$12,153. But few arrivals this week in consequence of the land slide near the tunnel.

ES, Sat. 12/12/57, p. 3. The sixth and last of a lot of scows built by the Messrs. Simmes, for the use of the Washington Aqueduct, was launched yesterday. These scows are fine specimens of workmanship; unsurpassed doubtless by anything of the kind ever built in the District.

Business upon the canal, at this time is comparatively light, and confined entirely to the lower portions of the line. The quantity of flour and grain coming down continues limited, but of wood there has been an unusually large quantity.

AG, Tue. 12/1/57, p. 3. **MARINE LIST.**

Sailed

Schooner E. Slade, Baillis, Providence, by Borden Mining Co.

Schooner Prima Dona, Jones, Norfolk, by T. J. Mehaffey.

AG, Thu. 12/3/57, p. 3. **MARINE LIST**

Sailed

Schooner Southerner, Lefaever, Norfolk, coal by T. J. Mehaffey.

Schooner Maryland, Chase, New York, coal by T. J. Mehaffey.

Schooner Excelsior, Riley, New York, coal by Borden Mining Co.

Ibid, p. 4. **C. & O. Canal** - The Board of Directors of the Chesapeake and Ohio Canal, met on Tuesday, in Washington. All the Directors were present, except Dr. Fitzpatrick. On Monday last a second slide took place at the

approach to the tunnel on the Cumberland division, whereby about one thousand additional cubic yards of rock were precipitated into the bed of the canal. The Board concluded their session on Tuesday evening.

AG, Sat. 12/5/57, p. 3. **MARINE LIST**

Sailed

Schooner Potomac, Berry, New York, coal by T. J. Mehaffey.

Schooner Aid, Riley, East Greenwich, coal by Borden Mining Co.

AG, Mon. 12/7/57, p. 3. **MARINE LIST**

Sailed

Schooner Montiview, Falkenburg, Providence, coal by Borden Mining Co.

Schooner W. A. Crocker, Turner, New York, coal by T. J. Mehaffey.

AG, Tue. 12/8/57, p. 3. **MARINE LIST**

Sailed

Schooner E. Pharo, Rutten, New York, coal by Borden Mining Co.

AG, Thu. 12/10/57, p. 2. The *Cumberland Civilian* discusses the questions – “Can the State of Maryland dispose of her interest in the Chesapeake and Ohio Canal to individuals, and in what manner and at what time?”

Ibid, p. 3. **MARINE LIST**

Sailed

Schooner Yankee Doodle, Chase, New York, coal by T. J. Mehaffey.

Schooner Black Squall, Norris, New York, coal by T. J. Mehaffey.

Schooner E. T. Smith, Lee, New York, coal by Fowle & Co.

Schooner M. C. Durfee, Hall, New York, coal by Borden Mining Co.

Schooner Mary Ann, Gibbs, Providence, R.I., [coal] by M. Eldridge.

Schooner Westover, Nickerson, New York, [coal] by Fowle & Co.

AG, Sat. 12/12/57, p. 3. **MARINE LIST**

Sailed

Schooner William T. Tisdale, Hawkins, Key West, coal by Borden Mining Co.

Schooner George Deering, Bingham, Boston, coal by Fowle & Co.

AG, Mon. 12/14/57, p. 4. **MARINE LIST**

Sailed

Schooner Mary Patterson, Kitchum, Somerset, Mass., coal by Borden Mining Co.

Schooner Firm, Jeffries, New York, coal by Borden Mining Co.

Schooner G. C. Guyther, Kerwin, Norfolk, coal by T. J. Mehaffey.

Schooner Marietta Burr, Nickerson, Boston, [coal] by M. Eldridge.

Schooner T. H. Abbot, Smith, New York, [coal] by S. Shinn.

Schooner Lydia Royden, Fisher, Philadelphia, [coal] by William A. Duncan.

Schooner J. W. Woolsey, Hunter, Philadelphia, [coal] by William A. Duncan.

Sun, Tue. 12/15/57, p. 2. Navigation on the Chesapeake and Ohio Canal was to have been resumed yesterday.

AG, Tue. 12/15/57, p. 3. **MARINE LIST**

Sailed

Schooner Charles Moore, Ingersoll, Bridgeport, Conn., coal by Borden Mining Co.

Schooner Cumberland, Chase, New York, coal by T. J. Mehaffey.

Schooner J. Ponder, Jr., Elenworth, New York, [coal] by Fowle & Co.

Schooner George Deering, Bingham, New York, [coal] by Fowle & Co.

Sun, Thu. 12/17/57, p. 2. Navigation has not been fully resumed on the Chesapeake and Ohio canal, and probably will not this season.

AG, Thu. 12/17/57, p. 2. **Chesapeake and Ohio Canal** – The affairs of the Chesapeake and Ohio Canal are in great measure complicated and

incomprehensible to a majority of the people of this county, and we confess that we too are with the majority. The people want to know the affairs of the canal financially, its present and prospective condition.

Give us light. Let us know its position in all its details, and if the canal is injured in credit, and a want of funds in the way of a loan are necessary to put in good navigable order and a reliable hope given that it is likely to remain in good order, we have every reason to believe that such a loan can be readily effected. We are under the impression that it is incumbent upon the Board to report the condition of the Canal to the Legislature. If this is true, let the people have said report also. The people can, and will, do more for the good of the canal than it is in the power of the Legislature to do, save to pass an act for its sale. And when the Board makes a report, let it make such a one as the times and circumstances require; in short, make a true one. Let the work be thoroughly examined from Cumberland to Alexandria, and a report made according to the true condition of things as found. Let us know the weak and imperfect places on the work, and the best mode for their repair, and the estimated cost. To do this properly, it will require a practical and experienced man to perform it, not a lawyer; we want no "special pleadings," but a matter-of-fact report.

Then let some of the intelligent portion of the Board make a report of the financial condition, and in doing so, bring all relating to the subject to light, how and where, certain monies have been expended, how much for repairs, new works, salaries, interest, &c.; let us have it all, and that too in plain English, that every man interested in the Canal can understand. – *Cumberland Civilian*.

Sat. 12/19/57, p. 2. **Contract Awarded.** - William Brown, Esq., has been awarded the contract for removing the obstructions to Canal navigation at the tunnel. He promises to have the work completed early in March.

AG, Sat. 12/19/57, p. 2. A contract for the removal of the rock from the Chesapeake and Ohio Canal at the tunnel, has been entered into with William Brown, esq., an experienced canal contractor. The work is to be completed by the first of March, and embraces the rock now obstructing navigation, and also that liable, from its character and position, to fall and obstruct it hereafter.

Sun, Mon. 12/21/57, p. 4. *Georgetown, D. C.* - At the office of the Chesapeake and Ohio Canal the receipts for December thus far amount to \$3,896.

There have been 25 arrivals since Saturday, the 12th inst.; two with flour, five with wheat and corn, six with wood, and remainder with pork, limestone and sundries.

AG, Mon. 12/21/57, p. 3. **MARINE LIST**
Sailed

Schooner S. S. Learnard, Tyron, New York, [coal] by M. Eldridge.

Schooner J. B. Austen, May, New York, [coal] by Fowle & Co.

AG, Tue. 12/22/57, p. 3. **MARINE LIST**
Sailed,

Schooner James House, Sprague, East Greenwich, coal by Borden Mining Co.

Schooner J. W. Hale, Friend, Boston, [coal] by Fowle & Co.

States, Sat. 12/26/57, p. 2. **Virginia** – The Virginia Legislature has passed a bill for the payment of the interest on the guaranteed bonds of the Chesapeake and Ohio Canal Company.