

COMPILATION OF
CANAL TRADE ARTICLES FROM THE
DEMOCRATIC ALLEGANIAN
A CUMBERLAND NEWSPAPER
1857
ALLEGANY COUNTY, MD

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

Revised SEPTEMBER 2015

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Democratic Alleganian*, a weekly Cumberland newspaper of the era. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. The newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD.

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. Also, I did not include the newspaper editorials because those were opinion pieces. However there were several long articles written by the Canal Company; brevity was not one of their strong suits.

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 ancestor, as their time and interest permits. Feel free to send additional observations for the benefit of others.

William Bauman
Revised September 2015
wdbauman@visuallink.com

Thu. 1/8/57, p. 4. Washington, Jan. 7, 1857.

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.¹

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.²

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 we 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.³

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

¹ *The Sun*, Baltimore, Maryland.

² *The Sun*, Baltimore, Maryland.

³ *The Sun*, Baltimore, Maryland.

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. 5 - 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. 4.

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.

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.⁴

⁴ *The Sun*, Baltimore, Maryland.

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 sub-serving 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 induce 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.

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.⁵

Thu. 1/29/57, p. 4. *The Cumberland and Pennsylvania Railroad Extension.* - The

⁵ *The Sun*, Baltimore, Maryland.

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 anew outlets 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 routs to tide that has never before been enjoyed.⁶

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 months 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,

⁶ *The Sun*, Baltimore, Maryland.

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.⁷

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."⁸

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.

⁷ *The Sun*, Baltimore, Maryland.

⁸ *The Sun*, Baltimore, Maryland.

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.⁹

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.

⁹ *The Sun*, Baltimore, Maryland.

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*.

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 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.¹⁰

Thu. 2/19/57, p. 2. **Chesapeake and Ohio Canal.** - We learn from the Alexandria Gazette 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 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.¹¹

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.

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.¹²

¹⁰ *The Sun*, Baltimore, Maryland.

¹¹ *The Sun*, Baltimore, Maryland.

¹² *The Sun*, Baltimore, Maryland.

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.¹³

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.¹⁴

Sat. 3/7/57, p. 2. **The Canal.** - William P. Maulsby, Esq., President of the Canal Company, in a letter to the National Intelligencer, says: "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 about 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.

p. 3. **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.

¹³ *The Sun*, Baltimore, Maryland.

¹⁴ *The Sun*, Baltimore, Maryland.

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.]

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.¹⁵

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 \$30,000.¹⁶

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

¹⁵ *The Sun*, Baltimore, Maryland.

¹⁶ *The Sun*, Baltimore, Maryland.

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

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

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.)¹⁷

Sat. 4/4/57, p. 2. **The Coal Trade.** - There have been forwarded to market from the

¹⁷ *The Sun*, Baltimore, Maryland.

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: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	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
	<u>3,170.19</u>	67.13	3,248.12	27,325.12
<i>By the Cumberland & Pennsylvania Railroad</i>				
	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
	<u>2,275</u>		2,275	17,060.03

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.¹⁸

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

¹⁸ *The Sun*, Baltimore, Maryland.

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: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	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
	<u>3,416.11</u>	782.10	4,199.01	31,521.13
<i>By the Cumberland & Pennsylvania Railroad</i>				
	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
	<u>1,744</u>		1,744	19,304.15

Fri. 4/17/57, p. 1. **Affairs in Allegheny 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.¹⁹

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.

¹⁹ *The Sun*, Baltimore, Maryland.

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
	2,858.13	938.15	3,797.08	35,322.01

By the Cumberland & Pennsylvania Railroad

	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
	2,178	1,016	3,194	22,698.17

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 rains 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.²⁰

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: -

By the Cumberland Coal & Iron Co's Railroad.

	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

By the Cumberland & Pennsylvania Railroad

	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

²⁰ *The Sun*, Baltimore, Maryland.

this day 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."²¹

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

DAILY LINE FOR EDWARDS' FERRY AND LOESBURG, 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 23, 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 12m., Edwards' Ferry at 3 p. m., where a stage will be in readiness to convey passengers to Loeburg, 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, 30 cents; Seneca, 75 cents; Edwards' Ferry, \$1.12; Loeburg, 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.]

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.²²

Fei. 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

²¹ *Evening Star*, Washington, D. C.

²² *The Sun*, Baltimore, Maryland.

days since we noticed some thirty on the stocks at the various yards.²³

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.

Allegany 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
	<u>2,364.16</u>	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
Allegany Co.	616.11	313.07	929.18	8,871.12
Wellersburg Co.				333.13
	<u>2,319.11</u>	1,161.17	3,484.14	28,886.07

Tue. 5/5/57, p. 4. **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 arrived in Georgetown, all of them, says the National Intelligencer, from this side of Shepherdstown. The receipts for the month of April amounted to only about \$2,000.²⁴

²³ *The Sun*, Baltimore, Maryland.

²⁴ *The Sun*, Baltimore, Maryland.

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.²⁵

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 than many miners are out of employment in consequence of the many breaks in that unfortunate work.²⁶

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

²⁵ *The Sun*, Baltimore, Maryland.

²⁶ *The Sun*, Baltimore, Maryland.

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
Wellersburg 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." 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.

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.²⁷

Tue. 5/12/57, p. 2. **Washington, May 11, p. m.** - The efforts of President Maulsby, of the Chesapeake and Ohio Canal Company, for raising means for repairing the damages which 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.²⁸

Thu. 5/14/57, p. 4. Michael Donoho, of Hancock, Md., was drowned in the Chesapeake and Ohio canal on the 2nd inst.²⁹

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.³⁰

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

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

²⁷ *The Sun*, Baltimore, Maryland.

²⁸ *The Sun*, Baltimore, Maryland.

²⁹ *The Sun*, Baltimore, Maryland.

³⁰ *The Sun*, Baltimore, Maryland.

the company, showing that the loan was indispensable.³¹

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 fund 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,

³¹ *The Sun*, Baltimore, Maryland.

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: -

<i>By the Cumberland Coal & Iron Co's Railroad.</i>				
	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
	<u>3,575.16</u>	<u>1,308.14</u>	<u>4,884.10</u>	<u>49,862.01</u>
<i>By the Cumberland & Pennsylvania Railroad</i>				
	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
	<u>2,735.18</u>	<u>928.00</u>	<u>3,661.18</u>	<u>34,747.15</u>

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.

Tue. 6/9/57, p. 2. **The Chesapeake and Ohio Canal** is doing but a small business,

only about \$400 in tolls having been received during the week. The chief articles coming down are flour, corn and limestone, but no wheat. The National Intelligencer learns that owing to the high waters in the upper sections of the line some delay will be occasioned in the resumption of navigation. - The day supposed on which navigation will be restored throughout is on the 18th instant.³²

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. 5.³³

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.

Wed. 6/17/57, p. 2. **Chesapeake and Ohio Canal.** - 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

³² *The Sun*, Baltimore, Maryland.

³³ *The Sun*, Baltimore, Maryland.

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.³⁴

Ibid, p. 4. **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. Mercury.³⁵

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

³⁴ *The Sun*, Baltimore, Maryland.

³⁵ *The Sun*, Baltimore, Maryland.

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.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, June 13th, 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.	1,738.04	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
<i>By the Cumberland & Pennsylvania Railroad</i>				
	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
Allegheny 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

Mon. 6/22/57, p. 1. **Chesapeake and Ohio Canal.** - The Washington Union, speaking of the late accident to dam No. 5, says: "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 the country through which it runs has got sadly behind hand."³⁶

Tue. 6/23/57, p. 1. **The Chesapeake and Ohio Canal.** - The president of the canal

³⁶ *The Sun*, Baltimore, Maryland.

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."³⁷

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.

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

³⁷ *The Sun*, Baltimore, Maryland.

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. [Meigs]³⁸

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 Simmes 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.

³⁸ *The Sun*, Baltimore, Maryland.

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.³⁹

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

³⁹ *Evening Star*, Washington, D. C.

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 shortcomings 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
	<u>2,273.02</u>	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
Allegany Co.	872.10		872.10	13,596.19
Wellersburg Co.				721.15
	<u>3,103.07</u>	178.03	3,281.10	62,745.05

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.⁴⁰

Wed. 7/1/57, p. 2. **A Singular Oversight.** - The Cumberland Coal Company met with a 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 boats in half and take out a section, or resell them to companies operating on canals whose limits are less circumscribed.⁴¹

⁴⁰ *The Sun*, Baltimore, Maryland.

⁴¹ *The Sun*, Baltimore, Maryland.

Thu. 7/2/57, p. 2. **The Canal Boats.** - It appears that the statement that the canal boats brought to Alexandria from New York were owned by the Cumberland Coal Company, and had been all found three inches too wide for the Chesapeake and Ohio Canal, is erroneous. The Cumberland Coal Company, it is said, has no interest in them, and as to their width an official statement in the Alexandria Gazette, says:

"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."⁴²

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 they 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.

⁴² *The Sun*, Baltimore, Maryland.

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

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.⁴³

Wad. 7/8/57, p. 2. **The Chesapeake and Ohio Canal.** - The Intelligencer learns from Dam No. 5 that the work there is proceeding favorable, 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.⁴⁴

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

Maryland Coal Trade. - For the week ending Saturday, July 4th, the Cumberland Coal and Iron Company's railroad brought down 2,739 tons of coal, and the Cumberland and Pennsylvania railroad 2,655 tons, making a total from the Frostburg region for the week of 5,393 tons, and for the year 135,625 tons. During the same period there were shipped over the George's Creek Coal and Iron Company's railroad 7,060 tons, making a total for the George's creek region for the year 153,339

⁴³ *The Sun*, Baltimore, Maryland.

⁴⁴ *The Sun*, Baltimore, Maryland.

tons. Total from the entire coal field for the week 12,455 tons, and since January 1st 288,965 tons.

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.⁴⁵

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.

Reduction of Tolls. - The Board of Directors of the Chesapeake & Ohio Canal Company adopted a new scale of tolls, which took effect last week. On rough materials, such as fire brick, castings, salt, bloom and railroad iron, rough stones, &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 above up to 70 miles; over that distance, only fifty cents per ton is

⁴⁵ *The Sun*, Baltimore, Maryland.

charged for the whole line. 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 18 cents per ton for any distance.

The President and Directors (says the Washington Star) have given their personal guarantee 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.

Allegheny 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
Allegheny Co.	927.01		927.01	18,184.10
Wellersburg Co.				721.15
	2,655.08		2,658.08	60,227.07

Mon. 7/13/57, p. 1. **Vessels Wanted** - In anticipation of the resumption of navigation on the Chesapeake and Ohio Canal, freights at Alexandria have advanced, and vessels are said to be in demand for all Northern and Eastern ports.⁴⁶

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

⁴⁶ *The Sun*, Baltimore, Maryland.

Berlin is being rapidly repaired and will be completed on Monday next.⁴⁷

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.

Allegany 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
	<hr/>		<hr/>	<hr/>
	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
Allegany Co.	1,153.09		1,153.09	19,337.09
Wellersburg Co.				721.15
	<hr/>	<hr/>	<hr/>	<hr/>
	3,906.12	130.03	4,037.00	64,261.07

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."

Allegany 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>				

⁴⁷ *The Sun*, Baltimore, Maryland.

	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
Allegany 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

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.⁴⁸

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.⁴⁹

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.

⁴⁸ *The Sun*, Baltimore, Maryland.

⁴⁹ *The Sun*, Baltimore, Maryland.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, July 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.	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
<i>By the Cumberland & Pennsylvania Railroad</i>				
	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
Allegany Co.	739.17		739.17	21,068.00
Wellersburg Co.				721.15
	3,043.03	270.18	3,314.01	71,312.13

Sat. 8/1/57, p. 1. **Arrival of Boats by Chesapeake and Ohio Canal.** -

Washington, July 31. - The boat Laurretta 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.⁵⁰

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.

Ibid, p. 2. **Affairs in Allegany County** - The Cumberland Civilian has the following: *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 22,592 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.⁵¹

⁵⁰ *The Sun*, Baltimore, Maryland.

⁵¹ *The Sun*, Baltimore, Maryland.

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.⁵²

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.

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.⁵³

⁵² *The Sun*, Baltimore, Maryland.

⁵³ *The Sun*, Baltimore, Maryland.

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 \$153,051.35 - 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 \$103,524.24. 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

Mon. 8/17/57, p. 2. **The Chesapeake and Ohio Canal.** - A gentleman who came to Washington on Friday by the canal informs the Star 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.⁵⁴

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

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.⁵⁵

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 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 weight about four tons. The editor of the Civilian took a short trip in the boat, and had

⁵⁴ *The Sun*, Baltimore, Maryland.

⁵⁵ *The Sun*, Baltimore, Maryland.

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.⁵⁶

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.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, August 22, 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.	1,356.12	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>
<i>By the Cumberland & Pennsylvania Railroad</i>				
	To R. R.	Canal	Week	Year
Frostburg Co.	65.00	601.00	758.09	16,304.05

⁵⁶ *The Sun*, Baltimore, Maryland.

Borden M'g Co.	551.00	1,139.00	1,690.00	42,826.13
Allegheny 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>

Wed. 9/2/57, p. 1. **Affairs in Allegheny 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; Allegheny 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 \$218,072.⁵⁷

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

⁵⁷ *The Sun*, Baltimore , Maryland.

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.

Allegheny Coal Trade.

Shipments of Coal for the week ending Saturday, August 29, 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.	1,000.04	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
Allegheny 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

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. Cowdy, 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.*⁵⁸

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.⁵⁹

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

⁵⁸ *The Sun*, Baltimore, Maryland.

⁵⁹ *The Sun*, Baltimore, Maryland.

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*.⁶⁰

Sat. 9/12/57, p. 2. **The Canal.** - The repairs of the Canal at the Williamsport level are being pushed forward with commendable energy. A letter arrived from Washington, on Tuesday, from the Superintendent of the division, 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."

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, Berkeley county, Virginia. s12-3t 1

[Transcriber's Note: The advertisement for hands ran three times.]⁶¹

Sat. 9/12/57, p. 4. *Alexandria, Sept. 11.* - 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 tomorrow afternoon.

Mercury.⁶²

⁶⁰ *The Sun*, Baltimore, Maryland.

⁶¹ *The Sun*, Baltimore, Maryland.

⁶² *The Sun*, Baltimore, Maryland.

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

Fri. 10/2/57, p. 1. **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. - *Alexandria Gazette, Sept. 30*.⁶³

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

⁶³ *The Sun*, Baltimore, Maryland.

	761.10	4,625.00	5,386.10	130,931.10
<i>By the Cumberland & Pennsylvania Railroad</i>				
	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

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.⁶⁴

Thu. 10/8/57, p. 4. **Supposed Murder.** - The body of Thos. Hearney, (supposed to have been murdered,) was found in the Chesapeake and Ohio Canal, in Washington county, last week.⁶⁵

Sat. 10/10/57, p. 4. Mr. John McHeary Hollingsworth has been appointed collector of the Chesapeake and Ohio Canal for Georgetown, D. C., in the place of Wm. Matthews, resigned.⁶⁶

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

⁶⁴ *The Sun*, Baltimore, Maryland.

⁶⁵ *The Sun*, Baltimore, Maryland.

⁶⁶ *The Sun*, Baltimore, Maryland.

and the board has shown good sense by paying no attention to them.

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.⁶⁷

Mon. 11/2/57, p. 4. *Georgetown, D. C.* - During the past week fifty boats have arrived by the Chesapeake and Ohio 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. Mercury.⁶⁸

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,

⁶⁷ *The Sun*, Baltimore, Maryland.

⁶⁸ *The Sun*, Baltimore, Maryland.

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.⁶⁹

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.

Mon. 11/16/57, p. 4. Seventy boats have arrived by the Chesapeake and Ohio Canal this week. The receipts for tolls is over \$2,000. Mercury.⁷⁰

Saturday. 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.

⁶⁹ *The Sun*, Baltimore, Maryland.

⁷⁰ *The Sun*, Baltimore, Maryland.

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.

Sat. 11/28/57, p. 2. **Out of Work.** - The obstruction to navigation on the Chesapeake and Ohio canal has thrown a large number of miners in Allegany county, Md., out of work.⁷¹

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.⁷²

Sat. 12/5/57, p. 2. **Another Break on the Canal.** - A telegraph dispatch to the Superintendent of the Cumberland Coal & Iron 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

⁷¹ *The Sun*, Baltimore, Maryland.

⁷² *The Sun*, Baltimore, Maryland.

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 interests 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."

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.⁷³

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.⁷⁴

Tue. 12/15/57, p. 2. Navigation on the Chesapeake and Ohio Canal was to have been resumed yesterday.⁷⁵

Thu. 12/17/57, p. 2. Navigation has not been fully resumed on the Chesapeake and Ohio canal, and probably will not this season.⁷⁶

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.

Mon. 12/21/57, p. 4. *Georgetown, D. C.* - At the office of the Chesapeake and Ohio

⁷³ *The Sun*, Baltimore, Maryland.

⁷⁴ *Evening Star*, Washington, D. C.

⁷⁵ *The Sun*, Baltimore, Maryland.

⁷⁶ *The Sun*, Baltimore, Maryland.

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.⁷⁷

⁷⁷ *The Sun*, Baltimore , Maryland.