

COMPILATION OF
CANAL TRADE ARTICLES FROM
DEMOCRATIC ALLEGANIAN
A CUMBERLAND NEWSPAPER
and
DAILY EXAMINER
and
THE SUN
TWO BALTIMORE NEWSPAPER
1858
MARYLAND

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

Revised NOVEMBER 2015

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Democratic Alleganian*, a weekly Cumberland, Md., newspaper of the era and the *Daily Examiner* and *Sun*, two Baltimore newspapers of the era, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. The *Democratic Alleganian* newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD, whereas the *Daily Examiner* and *Sun* newspaper were found on-line. Articles from the *Democratic Alleganian* are prefaced with the initials: DA; articles from the *Daily Examiner* are prefaced with the initials: DE; then for articles from the *Sun* are prefaced with the word: *Sun*.

Interestingly enough the articles mostly relate to an attempt to sell the Canal, the management of the Canal, or to repair dams Nos. 4 and 5. This was a year where Canal officials were politically appointed and not based on merit. Several articles border on editorials and are included for their supposed factual content.

The coal transportation data shows up as tons for the week, with no record of individual boats carrying coal, coke, grain, flour, wood, &c. There will be some variety in the numbers because they originate in different newspapers, published on different days, from different sources. There are some duplicate articles included because the same story was reported by different newspapers, and thus the details are different.

Feel free to send additional articles for the benefit of others.

William Bauman
Revised NOVEMBER 2015
wdbauman@visuallink.com

Canal Trade 1858.

Sun, Fri. 1/1/58, p. 4. WASHINGTON.

The new wooden bridge over the canal at L street south, in the fifth ward, will probably be completed today. It was an improvement long wished for by the residents of the fifth ward, and its completion will give great satisfaction to the property owners of that vicinity.

Georgetown, D. C. - The citizens of this town have shared in the embarrassments and disappointments occasioned by the panic. Their trade has been materially affected by frequent interruptions to canal navigation, as well as other causes; but the venerable college, seminaries and schools have been well sustained, and the business of the adjoining county with Georgetown has been continued and handsomely extended.

The unremitting efforts of the President and Directors of the Chesapeake and Ohio Canal have been neutralized by causes beyond their control the past year, and the revenues from coal cargoes alone, to an immense amount, have thereby been lost. Receipts from freights on flour can scarcely bear comparison with those of 1856. It that year there were inspected here 274,317 barrels . - For the first three quarters of 1857 we have but 123,947 barrels, At the Collector's office, in Georgetown the whole amount of revenue for the year is \$65,731.71.

Sun, Fri. 1/8/58, p. 1. GOVERNOR'S MESSAGE

Chesapeake and Ohio Canal Company. - The history of the Chesapeake and Ohio Canal Company continues to be marked with successive disasters and misfortunes. The interest and liability of the State in this work amounts to, for the bonds loaned, \$2,000,000; stock subscribed, \$5,163,724; being over \$7,000,000. The canal company

is also indebted to the State for arrears of interest about \$7,000,000. The State's interest is subject to \$1,700,000 of preferred bonds, and the arrears of interest thereon \$550,000, being about \$2,250,000; other prior claims exist amounting to about \$500,000, and the company has also a large floating debt amounting to nearly if not quite \$1,250,000.

From this statement it must be obvious that the prospects of any revenue to the State from this company is very distant, if not altogether hopeless. From the last annual report of the president of the company, and from information subsequently received, it appears that the canal has been inoperative for a considerable portion of the past two years. The severity of the winter, and the drought of the summer of 1855, closed it for a great part of that year, and other causes contributed to diminish its operations. In February last an ice freshet carried away a great portion of dams Nos. 4 and 5, which, after being temporarily repaired, were again destroyed by the occurrence of freshets. The president of the company, animated by the hopeful spirit which characterized his report, succeeded, by the most energetic and praiseworthy efforts in procuring from the friends of the work a loan of funds sufficient to renew the repairs, when other disasters occurred, which again closed the canal; and lately two heavy landslides, requiring much time and expense to remove, have occurred, effectually suspending for the present all navigation.

The company, now heavily encumbered with debt, appears to be without sufficient means or credit properly to prosecute the work, and its heavy losses and repeated disasters seem to have dampened the ardor and destroyed the hopes of the warmest friends of this great, but most unfortunate enterprise.

Several propositions were made to the Legislature at its last session for the disposal of the entire State's interest in this work. One was for its transfer to the preferred stockholders, or companies representing them, on certain conditions. - Another for its sale to a northern company, who proposed (of course) to assume all liabilities to the preferred stockholders, and to give the State in addition \$1,000,000 for its interest in the work. These and other propositions failed of acceptance, either because the sum named did not meet the views of a majority of that body, or because the proposals were presented too late in the session to give proper time for consideration that its importance demanded.

In view of the present condition and prospects of this company, and of the series of disasters which has marked its career for so many years, should the offer to purchase the State's interests be renewed, and no constitutional objections to the measure be found to exist after the precedent established in 1853 by the sale of the State's interest in the Susquehanna Railroad Company, I do not hesitate to say that in my judgment the State would be greatly benefited by the sale of this work at an equitable valuation.

This great work has been completed mainly by the resources of the State, and the State is really more interested in the steady and uninterrupted operation of the canal than in any revenues she may in future receive. The probability of the more efficient and successful prosecution of the work in private hands, possessing the requisite means to carry forward the enterprise, and governed by a permanent policy in relation to it, and thereby promoting the trade and business interests of an important portion of the State, are considerations to be viewed in close connection with the measure, and decided as your judgment may dictate.

Ibid, p. 2. **Affairs in Allegany County.** The Cumberland Telegraph announces that

during the past year there were shipped from Cumberland, via canal, 125,503 tons of coal, 37 tons of cement, and 567,400 feet of lumber, in 1,160 boats.

DA, Sat. 1/9/58, p. 2. **Trade on the Canal.**

During last year 1,160 boats left this port, laden with 125,503 tons of coal, 567,400 feet of lumber and 37 tons of cement. The shipments of coal by this channel, would have been much greater, had it not been for the repeated checks navigation sustained during the season.

Sun, Wed. 1/13/58, p. 1 The board of directors of the Chesapeake and Ohio canal have resolved to remain in office until their term expires, in June.

Sun, Wed. 1/20/58, p. 2. **Affairs in Allegany County.** - The Cumberland Civilian has the following:

Canal Open. - We are informed that the last of the slide at the tunnel was removed on Monday, and that the water is now being let in that portion of the canal. If such is the fact, the canal is now in navigable order throughout its entire length. We cannot say whether any boats will begin running from this point or not, but in all probability, should the weather still continue favorable, some will venture. The work for the removal of all the rock likely from its nature and position to come down into the canal channel will now be carried on, and we can therefore expect a continued uninterrupted navigation at that place for some time to come.

Sun, Mon. 1/25/58, p. 4. **Washington.** *Chesapeake and Ohio Canal Trade of 1857.*

I am favored with the following report of articles transported on the Chesapeake and Ohio Canal during the year: Ascending - Fish 490 tons; groceries 195 tons; salt 1,539 tons; lumber 1,366 tons;

plaster 2,136 tons. Total ascending tonnage 21,152 tons. Descending - Flour 10,967 tons; wheat 3,750 tons; corn 5,592 tons; lumber 1,847 tons; coal 123,526 tons. Total descending tonnage 175,373 tons. Tolls accrued \$94,802.37.

Georgetown, D. C. - At the canal office the number of arrivals reported is twenty-eight since the first of January. - Amount of tolls at this office for same period of \$648.94. The boats are bringing principally produce and flour. Mercury.

DA, Sat. 1/30/58, p. 2. **Another Murder.** - The Bath Constitution gives an account of the murder of a man named William Barker, near Dam No. 6, on the Canal. The perpetrator of the act is a man by the name of David Davis, who has been arrested and is now confined to jail to await his trial. The murder was committed at the house of Davis, in the early part of last week.

Business on the Canal. - During the year 1857, the total descending tonnage on the Canal was [144,985] tons of which 123,529 were coal; 10,967 tons flour; 3,750 tons wheat; 5,592 tons corn; and 1,147 tons lumber. The ascending tonnage for the same period was 21,552 tons - of which 490 tons were fish; 195 tons groceries; 1,539 tons salt; 1,366 tons lumber; 2,136 tons plaster. The tolls accrued amounted to \$94,802.37.

Sun, Wed. 2/10/58, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Civilian:

Fallen Rock as the Tunnel Removed.
- We are informed by Mr. Brown, the contractor of the work, that the fallen rock at the canal tunnel is all removed, and that water will be let in that portion of the canal today, (Tuesday.) We can therefore expect a resumption of navigation as early as the 1st of March, should there be no ice to prevent.

DA, Sat. 2/13/58, p. 2. **Chesapeake & Ohio Canal.** - The bondholders of the Chesapeake & Ohio Canal Company have presented to the Legislature a memorial, praying for the passage of a law to authorize the President and Directors to borrow on its bonds a sum sufficient to put the Canal in the best possible condition; to fund the debt due under the act of March 1845, and all other debts, and to give character to such bonds by providing for a waiver of the liens held by the State on the revenues, toll, water rights and other property of the Company.

The holders of the bonds issued to complete the Canal have, it is maintained, no power to enforce their payment. By the act of 1845 the State consented to waive its right so far as the revenues were concerned, in favor of those who might purchase bonds, stipulating however that the President and Directors should have power to use the revenues to keep the Canal in navigable order and to pay the salaries of officers. The Canal has absorbed these revenues, thus leaving the interest upon the bonds unpaid. A waiver of the State's liens would, the memorialists hold, enable the President and Directors to negotiate a loan sufficient to put the Canal in first-rate order and render it useful and profitable.

The Canal. - We are informed upon good authority that the rock and earth in the Canal near the tunnel has been removed. Navigation will be resumed, it is thought, as soon as the weather will allow.

Sun, Wed. 2/17/58, p. 4. **Annapolis.**
The Chesapeake and Ohio Canal. - The most important measure introduced in the Legislature since my last letter is that relating to the Chesapeake and Ohio Canal, in respect to which there are various propositions pending which it may be necessary to explain. The affairs of this company seem to have reached a crisis when

something decisive must be done. The bill in the Senate has a limited object. It is intended to furnish the means to put the canal in good order and secure to the laborers and capitalists whose labors and exertions extended the canal to Cumberland the payment of their debt's against the canal, so far as the property of the company can effect that object.

It is not supposed that this measure, which appears equitable, will be contested to any extent. - In the House of Delegates Mr. Kilgore has organized a committee, consisting of one member from each county and the city of Baltimore, upon leave asked by him, on a measure to lease the canal, and upon which there will probably be a struggle, inasmuch as it involves the government of the canal company. One class of capitalists ask for a lease of the State's interest in the work, and another class are for an absolute sale of said interest. As it is well known, the State has an interest as a creditor and also as a stockholder, but it is not considered of much value. The stock of the State, however, is the bone of contention, for the reasons that whichever party obtains an assignment of it will govern the canal to suit their own interests, of course. One of the principal mining companies of Allegany county is making an effort to purchase the canal stock of the State, which, it is thought, will perhaps give that company an advantage over rival coal companies, and enable it to influence to a great extent the whole agricultural interest which the canal was intended to promote. For this reason, it is understood that other coal companies will be in the field, and the struggle that is expected to come off between the black giants of our own mountain regions will be interesting to outsiders. The preferred bondholders are making an effort to secure their large advances in case the State parts with its interest and control over the work. They

are making great complaints and opposition to the disposal of the State's interest without affording them some security, such as was contemplated by the act of 1842, which (independent, it is asserted, of any suggestion from parties interested) authorized its sale by the State treasurer, and which provided "that before any transfer of the State's interest in said work should take place the payment of the debt to the holders of scrip and other creditors should be secured in *proper form*." The bill before the Senate provides for this object, and the parties interested and urging its passage are remonstrating against the lease or sale of the State's interest in the canal without securing to them the large means advanced by them (on the faith of the State's continued control) to effect the completion of said canal, and without which all previous expenditures would have continued valueless.

DA, Sat. 2/20/58. p. 2. **Chesapeake and Ohio Canal.** - The embarrassed condition of the Canal Company has arrested the attention of the Legislature, and a series of plans have been submitted for its relief, or the relief of its creditors. One proposes to sell out the State's entire interest, including stock, mortgages, &c. - another, to sell the shares in the capital stock, held by the State, to the coal companies and others interested in the work - another, to lease it for a term of years - and yet another, to fund all the debts of the Company, including a new loan to put the Canal in complete condition, and manage it for the benefit of the creditors.

The announcement of these propositions, if they of showing how unstable are the opinions of men. Many who a year or two ago were clamoring for the sale, or lease, of the work - who proclaimed that it could never prosper until the control of it should be wrested from party politicians, now profess to see great danger in either a sale or lease, or, indeed, in

any change that would take control from political partisans. The truth of the old adage, that "circumstances alter cases," is again verified.

We have always doubted the policy of the States' dispossessing herself of her interest and control in this valuable and important, though unfortunate, work; and the fact that it is about passing into the hands of our political opponents does not change our opinion. Though political management - the change of valuable officers because of political opinion - may have, at times, proved detrimental; still, it had better be controlled by party politicians, than by monopolists. The present Board of Directors have had to encounter a series of disasters, and have been abused out of measure; but if the incoming direction manifest as much zeal and industry, and as little management for party, as they did, we shall expect a great improvement in the business and prospects of the company. It is true that the Know Nothings, whenever in power, have demonstrated their incompetency for pure and successful government; still we will not prejudge those who may be called to preside over this work; they shall have a fair trial.

The State might, we presume, retain all necessary control of the work, though leasing it for a term of years.

If we understand the bill of Mr. Smith, of Carroll, submitted to the Senate, it is not liable to the objections to the other propositions. It proposes to authorize the Company to borrow on its bonds, to be disposed of at their par value, the sum of \$500,000, to pay for such improvements and repairs as have been completed or are in course of construction, and such as may in the opinion of the Board of Directors be necessary and proper to put and keep the whole line of the Canal in good condition; - other bonds to be substituted for the debts now due under the Act of 10th March, 1845,

for the completion of the Canal; and other bonds to be substituted for the other outstanding debts and liabilities of the Company. All the bonds to be dated Jan. 1st, 1858, in sums not less than \$100, made payable 35 years after date, and to bear an interest of 6 per cent per annum. The said bonds are made liens on the income and entire property of the Canal, in the order of their respective first, second and third classes. The State to waive its liens in favor of said bonds. The 8th section of the bill provides that the Canal Company shall execute a mortgage of its entire property, in favor of the holders of said bonds. This feature might lead to the ultimate sale of the Canal; and is therefore objectionable.

Sun, Tue. 3/2/58, p. 4. Annapolis, Mar. 1. The Chesapeake and Ohio Canal Company.

In response to inquiries, I have to state that neither the present nor any former commissioners of public works have made a report to the Legislature, as required by the Constitution, art. 7, sec. 1, which is as follows: "The Commissioners of Public Works shall, at each regular session of the Legislature, make to it a report and recommend such legislation as they shall deem necessary and requisite to promote or protect the interest of the State in the public works, &c.

Many members of the Legislature have been waiting in anticipation of a report, particularly with respect to the Chesapeake and Ohio Canal Company, for the reason that the preferred bondholders are before the Legislators asserting that the company is so utterly bankrupt that it is impossible for it to prosecute the work, or to raise money for its present necessities, without a resort to measures which would waste its revenues and alienate the State's contract.

The assert, positively, that it is impossible for the company, without further legislation, to raise money for its wants,

through any legitimate means, and they exhibit tabular statements, as presented to the House by Mr. Kilgore, showing that the current expenses for the canal for the last seven years have exceeded the tolls collected by \$65,000; that the State's claim of \$14,000,000 is subject to preferred claims, secured by mortgage on the revenue, amounting to \$3,080,000, besides a floating debt of over \$1,000,000; also, that the company is in immediate want for the purposes of its successful prosecution of nearly \$500,000, to be expended the coming year. In view of this state of facts they are apprehensive that the company, when pressed by its necessities, may be compelled to place the whole property and control of the corporation at the mercy of speculators. And in order to preserve their interests from waste and destruction thus, in their view, clearly impending, they come forward and offer to raise the loan of \$500,000, to put the canal in proper condition, if the State will secure to the preferred bondholders their claims, by a mortgage upon the *property* of the canal, in addition to the mortgage upon the *revenues*, which they now hold. - The also press their claims upon the grounds of State faith and probity, and maintain that the labor and money which completed the canal should be treated by the State as an obligation contracted (through its corporation) by itself.

The subject, they assert, assumes a much higher importance, however, than the mere success of the company as a corporation, because it is the great highway to the western counties to the markets of the seaboard, and stands in the same relation to these counties that the Patapsco river does to the city of Baltimore. The development of the trade and the general prosperity of a large and valuable portion of the State is, they consider, quite as important as the remote prospect of payment to the unfortunate laborers and creditors who

completed the canal, as favored by the bill before the Legislature. The preferred creditors wish to place the canal in good working order by a loan obtained by themselves of \$500,000; they wish the canal to be operated legitimately and successfully, without a waste of its revenues, and they wish that their preferred bonds may be secured in a way to make them available.

The friends of the bondholders assert that if the commissioners or the company can borrow money with such security as they have to offer, they could sell the secret of their success immediately at a very high price. Under this statement of circumstances, many members have expressed themselves anxious to hear the report of the commissioners of public works, in order that they may be enabled to act from official information.

Sun, Wed. 3/3/58, p. 4. **MARYLAND LEGISLATURE** Annapolis, March 2.

The following is Mr. Kimmell's preamble and order in full:

"Whereas the first section of the seventh article of the constitution of Maryland makes it the duty of the commissioners of public works to keep a journal of their proceedings, to make a report at each regular session of the Legislature, and to recommend such legislation as they shall deem necessary and requisite to promote or protect the interest of the State in the public works.

"And whereas the Legislature has before it statement going to show that the whole property of the Chesapeake and Ohio Canal Company is mortgaged for debts of the company to an amount exceeding its value, and that there are other debts of the same company, payable out of the revenue of the said company for the year 1858, exceeding in amount the revenues of the company for any one year of the seven years last past.

"And whereas it would be a great calamity to a very large number of the people of Maryland if navigation on the canal should be entirely destroyed for the want of means to pay for the stone dams now being built across the Potomac, or to remove any impediment to the navigation of the canal that may occur during the recess of the Legislature; therefore

"Ordered, That the commissioners of public works be respectfully requested to communicate to the Senate a copy of their journal of proceedings, and to report by what measures they propose to provide the necessary money to pay the debts of the Chesapeake and Ohio Canal Company that are payable out of the revenues of said company for the year 1858, to pay for the two stone dams now being built across the Potomac, and to remove any obstructions to the navigation of the canal that may be caused by breaches in its embankments, or by other damage that may occur to any works of this company during the approaching recess of the Legislature." Which was adopted.

DA, Sat. 3/6/58, p. 2. **The Canal Report.** - The report from the committee in relation to the Canal, contains tabular statements, showing that the current expenses of the canal for the last seven years have exceeded the tolls collected by \$65,000; that the State's claim of \$14,000,000 is subject to preferred claims, secured by mortgages on the revenues, amounting to \$3,080,000 besides a floating debt of over \$1,000,000; also that the company is in immediate want for the purpose of its successful prosecution of nearly \$500,000, to be expended the coming year.

The committee do not perceive how the Canal is to be kept open for navigation at all without the adoption of some remedial measure. To keep the work from falling into the hands of speculators, and in order to

preserve their interests from waste and destruction, the bond-holders offer to raise the necessary sum to put the Canal in proper condition, if the State will secure to them their claims by a mortgage upon the property in addition to the mortgage on the revenues, which they now hold. The committee report in favor of the passage of the Senate bill, which gives the security asked for by the bond-holders.

The Legislature seems unwilling to act without a full knowledge of the matter, and to that end the following order has passed the Senate:

Ordered. That the Commissioners of Public Works be respectfully requested to report by what measures they propose to provide the necessary money to pay the debts of the Chesapeake and Ohio Canal Company that are payable out of the revenue of said Company, for the year 1858, to pay for the two stone dams now being built across the Potomac, and to remove any obstructions to the navigation of the canal that may be caused by breaches in its embankments, or by other damage that may occur to any works of this Company during the approaching recess of the Legislature.

Sun, Wed. 3/10/58, p. 1. **Affairs in Allegany County.** - The Cumberland Civilian has the following item:

Boat Building - In spite of the many drawbacks to the canal, boat building continues tolerably brisk, and at this time our yards present a lively and gratifying appearance. New boats are rapidly going up, and old ones are speedily repaired. We are informed that the number of boats to be brought into the coal-carrying trade this spring will number over three hundred and fifty, all capable of carrying, on an average, 110 tons, and not drawing more water than the prescribed depth.

Ibid, p. 2. **Chesapeake and Ohio Canal.** - Messrs. F. Schley and Henry Reynolds, two

of the commissioners of public works, have made a report to the Legislature in relation to the condition of the Chesapeake and Ohio canal. They state that during the past year the sum of \$89,180.50 was expended for extraordinary repairs, caused by breaches to dams Nos. 4 and 5, and other casualties. The masonry dams, now under construction, and which will be completed in the current year, at a cost of \$100,000, in addition to what has already been expended upon them, will, it is believed, prevent the recurrence of the disasters which have entailed such heavy expenses. The cost of these dams can, it is believed, be defrayed out of the year's revenue, and in the course of two or three years other improvements, involving a cost of about \$100,000, can also be made, and paid for out of the accruing revenues of the canal.

Sun, Thu. 3/11/58, p. 4. MARYLAND LEGISLATURE **Annapolis, March 9.**

The bill concerning the Chesapeake and Ohio Canal, being under consideration, Mr. Kimmel submitted the following preamble and order:

"Whereas, an act has been passed to take the sense of the people upon the call of a convention to frame a new constitution for the State, and whereas all the great interests of the State will fall under the consideration of the convention, and a new constitution may be so framed as to dispose of all the questions of policy now in dispute, it is inexpedient at this late hour in the session to act upon any measure involving such vast public interests as those connected with the Chesapeake and Ohio Canal. Therefore, be it ordered by the Senate of Maryland, that the bill under consideration be indefinitely postponed." Adopted by yeas and nays, as follows:

Yeas: - Messrs. Hoffman, Kimmel, McMasters, Nuttle, Stone, Turner, Wallace, Wilkins - 8.

Nays. - Messrs. Brooke, Clarke, Daniel, Franklin, Miles, Semmes, Smith - 7.

DA, Sat. 3/13/58, p. 2. **The Canal.** - Messrs. Schley and Reynolds, on the part of the Commissioners of Public Works, recently made a report to the Legislature in relation to the condition of the Chesapeake and Ohio canal. From the report it seems they are averse to the State's waving its liens; they say that the dams can be completed at a cost of \$100,000, in addition to what has already been expended upon them, and express the opinion that the cost can be defrayed out of the year's revenue. The completion of these dams, they believe, will prevent the recurrence of disasters which last year entailed such heavy expenses upon the Company. They state further that in the course of two or three years other improvements, involving a cost of about \$100,000, can also be made, and paid for out of the accruing revenues of the Canal.

DE, Fri. 3/19/58, p. 2. **Chesapeake and Ohio Canal.** - Washington, March 18. - The stock holders of the Chesapeake and Ohio Canal met today and elected the following officers: President, Lawrence J. Brengle; Directors, Daniel C. Bruce, David W. O'Leary, of Alleghany county, F. Dorsey Herbert, John S. Bowles, of Washington county, H. Franklin Neil, Montgomery and John A. Magruder, of Georgetown.

A motion to reduce the salary of the President from \$2,500 to \$1,500 was made and adopted. The meeting then adjourned to the first Thursday in May.

DA, Sat. 3/20/58, p. 1. **Chesapeake and Ohio Canal.** - We learn that at the meeting of the stockholders of the Chesapeake and Ohio Canal Company, on Thursday, the salary of the president was not reduced. It remains as before. Major Peter made a

motion to reduce it, but it was not seconded. It is rumored that Mr. Stone, the State Senator from Washington county, will be chosen superintendent of the canal, and the Hon. Henry W. Hoffman, of Cumberland, treasurer of the company. The next meeting of the board of public works will take place on the first Thursday of May.

Ibid, p. 2. **Canal Officers** - The Commissioners of Public Works held an election at Washington city, for President and Directors of the Canal, on Thursday last, with the following result:

President - Lawrence J. Brengle, of Frederick county. Directors - Daniel C. Bruce and David McCleary, of Allegany county; F. Dorsey Herbet and John S. Bowles, of Washington county; H. Franklin Biers, of Montgomery county; and Jos. A. Magruder, of Georgetown, D.C.

Chesapeake and Ohio Canal - The Executive of Virginia has sent to the Senate of that State a communication recommending the appointment of a law agent to investigate the affairs of the Chesapeake & Ohio Canal, with a view of protecting the interests of Virginia.

Ibid, p. 3. The warm and humid atmosphere of the past week has entirely freed the Canal from its icy fetters, and we are just about on the eve of resumption of navigation. It is a source of gratification that the ice went off so gradually as not to damage the work, which is now in excellent condition throughout.

The opening of the Canal will infuse vitality into the various departments of business, though the probabilities are that the trade will not be as brisk as at the opening of previous seasons. This is accounted for by the suspension of many manufacturing establishments, and a corresponding decrease in the consumption of coal. There is every prospect, however, of a propitious season, and if no unforeseen

accidents occur to interrupt the trade, shipments will reach a high figure before the close of the summer.

DE, Tue. 3/23/58, p. 2. The Chesapeake and Ohio Canal is now in complete order throughout, and considerable agricultural produce is arriving in Georgetown. No coal has yet come down, though by the first of the month it is pretty certain that a large trade will be on foot. As a sample, we understand that by that time as many as ninety-five coal boats will have been dispatched by the American and Detmold Companies alone. It is therefore likely that coastwise vessels for shipping will be very shortly in demand. - *National Intelligencer*.

DA, Sat. 3/27/58. p. 2. **New Canal Board.** The Board of Public Works, probably from a desire to relieve themselves from the annoyance of the hungry office-seekers who were ever at their skirts, summoned a meeting of the stockholders of the Canal Company on the 18th instant - some two months in advance of the usual period - to elect a President and Directors of the Company. Before proceeding to the election, Maj. Peters, one of the Commissioners, presented the following admirable ticket:

For President - Jacob Snively, of Washington county. *For Directors* - E. K. Huntley and Alexander King of Allegany, Daniel Weisel and John J. Bowles of Washington, G. M. Wilkins of Montgomery, and William L. Hodges of Georgetown.

Had there been any feeling of sympathy with the oft expressed desire that the Company should be relieved from a strictly partisan control, this ticket or a good part of it, would have been elected. But it did not suit the Know Nothing Commissioners. The gentlemen named were not all sufficiently partisan - some of them had not submitted to the degradation of

taking the obligations of the famous order. They selected the following gentlemen:

President - Laurence J. Brengle, of Frederick county.

Directors - Daniel Bruce and D. W. McCleary, of Allegany - F. D. Herbert and John J. Bowles, of Washington - H. F. Viers, of Montgomery - and James A. Magruder, of Georgetown.

It is generally understood the *John G. Stone* of Washington county, is to be appointed General Superintendent of the Canal, and *Henry W. Hoffman*, Esq., of Cumberland, Treasurer of the Company.

We can but hope that the new Board will be successful in their management of the work.

Fire - The alarm of fire, on Friday night last, was caused by the burning of a hay shed, near Lynn's Wharf, belonging to Mr. John Young. - It contained several tons of hay, which, together with the building, were entirely destroyed. The fire was the work of an incendiary.

The Canal. - The Chesapeake and Ohio Canal is now in fine navigable order throughout its entire length. Boats are leaving daily laden with coal.

DE, Sun. 3/28/58, p. 4. **ALLEGHANY COUNTY - Canal Navigation.** - The first boats of the season left this port on Saturday, with full loads of coal for tide-water. Quite a number have since departed with similar cargoes.

They will not, however, be able to proceed beyond Georgetown, if the reports in regard to the condition of the Alexandria canal be true. We understand that the repairs required on that work will not be completed so as to enable boats to pass before the eighth or tenth of April.

The Chesapeake and Ohio Canal is represented to be in fine boating order

throughout its entire length - the sunken boats and other obstructions all having been removed before the resumption of navigation.

Sun, Wed. 3/31/58, p. 4. **Washington, March 30**

The majority of the Commissioners of Public Works of Maryland, called a meeting of the stockholders of the Chesapeake and Ohio Canal Company in this city on the 18th inst., without authority of law, as is alleged by the President (Maulsby) and Directors of the company, and as they have been advised by eminent counsel. At the meeting thus called, it will be recollected, the commissioners undertook to remove the present board and appoint successors. President Maulsby felt himself obliged by his official position in the exercise of a semi-official duty, to take possession of the office, books and papers of the company, and to decline to surrender them to successors; as he supposed, illegally appointed. In addition to which the disastrous condition of the canal during the last season has compelled them to incur debts to a large class of persons employed on the line of the canal, including laborers, lock-keepers and other officers not yet paid, and to whom they had pledged their most earnest personal endeavors to secure ultimate payment, which they expected to redeem out of the revenue of the canal prior to the first of June, when their official term would probably close. Under these circumstances they have not felt at liberty to retire at the earliest moment, in accordance with their personal inclinations. - He therefore proposed to the gentlemen who have been selected as successors, to refer the questions involved to any eminent member of the bar, who might be selected. This proposition has not yet been acted upon, as far as we are advised, and may result in an unpleasant conflict. To this course he felt

impelled as well by his oath of office as by the fact that the present board had enjoyed the favor of capitalists to so great an extent as to have been able to borrow large sums of money, to the payment of which they had felt themselves obliged to devote all the legal powers of which they were possessed, because they felt themselves under official and personal obligations to redeem, as far as in their power, the obligations thus incurred to a class of individuals, whose only hope rests upon the faith thus pledged to them.

The new directors of the canal, after Maulsby's refusal to surrender the books, &c., employed counsel and adjourned until tomorrow.

Ibid. **Washington, March 30.**

The recently elected president of the Chesapeake and Ohio Canal Company, Lawrence J. Brengle, Esq., and the new board of directors, assembled this morning in their office, City Hall, when each took the oath of office required by the law. As soon as the board was thus organized, a communication was received from William P. Maulsby, Esq., who for nearly two years, has presided over the affairs of the company, in which he contests the legality of the late election on the ground that the year will not expire until the first Monday in June next. Mr. M., I understand, proposes to submit this question to two legal gentlemen - one to be chosen by each party - and, in case of their not agreeing, the subject to be referred to an umpire. The company's attorney was then sent for, but not arriving at three o'clock, the board adjourned until tomorrow.

During the day there was considerable interest manifested by visitors - some of them the present employees of the company, and others anxious to become so. In this connection it is gratifying to know that the line of the canal is now in excellent condition, and that navigation has commenced quite briskly.

Sun, Thu. 4/1/58, p. 4. **Washington, March 31.**

The proposition of Col. Maulsby made yesterday in writing to the newly elected board of directors, &c., of the Chesapeake and Ohio Canal Company to refer the controverted question of legal right, that is to say, which of the two boards, under the constitution and laws, is the rightful one, to the determination of an eminent lawyer who might be named, with an understanding that either board against whom the opinion might be given, should retire, and the other should take entire control of the office and affairs of the company, was this morning declined, the board preferring that the matter should take a strictly legal course. Col. Maulsby then retained possession of the books and papers of the company, and insisted, in an interview with the new board, that they were exceeding the limits of the courtesy which prompted him yesterday to receive them (as gentlemen and not as officials) in one of the rooms attached to the office of the company. He also immediately caused legal proceedings to be instituted for the purpose of testing the relative rights and duties of the contesting boards.

Notice was received from Messrs. Carlisle and Maury, counsel for Col. Maulsby and the old board, of their intention to apply for an injunction and a quo warrant to determine their powers, and as soon as the judge of the United States Court could be seen, a day would be fixed for the hearing of said application. The old board, under the advice of their counsel, John Marbury, Esq., decided to proceed to the discharge of the duties of their office, and appointed the following officers, who will enter upon their duties tomorrow.

General Superintendent and Engineer - Colonel John G. Stone, of Clear Spring, (the present Senator from Washington county.)

Superintendents - First Division - Georgetown, Horace Benton, of Montgomery; Second Division, Monocacy, Silas Browning, of Rockville; Third Division, Antietam, Levin Benton, of Sharpsburg; Fourth Division, Williamsport, A. K. Stake, of Williamsport; Fifth Division, Hancock, Lewis G. Stanhope, of Washington co.; Sixth Division, Cumberland, Lloyd Lowe, of Cumberland.

Collectors of Tolls - Georgetown, D. C., J. McHenry Hollingsworth; Williamsport, John A. Rickard; Hancock, Henry Wells; Cumberland, John H. Shaw.

Assistant Collector at Georgetown - Clement A. Peck.

Henry W. Hoffman, Esq., of Cumberland, was then appointed treasurer, from the first of June next, in place of Samuel Magraw, Esq., who resigned some time since. The office at present held by Mr. Ringgold was not interfered with.

I am advised the Col. Maulsby will have the present officers notified not to surrender their offices to the new appointees.

A motion to move the office of the company either to Cumberland or Frederick was rejected.

Col. Maulsby refuses to surrender the office of president of the Chesapeake and Ohio Canal on the grounds:

First. That the commissioners of public works are limited by the 7th art., 1st sec. of the constitution of Maryland to the power of representing the stock held by the State in all *meetings* of the stockholders, and are nowhere empowered to call a meeting.

Second, That by the charter of the company, the meetings of the stockholders are fixed absolutely on the first Monday in June, and even an adjourned meeting is not authorized except in the absence of a quorum, and exclusive power to call extraordinary meetings is vested in the president or a majority of the directors. That

any by-law adopted by the stockholders in conflict with this provision of the charter is void, but that conceding the by-law to be valid, the commissioners of public works are not stockholders and therefore not authorized to act as such under the by-law, and even if they can be so considered they have not complied with the by-law in calling the meeting of the 18th instant, at which they undertook to remove the present board. - That the entire proceedings are destitute of all color of law and utterly void.

The following is the opinion of John Marbury, Esq., of Georgetown, as given to the newly elected president and directors of the canal company, this morning:

"I have considered the question of the validity of the election recently made at a special meeting of the shareholders and yourself and gentlemen who are acting with you, to be the president and directors of the Chesapeake and Ohio Canal Company until the period prescribed by the charter for the next general election, and I am of opinion that the said election was regular, and your appointment valid.

"The right to make appropriate by-laws for its government, is incidental to every corporation.

"The by-laws providing for the call of special meetings of the shareholders of the company is perfectly lawful and authoritative.

"The shareholders are authorized to act in person or by attorneys duly appointed. An attorney may act within the scope of the authority granted to him, as effectually as his principal.

"The State of Maryland, in the 7th article of its constitution, has provided that certain commissioners shall have the supervision of and represent its interest, in all public works in which the State is a Stockholder. The commissioners appointed agreeably to the provisions contained in said article, hold the same relation to the State

that an individual holds under a letter of attorney to a private stockholder - they are, in fact, the general attorneys of the State, with power to do what the State might do if capable of acting *in personam*. A State must act by its agent or officer.

"The powers given and the duties prescribed to the commissioners are sufficient to justify them to call a special meeting of the shareholders in the manner directed by the by-laws.

"Such meeting having assembled, it had power under the charter, for reasons satisfactory to them, to remove the existing president, and nay, and, therefore, all of the directors, and to appoint others to fill their vacancies.

"My advice, therefore, is that you and your board of directors proceed to exercise the duties of your offices until you shall be restrained by the judgment of a competent tribunal." W.

Ibid. **Washington, March 31.**

The new board of directors of the Chesapeake and Ohio Canal, assembled this morning pursuant to adjournment. Mr. Brengle, president, in the chair. Co. Wm. P. Maulsby was also present for some time, having an interview with the newly chosen board. Further deliberation was had upon the action of Col. Maulsby in claiming to retain the presidency. After which the board proceeded to the election of officers. (these are given in a special letter on the subject.)

In Georgetown about fifty boats have arrived by canal. Coal operations are becoming quite active; the packets, too, are discharging large cargoes of merchandize.

Sun, Fri. 4/2/58, p. 4. The Chesapeake and Ohio Canal board has adjourned until the 15th inst., after voting the requisite appropriations to forward the work on dams Nos. 5 and 6. Mercury.

DE, Fri. 4/2/58, p. 4. **DOMESTIC.** (From the National Intelligencer.) - **The Canal** - The Directors of the Chesapeake and Ohio Canal Company met yesterday morning in full board, pursuant to adjournment - L. J. Brengle, Esq., President. In the temporary absence of Mr. Walter S. Cox, counsel of the Board, the opinion of John Marbury, Esq., of Georgetown, on the question raised the day before by Mr. Maulsby, President of the late Board, was solicited, and rendered by Mr. Marbury in written form. This opinion is favorable to the legitimacy of the new Board elected on the 10th ultimo, under a by-law of the stockholders representing stock to the amount of \$250,000 to call a general meeting; and that it is always competent for a general meeting of the stockholders to change the directory. The Board determined to act according to Mr. Marbury's opinion, and proceeded to the election of subordinate officers, as follows:

John G. Stone, of Clearspring district, General Superintendent and Engineer of the Canal; Horace Benton, Superintendent Georgetown division; Silas Browning, Superintendent Monocacy division; Levin Benton, Superintendent Antietam division; A. K. Stake, Superintendent Williamsport division; Lewis G. Stanhope, Superintendent Hancock division; Lloyd Lowe, Superintendent Cumberland division; I. McHenry Hollingsworth, Collector at Georgetown, Clement A. Peck, assistant; John A. Rickard, Collector at Williamsport; Henry Wells, Collector at Hancock; John H. Shaw, Collector at Cumberland.

The Board appropriated a sum of money sufficient to carry the two new stone dams to completion as rapidly as possible, and adjourned to meet again on the 15th inst.

DA. Sat. 4/3/58, p. 2. **Chesapeake and Ohio Canal Company - Election of**

Officers. - The Commissioners of Public Works called a meeting of the stockholders, in Washington, on the 18th instant, as stated heretofore, and appointed successors to the present Board of Directors of the Chesapeake & Ohio Canal, whose term of office has not yet expired. The newly-elected board of directors met on Tuesday last, when Co. Maulsby declined to surrender the official books and papers to the successors of the old board, on the grounds:

First. That the commissioners of public works are limited by the 7th art. 1st sec. of the constitution of Maryland to the power of representing the stock held by the State in all *meetings* of the stockholders, and are nowhere empowered to call a meeting.

Second. That by the charter of the company the meetings of the stockholders are fixed absolutely on the first Monday in June, and even an adjourned meeting is not authorized except in the absence of a quorum, and exclusive power to call extraordinary meetings is vested in the president or a majority of the directors. That any by-law adopted by the stockholders in conflict with this provision of the charter is void but that conceding the by-law to be valid, the commissioners of public works are not stockholders and therefore not authorized to act as such under the by-law, and even if they can be so considered they have not complied with the by-law in calling the meeting of the 18th instant, at which they undertook to remove the present board. That the entire proceedings are destitute of all color of law and utterly void.

In addition, the disastrous condition of the Canal during the last season, had compelled the board to incur heavy debts, for the payment of which they had pledged their earnest personal endeavors, expecting to realize sufficient out of the revenues of the canal prior to the 18th of June, to meet these obligations. Col. Maulsby has

instituted legal proceedings for the purpose of testing the relative rights and duties of the contesting boards. The new board, however, decided to proceed to the discharge of the duties of the office, and appointed the following officers:

General Superintendent - John G. Stone, of Washington county.

Superintendents - First Division - Georgetown - Horace Benton, of Montgomery; Second Division - Monocacy - Silas Browning, of Rockville; Third Division - Antietam - Levin Benton, of Sharpsburg; Fourth Division - Williamsport - A. K. Stake, of Williamsport; Fifth Division - Hancock - Lewis G. Stanhope, of Washington co.; Sixth Division - Cumberland - Lloyd Lowe.

Collectors of Tolls - Georgetown, D. C. - J. McHenry Hollingsworth; Assistant - Clement A. Peck; Williamsport - John A. Ricaud; Hancock - Henry Wells; Cumberland - John H. Shaw.

Henry W. Hoffman, Esq., was appointed Treasurer, from the first of June next, in place of Samuel McGraw, Esq., who resigned some time since. The office at present held by Mr. Ringgold was not interfered with.

It is stated that Col. Maulsby has notified the present officers not to surrender their places to the new appointees.

Break on the Canal.

The gate of the waste-weir, on the Canal, near Patterson's Creek, was swept out by the water in the early part of the week. Navigation was consequently interrupted for two or three days.

Sun, Mon. 4/5/58, p. 4. **Washington.**

A meeting of the old board of directors of the Chesapeake and Ohio Canal Company having been called by President Maulsby, a majority of them assembled today in the rooms hitherto occupied by

them, in the City Hall, being the same occupied last week by the newly elected board. President Maulsby stated officially to the board the action which had taken place between himself and the president and directors of the company who assumed to have been lately elected, at a meeting illegally constituted, &c.; that he had taken measures to obtain a judicial decision and settlement of the pending controversy between them; that application for a writ of injunction to restrain the new board from collecting the revenues of the canal, or using the books, &c., of the company, had been made to Judge Dunlop of the Circuit Court, which was set down for hearing on Wednesday next, he having employed as counsel Messrs. Carlisle and Maury. He also stated that he had given written instructions to the superintendents along the line of the canal not to surrender their positions until directed by the board.

At the conclusion of the president's statement, it was, on motion, resolved unanimously by the board that they approve of the action of the president and the measures adopted by him, and authorize him to take such further action as he may judge necessary to maintain the rights of the board; after which they adjourned.

The newly elected board obtained possession of the books and papers of the company by forcing the locks of the vault in which they had been secured by President Maulsby.

I learn that the opinion of many of the leading men of Maryland bar has been obtained by President Maulsby, all of whom justify his action in the premises. Messrs. Walter S. Cox and John Marbury, counsel for the newly elected board, will oppose the granting of the injunction asked for.

DE, Mon. 4/5/58, p. 2. **Chesapeake and Ohio Canal Company.** - A special meeting of the old Board of Directors of the

Chesapeake and Ohio Canal Company was held at Washington on Saturday.

After coming to order, the President stated to the Board that he had taken action in reference to the intercourse between himself and the members of the new Board, and had taken measures to obtain legal decision as to the relative rights of the two Boards. He stated that a bill of injunction was before the Circuit Court of this District, and was expected to be disposed of by that Court on Monday or Wednesday next.

He further stated that he had, in writing, directed the superintendents along the line of the canal, not to surrender their official positions until further order of this Board.

Whereupon it was resolved unanimously by the Board, that they approved of the measures adopted by the President and the course pursued by him.

And it was further resolved that the President be authorized to pursue such further measures as he may deem necessary and proper for the maintenance of the rights of this Board.

The meeting then adjourned.

DE, Tue. 4/6/58, p. 2. **Chesapeake and Ohio Canal** - On Saturday last the old Board of the Canal Company met at the Canal Office in the City Hall, W. P. Maulsby, Esq., in the chair. All the members were present. They fully endorsed the action of their President in his controversy with the new Board.

Notice of an application for an injunction was served on the members of the new board by their predecessors on Friday last, in which the time for hearing the parties therein was set for this morning at 11 o'clock. This is to enjoin them against taking possession of the books, documents and offices of the Canal Company; the old Board denying the validity of the new Board's election. Nor is this all, for the

controversy has extended to the subordinate administration of the canal. The collector at Cumberland under the old Board, has been instructed not to yield up his office to the collector newly elected, whilst the latter has been directed by his friends in the new Board to qualify and take immediate possession. The old collector at Cumberland has also been ordered to allow no boats to pass without first paying him toll. The new collector there has been commanded to keep the canal free, and to use force against all who may resist his efforts. - Hence it is well that, for the sake of the canal and those who navigate it, the differences between the two Boards are to be so soon brought to some judicial determination, if indeed our District courts shall decide the matter to be within their jurisdiction at all.

A good deal of coal is beginning to arrive at Georgetown and Alexandria, and shipping is pretty busy. Some considerable quantities of wheat and flour are arriving. - *Nat. Intelligencer.*

Sun, Mon. 4/12/58, p. 4. Washington.

The National Intelligencer says that application for an injunction made by the late board of directors of the Chesapeake and Ohio Canal Co. on the board elected on the 18th ultimo was on Friday refused by Judge Dunlop. The ground taken by the judge we understand to be that the proper resort for the petitioners is a court of law, wherein before a jury they can have an opportunity of establishing their right to a suit under a writ of *quo warrantor*. As the Circuit Court does not meet till May, and there is no pretention on any hand that the old board could continue beyond June, it is hardly probable that the question of right of the new board will be further prosecuted.

DE, Tue. 4/13/58, p. 2. **Chesapeake and Ohio Canal.** - The application for an

injunction made by the late Board of Directors of this Company on the Board elected on the 18th ultimo was yesterday refused by Judge Dunlop. The ground taken by the Judge we understand to be that the proper resort for the petitioners is a court of law, wherein before a jury they can have an opportunity of establishing their right in a suit under a writ of *quo warranto*. As the Circuit Court does not meet till May, and there is no pretension on any hand that the old Board could continue beyond June, it is hardly probable that the question of right of the new Board will be further prosecuted. - *Nat. Intelligencer.*

Sun, Fri. 4/16/58, p. 2. Affairs in Allegany County. - The Telegraph says the late rains have caused a great rise in the Potomac and Will's creek, and it is feared damage will be done to canal dams Nos. 4 and 5.

Sun, Mon. 4/19/58, p. 4. At Georgetown, within the last few days, 4,000 tons of coal have been received, and more hourly expected.

The coastal and canal trade have been so great as to increase general business very much.

Sun, Sat. 4/24/58, p. 4. Washington.

Returns from all points on the Chesapeake and Ohio Canal for the month of March are now in, and show the revenue to have been \$4,000. From the business thus far, may we not set April down as the best for a long time?

In Georgetown. - The canal continues in excellent order and business brisk. Coastwise arrivals are numerous.

DE, Tue. 4/27/58, p. 1. Returns from all points on the Chesapeake and Ohio Canal for the month of March, show the revenue to have been \$4,000.

DA. Wed. 4/28/58, p. 2. **Affairs in Allegany County.** - The mountains west of Cumberland, Md., were white with snow on Sunday last. A few days ago 3,000 bushels of cement, for the government buildings at Washington, were shipped from Cumberland. The quantity of coal brought down from the mines last week was 12,438 tons, making for the season 84,389 tons. During the week 76 boats left Cumberland, via canal, carrying 8,360 tons coal.

Sun, Thu. 4/29/58, p. 2. **Steam on the Canal.** - The successful trips of the steamboat James L. Cathcart, on the Chesapeake and Ohio Canal, is likely to work a revolution in regard to canal navigation. The Cumberland Civilian says several of the coal companies have it under serious consideration of adopting steam-power on the canal in preference to the present horse-power. Four boats like the Cathcart are now being built for the Erie canal.

DE, Fri. 4/30/58, p. 1. The experiment of steam canal navigation on the Chesapeake and Ohio canal, is pronounced eminently successful. The steamer James L. Cathcart, has already made some seven trips from Georgetown to Cumberland, and in each one has proved herself worthy of everything claimed by her inventor. The *Civilian* says that a boat of her build, though gaining little as to speed, is infinitely preferable to a horse boat, from the fact that it costs \$10 per trip less to run it. The patent right of the "Cathcart" has also been purchased for the Erie canal.

Sun, Sat. 5/1/58, p. 2. **Strike.** - The boatmen taking on coal at Lynn's Wharf, were on a strike in the early part of this week, for an advance on the rate of carriage per ton. The matter, however, was adjusted, and the boatmen are loading again.

The Business on the Canal is steadily improving. The number of boats that cleared this port last week were seventy-seven. Up to yesterday morning, of the present week, there had been sixty-two departures.

Sun, Mon. 5/3/58, p. 4. **Washington.**
At Georgetown, D. C., Mr. J. M. H. Hollingsworth, the obliging collector, reports the whole number of arrivals by Chesapeake and Ohio canal during the month of April were with flour and corn, 28; coal from the Allegany company, 37; from the American, 64; Cumberland Coal and Iron Company, 57; and about 100 arrivals with coal to private individuals - whole number 300. Amount of revenue for the month \$11,601.72. Mercury.

Sun, Tue. 5/4/58, p. 4. **Georgetown.**
Editors Baltimore Sun: In your paper of today you say "the late president and directors of the Chesapeake and Ohio Canal will apply to the Circuit Court of the United States at Washington, today, for a mandamus to compel the newly elected board to surrender the offices, &c.," and then goes on to say that the reason for their doing so is, "that they have refused to pay the old employees their salaries and expenditures on the canal up to the time when they were discharged." The new board have never refused such payment. The old board left no means by which the new board could pay such claims, and it is the intention of the latter to pay the salaries, &c., as soon as the company is in a condition to do so, without taking the means which are necessary to put the canal in proper order to resist freshets, &c.

Yours, very respectfully,

J. A. Magruder.

(In relation to this matter, we would state that from the communication to which

we were indebted for the information published yesterday, it appears that the late president and board, soon after the adverse decision of the U. S. Circuit Court, had decided to forgo all further contest with the new board, and directed their superintendents and employees to give up their positions to their successors appointed by the new board. Their expectation that said employees would be paid their salaries and expenditures on the canal for the time they were bona fide in the discharge of duty, and up to the time of their discharge by the old board, having been, as they assert, disappointed, they decided to renew the action by an application for mandamus to accomplish that object more particularly. The real question of salary and disbursement applies, therefore, to the period during which there were two sets of employees.
- *Eds. Sun.*)

DE, Tue. 5/4/58, p. 2. The Chesapeake and Ohio Canal continues quite busy and prosperous, so far as current trade goes. During the week ending Saturday evening last ninety-one boats arrived at the Georgetown collection office, of which above sixty were freighted with coal from Cumberland. The business of the month of April produced at the Georgetown office alone the sum of \$11,601, about two-thirds of which came from tolls on coal. Thus the month's account of the Alleghany Coal Company was \$1,605, of Detmold Company \$720, of the American Coal Company \$3,200, and of the Cumberland Coal and Iron Company \$2,700.

DA. Sat. 5/8/58, p. 2. **Canal Office.**

A petition has been presented to the Board of Directors of the Canal, by the Coal Companies operating in this region urging the removal of the Canal office to this city. That such a step would promote the interests of both the Canal and the Coal Companies

we feel satisfied. Their interests are inseparably connected, and if the parties most nearly concerned in this work are brought in closed vicinage, great inconvenience and disadvantage would be obviated. We trust their request may be complied with.

Steam on the Canal. - The steamer "James Cathcart" now plies regularly between this port and Alexandria. The experiment of applying steam to canal navigation has thus far proved eminently successful, and we fully expect that it will eventually supersede the old mode.

Coal Trade. - Last week the coal shipments from the various collieries in the Maryland coal field amounted to 20,010 07 tons. Of this aggregate 7,019 06 tons were shipped over the Cumberland & Pennsylvania Railroad; 6,903 04 tons over the Cumberland Coal & Iron Company's road; 4,274 10 tons over the George's Creek Coal & Iron Company's road; and 1,723 07 tons over the road of the Hampshire Coal & Iron Company. Total for the year, 117,391 18.

The coal business is gradually increasing. The shipments this week are larger than any week since the resumption of navigation upon the Canal. New companies are preparing to make shipments, and the indications now are that the amount shipped during the season, if no unforeseen accidents occur to the Canal, will fell little short of previous years.

Sun, Sun. 5/9/58, p. 4. **Cumberland.**

There have been excessive rains during the week past, and the Potomac and Will's creek have been very full of water. Yesterday a canal boat broke from her moorings at Lynn's wharf, and went over the dam. Several hands succeeded in saving themselves by swimming ashore, but the

boat is badly damaged, if not completely wrecked. Another boat subsequently got loose, but was secured again.

Mon. 5/10/58, p. 2. **Canal Receipts.** - The receipts of the Chesapeake and Ohio Canal, at the collector's office, at Georgetown, last week amounted to \$3,700.¹

DE, Tue. 5/11/58, p. 1. The successful trips of the steamboat James L. Cathcart, on the Chesapeake and Ohio Canal, have attracted attention, and the experiment is likely to work revolution in regard to canal navigation. - Several of the coal-carrying companies North have also under consideration a like change.

Sun, Wed. 5/12/58, p. 2. **Chesapeake and Ohio Canal.** - *Another Serious Break.* - A gentleman who arrived in the city last evening from Cumberland, informs us that the heavy rains have caused another disaster to the Chesapeake and Ohio Canal, sweeping away 75 or 80 feet of dam No. 4. It will require, it is believed, at least a month to repair the damage, and of course suspending navigation for that period.

Thu. 5/13/58, p. 2. **Break in the Chesapeake and Ohio Canal.** - We learn that a break occurred at Dam No. 4, in the Chesapeake and Ohio Canal, on Sunday night, by which one hundred feet of the new Crib, recently put in, was washed away. It is thought that it will require three weeks to repair the present damages; but fears are entertained of a further rise in the river, in which case further injury may occur. - *Alexandria (Va.) Gazette.*²

Sun, Fri. 5/14/58, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph: *The Damage to the*

Canal. - The break at dam No. 4 is on the Maryland side. It is a clear sweep, everything having been swept away to the bed of the river. It will require at least one month to repair it. The engineer and general superintendent, John G. Stone, Esq., was at the scene of the disaster on the evening of its occurrence, and was taking vigorous measures for the prompt concentration of men and materials at that point. At the time of the accident some forty or fifty boats were on the lower part of the Williamsport level, but we learn that the efficient superintendent of that division was promptly on the ground, and through his exertions the whole of them were successfully passed through on Sunday night. This is an unfortunate occurrence, happening as it does at the very threshold of the boating season.

Removal of the Canal Office. - The efforts made on the part of the coal companies and individuals to remove the canal office from Washington to this city, have failed. A vote was taken on the proposition and resulted in a tie. The president, having to decide the matter, cast his vote against it.

Canal Appointment. - James A. Ferguson has been appointed by the General Superintendent of the Chesapeake and Ohio Canal, inspector of cargoes at this port, vice Col. O. H. W. Stull.

Coal Shipments. - The shipments by canal for the week ending Saturday were very large. 103 boats left this port, carrying 11,494 10 tons of coal. Since the resumption of navigation 515 boats have departed, carrying 63,219 tons.

DA. Sat. 5/15/58, p. 2. **Over the Dam.**

The Canal boat, O. A. Stebbins, was carried over the dam, on Friday of last week, while attempting to enter the locks the boat had a cargo of coal, and was in charge of two men [illegible]. It will be floated down

¹ *Richmond Dispatch*, Richmond, Virginia.

² *Richmond Dispatch*, Richmond, Virginia.

the river as soon as it can be unloaded. The loss will amount to about \$800.

Break on Canal. - A serious breach occurred to Dam No. 4, on the Canal, on Sunday night last. From eighty to ninety feet were swept out, and at the lowest calculation, it is estimated that it will require a month to repair the injuries after the water falls.

This accident is truly disheartening, and is sincerely to be deplored. Operators and boatmen were in hopes that navigation would continue uninterrupted during the season, but unfortunately they were destined to be disappointed. The loss that will result from this disaster will be immense. Heavy shipments were just beginning to be made, and we had anticipated an unusually prosperous season.

The General Superintendent, John G. Stone, it is said, was at the scene of disaster on the day after its occurrence, taking measures for a speedy repair of the breach.

The dominant party will now have an opportunity of exercising their boasted skill in keeping this work in thorough order. Unlike them we are not so uncharitable as to assert that such an accident might have been averted by proper care and attention, as was last year charged upon Democratic officials. Nevertheless we desire to see that energy and efficiency displayed in rebuilding this dam, that they complained was not shown in the efforts of the old board.

DA. Sat. 5/15/58, p. 2. **Why as it?** Col. Otho Stull, who has for several years past held the office of Inspector of Cargoes at this port, on the Chesapeake & Ohio Canal, was recently discharged from the service of the Company, and Mr. James A. Ferguson appointed in his stead.

We should like to know why it was that Mr. Stull was not informed of his removal until after the election on Monday?

Could it have been that the K. N. party feared the announcement might injure the prospects of their candidate for Mayor, who is also a member of the canal board, and had it withheld on that account?

Canal Office not to be Removed. - The Board of Directors of the Chesapeake & Ohio Canal Company have determined not to remove the office from Washington to this place. This is to be regretted.

Sun, Mon. 5/17/58, p. 4. Georgetown, D. C.
- At the collector's office of the Chesapeake and Ohio Canal there have been during the week 78 arrivals - of these 62 were laden with coal; wood and bark, 4; limestone, 4; and with flour and grain, 7. The revenue for the week amounts to \$3,634.93. There are some 45 or 50 boats at Georgetown and Alexandria waiting to be unloaded. It is thought the canal will be repaired at Dam No. 4 in about two weeks after the water is low enough to work upon it.

Sun, Wed. 5/19/58, p. 2. Chesapeake and Ohio Canal. - During the past week 82 boats left Cumberland, via the canal, carrying 9,277 tons of coal. Total number for the season 565, transporting 62,902 tons. There was a falling off of 21 boats last week from the one previous, owing to the break at dam No. 4, about 100 feet of which is gone. - Since the middle of last week no loaded boats have been able to pass. Everything is said to be ready to repair the damage as soon as the water lowers. Navigation, it is supposed, will not be suspended over three weeks.

Sun, Wed. 5/26/58, p. 1. Affairs in Allegany County. - We copy the following from the Cumberland Civilian:

Repair to Dam No. 4. - We learn that the cribs are now being sunk in the breach at

Dam No. 4, and will be so far completed as to resume navigation on Monday next.

Land Slide at the Canal Tunnel. - A heavy land slide occurred at the canal tunnel one day last week, but it is thought will not stop navigation, as it can be removed by the time the repairs to Dam No. 4 are made. A force of 75 hands are busily at work on it, both day and night.

DE, Wed. 5/26/58, p. 4. The *Union* states that the aggregate amount of tolls received at the various offices of collection on the Chesapeake and Ohio Canal, for the month of April, is a fraction less than \$19,000. The revenues for May, but for the late accident to Dam No. 4, would have shown a handsome increase.

Sun, Fri. 5/28/58, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph:

Steam Canal Packets. - Application has been made by and permission granted to a company of Philadelphia gentlemen to run a line of steam packets from Harper's Ferry to Georgetown on the Chesapeake and Ohio Canal. The boats will be put on before the lapse of much time.

Ibid. p. 2. **Trial of the Steam-Pump on the Canal.** - The steam-pump to be used on the Chesapeake and Ohio Canal, which was constructed a few years ago, but failed to perform satisfactorily, has been overhauled and repaired. The pump is located at Harness' Bottom, immediately opposite the mouth of the south branch of the Potomac, and a few days ago it was tried, in the presence of a committee of the canal board, with entire success. The Cumberland Telegraph says:

When the committee arrived upon the ground the steam was up, and in a few moments two of the pumps were put in operation. Scientific gentlemen were present, and we are give the result of their

calculations. The medium quantity of water thrown into the canal by the two pumps per minute, through a trunk 140 feet in length and six feet wide, was about 3,000 cubic feet. The maximum was 3,597 cubic feet, or 26,977 gallons. One of the engines and one pump then stopped, and the other engine and pump forced into the canal about 1,600 cubic feet of water per minute, as the medium of repeated trials. The maximum of the one pump was estimated at 2,200 cubic feet, or 16,530 gallons. This was entirely satisfactory to the committee, as one of the stipulations in the contract for its repair was, that it should throw 1,000 cubic feet per minute, which it has greatly exceeded, as shown by the result given above.

In seasons of extraordinary drought, when the shipments of coal and other articles have been heavy, experience has taught them to look for a deficiency of water, which greatly retards business and operates much to the disadvantage of the mining interests. The pump was intended to remedy this evil; its present complete state of repair secures it in future against any and every such contingency.

DA. Sat. 5/29/58, p. 2. **Repairs at Dam No. 4.** - The latest information from Dam No. 4, states that the cribs were ready to set to their places. The high stage of water, however, will make it extremely hazardous to attempt it for the present, and it is uncertain how soon we shall be able to announce the completion of repairs.

Slide at Canal Tunnel. - A slide of rock and earth occurred at the Canal tunnel on Thursday of last week. A gentleman who visited the tunnel since the accident, informs us that about 500 yards of earth and stone were down, and about the same quantity more would yet fall. - It filled the channel about half across, leaving room for a scow to pass around. A small force of workmen

were engaged in clearing away the obstructions, and they expected to have the work completed some time next week.

DE, Mon. 5/31/58, p. 3. Application has been made by and permission granted to a company of Philadelphia gentlemen to run a line of steam packets from Harper's ferry to Georgetown on the Chesapeake and Ohio Canal.

DE, Wed. 6/3/58, p. 2. **WASHINGTON NEWS - June 2.** - The stockholders of the Chesapeake and Ohio Canal hold their annual meeting at the City Hall next Monday, June 7, at noon. Late intelligence from dam No. 4 states that the waters during the recent heavy rains collected to a height five feet greater than that when the dam was washed out a month ago, and that twenty feet more of the cribbing have gone.

DA. Sat. 6/5/58, p. 2. **Canal.** - The repairs to Dam No. 4 are not yet completed, and of course canal navigation is almost completely suspended. There was a rumor current a few days since that twenty feet more of the cribbing had been washed out, but this needs confirmation. The obstructions caused by the slide at the tunnel were not, at the latest advices removed, though the work was slowly progressing. It may be two weeks before the canal is again in navigable order.

Boats passed. - The heavy rains of last week made considerable rise in the river, and about thirty or forty boats that were lying at Dam No. 4, awaiting the completion of repairs to the Dam, were passed.

DE, Mon. 6/7/58, p. 1. **MARYLAND NEWS. - Alleghany County. - Canal** - The repairs to Dam No. 4 are not yet completed, and of course canal navigation is about entirely suspended. It may be two weeks before the canal is again in navigable order.

The Canal Trade. - We find in the *Star* the following report of tolls paid at the Georgetown office of the Chesapeake and Ohio Canal during the month of May:

Descending Trade - Flour, 743 tons, 7,430 bbls.; corn meal and chop, 387 tons, 173¼ bushels; wheat, 289.12 tons, or 11,564 bushels; corn, 863.93 tons, or 34,357 bushels; whiskey, 48.17 tons, 269 bbls.; mill offal, 38.78 tons, 3,878 bushels; lumber, hoop-poles, laths, &c., 194.35, 104,350 feet; lime and cement, 219.52 tons, 1,537 bbls.; coal, 20,149 15 tons; bark, 96 cords; wood, 206 do.; limestone, 1,275 perches; sand, 1,824.48 tons, 46,612 bushels. Sum total descending trade, 26,246.59 tons.

Ascending Trade - Fish, 62.90 tons; groceries, 19.25 tons; salt, 84.63 tons or 846 sacks; lumber, laths, &c., 75.45 tons; plaster, 196.69 tons; sand, 413.13 tons. Total ascending tonnage 967.04. Making in the aggregate, 27,213.63 tons.

Sun, Tue. 6/8/58, p. 4. **Washington, June 7.**

The stockholders of the Chesapeake and Ohio Canal, in general meeting, assembled at the city hall at noon today. Lawrence J. Brengle, Esq., president, in the chair. The officers of the company recently elected were all confirmed. The president read his first annual report, which was listened to attentively and accepted. This report refers to the recent incumbency of the present board of president and directors, (who assumed control of the affairs of the company under the election made on the 18th March last,) and, the author remarks, "precludes more than a brief review of the condition in which we find its business operations in presenting this thirtieth annual report to the stockholders.

"We regret the discouraging aspect we are constrained to present, both as to the condition of the canal, the finances of the company, or the immediate prospect of relief from its present embarrassed state."

It is known to the stockholders that from the ice freshet in the spring of 1857 dams Nos. 4 and 5 were ruinously injured, requiring great expenditures for repairs, and several months time to restore the navigation, and in the meanwhile the company were, in a great measure, deprived of its revenues. Whether these disasters could have been altogether or in part avoided by timely precaution and efficient management, we cannot pretend to say, as it is believed by experienced and well judging persons who were familiar with the condition of these dams, and who represent them as then in as good condition to resist such freshet, with proper care and a moderate expenditure, as they had hitherto done for the past ten years; or, whether from inexperience or inefficiency of the parties engaged in their restoration; certain it is, that these calamities have involved the company in loss from extraordinary expenses incurred and deficiency of revenues, which may fairly be estimated at \$300,000.

The action of the board which immediately preceded this board is referred to in its change of the organization, and what are assumed to have been its effects, &c.

The present board have restored the former organization of the line by establishing six divisions, and, with two exceptions, have appointed the experienced superintendents which preceded those of the last board. From John G. Stone, Esq., as engineer and general superintendent, efficient services are anticipated. This organization and renewed energy, vigor and economy, will, it is hoped, result in a more reliable and less interrupted navigation. Dams four and five are still in a most precarious condition.

The President then refers to the contracts entered into by the late board to replace the two old dams, the cause of the delay, &c., and says the amount expended in

these repairs to the first of April last has exceeded the sum of \$90,000. Dam No. 4, on which a breach has recently occurred, may take two weeks more before navigation can be restored. Dam No. 5 is more secure, and it is thought may be relied upon for some time except in extraordinary freshets. About one-fifth of the masonry or 160 feet in length of each of these dams have been completed, and with adequate means, estimated at \$100,000, it is believed that both structures could be so far completed during the present season as to render them secure, and the navigation reliable.

In the absence of present means, of the immediate prospect of procuring a sufficient amount for both dams, it is thought advisable to apply all the resources at command to the extension, and, as far as practicable, completion of dam No. 4, as being more unsafe and less reliable than dam No. 5; but both dams should be completed as soon as means can be obtained, the board are fully sensible. According to the estimate of the engineer and general superintendent, the work done to the 1st of June on the new dam No. 4 amounts to \$34,141.65, and on the new dam No. 5 to \$23,640.50. Of these amounts \$44,181.53 have been paid to the contractors. Other portions of the canal are represented to have been deteriorated during the past two years, and to require the utmost vigilance to maintain successful navigation.

The slide of the rock in November is next noticed.

The steam pumping machine erected at the mouth of the south branch of the Potomac has been completed, under contract with Mr. John Beall for reconstruction. It has worked very successfully. Its working capacity is equal to the ready discharge of 2,500 cubic feet of water per minute into the canal with both pumps in operation; and it can be made to discharge 3,000 cubic feet per minute, if desired. With one pump

worked regularly 1,400 cubic feet per minute may be readily discharged into the canal. Until the trade is augmented it is believed this supply at this point will be adequate in seasons of greatest drought.

*Sun, Wed. 6/9/58, p. 4. **Affairs in Allegany County.** - We find the following in the Cumberland Civilian:*

Another Difficulty. - There is some difficulty existing at present between the boatmen and coal companies, the former have demanded an increase of freight from the present price of \$1.15 to the old price, \$1.35 per ton, or the allowance of demurrage. It is presumed no serious results will be occasioned. A compromise of the affair can no doubt be accomplished.

Maryland Coal Trade. - For the week ending Saturday, 3,467 tons of coal were shipped over the Pennsylvania Railroad; 4,602 tons over the road of the George's Creek; 977 tons over the Cumberland; and 1,524 tons over the Hampshire, making an aggregate for the week from the whole coal region of 10,571 tons. Total shipments for the year for the entire region 177,321 tons, of which 69,563 tons went by way of the canal, and 107,757 tons by railroad.

DE, Thu. 6/10/58, p. 1. **MARYLAND NEWS - Chesapeake and Ohio Canal Company.** - The Directors of the Chesapeake and Ohio Canal Company met in Washington yesterday.

In the annual report the officers say: 'We regret the discouraging aspect we are constrained to present, both as to the condition of the canal, the finances of the company, or the immediate prospect of relief from its present embarrassed state.'

The losses resulting from the destruction of dams No. 4 and No. 5, by the ice freshet of 1857, are stated at \$300,000.

These dams are still in a precarious condition, and No. 4 will require two weeks for repairs before navigation can be restored.

DA. Sat. 6/12/58, p. 2. **The Canal.** - Navigation on the Canal is still suspended and the coal interests are suffering materially in consequence. Business of every kind continues flat, and we can look for no improvement until boating is improved. Several weeks of the season have already been lost, and at the time when the greatest activity was manifest in the coal market.

Boatmen on a Strike. - The Canal boatmen have been on a strike for some days past. They demand an advance of 10 cents per ton for freight on coal between this port and Alexandria. The price paid until recently was \$1.25 per ton, but sometime since the companies refused to pay more than \$1.15. The boatmen then agreed to load for that sum, but announced their intention to demand the former rates in June. This they have done. Just now the Canal is not in navigable condition, and as there is no certainty when it will be, neither the operators or the boatmen seem to make overtures for an adjustment of difficulties.

*Sun, Wed. 6/16/58, p. 1. **Affairs in Allegany County.** - The Cumberland Civilian has the follow items:*

Canal Dam. - The latest news from dam No. 4 was received on Saturday evening, at which time Supt. Stone says there was seven feet too much water in the river to admit of his beginning operations to repair the breach. Since that letter was written the water has risen a foot or two more.

"*The Strike*" of the canal boatmen has not yet been settled. The canal just now is not in a navigable condition, and consequently neither the boatmen nor

companies have made any overtures tending toward a settlement.

Maryland Coal Trade. - For the week ending Saturday last 2,710 tons of coal were shipped over the Pennsylvania railroad; 5,164 over the George's Creek; 1,312 over the Cumberland; and 1,692 over the Hampshire road - making an aggregate for the week from the whole coal region of 10,889 tons. Total shipments for the year from the entire region, 188,209 tons, of which 69,658 tons went via canal, and 118,653 tons by railroad.

DE, Fri. 6/18/58, p. 1. **Chesapeake and Ohio Canal** - At last reliable accounts from Dam No. 4, on this great work, there was but little prospect of completing repairs, in consequence of the continued high water. On Friday of last week the river was estimated to be seven feet above the point at which it would be considered safe to undertake to place the cribs in their places. Since then a large amount of rain has fallen, and the repairs must be delayed until the water subsides.

Sun, Mon. 6/21/58, p. 2. **Another Break in the Canal.** - Another break has occurred upon the Chesapeake and Ohio Canal. About twenty feet of the embankment, at a point near the seven locks, and about nine miles above Georgetown, was washed out on Friday evening. This, it is said, can, however, be thoroughly repaired before the work on dam No. 4 is anything like completed.

DE, Mon. 6/21/58, p. 2. **MONTGOMERY COUNTY.** - This county was visited on Saturday last, by one of the severest rain storms that has ever been experienced here - causing the creeks and branches to swell into fearful torrents, overflowing their banks, and inundating all the lowlands in the vicinity. Much injury has been done to the

crops growing on meadow lands by the flood, while the pelting rain greatly prostrated the wheat. The loss to the farmers in this county, by the freshet is immense.

Mr. Browning, superintendent of the Second division of the Chesapeake and Ohio Canal reports that about sixty feet of the canal, on the nine mile level, near Conrad's Ferry, is washed out.

Sun, Tue. 6/22/58, p. 4. **Washington.**
Georgetown, D. C., Monday

Afternoon - During the last week there were thirty arrivals by canal; the revenue amounted to \$1,194. The work at dam No. 4, as well as at the other breaks, is being vigorously prosecuted. **Mercury.**

DE, Tue. 6/22/58, p. 1. **Chesapeake and Ohio Canal** - During the week there have been about thirty arrivals at Georgetown, solely of country produce, no coal having come down since last week. The cargoes consist chiefly of corn and wheat, with some flour and firewood. The receipts at the Georgetown Collector's office for the week were \$1,194.

The late heavy rains, it cannot be wondered at, have produced effects on the canal, yet considering everything the damage is really small. A break occurring on the berm bank at the mouth of Cabin John, in consequence of the great collection of water behind the Government dam, but this break is already repaired. Another break above, at the seven locks, near Seneca, will be finished in about three days. The chief mischief done has, however, been by the washing in of a bar below Harper's Ferry from the river. This will occupy a week to remove. At Dam No. 4 everything is in readiness for putting in the cribs, which were fortunately delayed and so saved from being washed out in their incomplete

condition by the late extraordinary rains. - *Nat. Intelligencer.*

*Sun, Wed. 6/23/58, p. 1. **Affairs in Allegany County.*** - We select the annexed item from the Cumberland Civilian:

Good Canal News. - A late letter from Superintendent Stone, written from dam No. 4, informs us that the work of sinking cribs in the breach of the dam was to commence on Monday morning, and it was thought the repairs would be so far completed by the last of this week as to allow boats to pass. At the tunnel boats are passing - the rock has nearly all been removed.

*Sun, Fri. 6/25/58, p. 1. **Affairs in Allegany County.*** - The Cumberland Telegraph states that a steam packet is now running regularly on the Chesapeake and Ohio Canal, between Georgetown and Harper's Ferry, making the trip each way in less than 12 hours. The same paper has the following:

Canal Dams Numbers Four and Five. - The importance of completing these two stone dams at the earliest practicable period, has induced the directors of the canal to apply to the several coal companies shipping coal by this channel for "material aid," to be taken out hereafter in tolls. With this view, a conference will take place in the city of Baltimore in a few days between the canal directors and the agents of the coal companies, and it is confidently anticipated that the necessary funds will be forthcoming. The Cumberland Coal and Iron Company, we are informed, has expressed through its agent a willingness to furnish its proportion. The amount of money required for this purpose is estimated at \$100,000.

*DA. Sat. 6/26/58, p. 2. **The Canal.*** - Seven weeks have elapsed since the suspension of navigation upon the Canal, by the break at

Dam No. 4, and the work is not yet completed. The latest information from that locality is that the first crib had been swung in on Tuesday morning, and that everything was in readiness to put the others in. It was supposed that it would require fully ten days to secure them properly.

Two other breaches occurred during last week. First, about twenty feet of the embankment was washed out at a point about nine miles from Georgetown, and secondly, a bar was washed in from the river below Harper's ferry. Each of the disasters, it was estimated, would require fully a week to repair.

The Coal Companies, it is said, contemplate furnishing the necessary funds for the completion of the stone dams Nos. 4 and 5, if a satisfactory arrangement can be made with the Canal Directors.

Drowned. - A man named Daniel Hughes, employed at Dam No. 4, fell from one of the cribs as it was being swung into its place, on Tuesday last, and was drowned.

*Sun, Tue. 6/29/58, p. 1. **Chesapeake and Ohio Canal.*** - Tomorrow there will be a called meeting of the board of directors of the Canal Company at Washington, at which will be present a delegation from the coal companies doing business through the canal. - The object of this is said to be to procure, if possible, a loan from these companies so as to secure the completion of the stone dams Nos. 4 and 5 the coming fall, both of which are now considerably advanced.

*Sun, Wed. 6/30/58, p. 2. **Affairs in Allegany County.*** - The subjoined items we find in the Cumberland Civilian:

Canal Matters. - Recent information from dam No. 4 gives us to understand that boats will be able to pass that place on today or tomorrow. - We might now safely state that the canal is in a navigable condition

throughout its entire length. There are no boats loading at our coal wharves yet; boatmen still refuse to take on shipments at the reduced price, and the coal companies do not seem inclined to accede to the boatmen's demands for an increase of freight. Quite a large number of boats are tied up at this place, from which the owners declare they will not move them until a fixed price is set for transportation.

Coal Trade. - For the week ending Saturday last 1,559 tons of coal were shipped over the Pennsylvania railroad; 4,368 tons over the road of the George's Creek; 1,060 tons over the road of the Cumberland; and 1,655 tons over the Hampshire company's road - making an aggregate for the week from the whole coal region of 8,643 tons. Total shipments for the year from the entire region 207,834 tons, of which 69,790 tons went by the way of the canal, and 138,094 tons by railroad.

Sun, Thu. 7/1/58, p. 4. Washington.

At the meeting of the directors of the Chesapeake and Ohio canal - all present - Mr. Brengle, the president, presided. Nothing definite was done in reference to a loan. It was determined to suspend work on dam No. 5, securing any that might possibly be injured thereby, and direct all the energies of the company to dam No. 4, so as to have it completed as early as possible.

DE, Thu. 7/1/58, p. 1. **The Chesapeake and Ohio Canal** - As this is miserable weather for getting coal to market, the various coal companies along the Chesapeake and Ohio canal, as well as numerous other interested persons, will be glad to learn that dam No. 4 has been so far repaired that boats will be able to pass this morning. It will also be a source of pleasure to the public to know that a meeting will be held this morning of the board of directors of the canal company at the City Hall in this

city, at which time and place will also be present a delegation from the coal companies doing business through the canal. We understand the object of this to be on the part of the canal board to procure, if possible, a loan from these companies so as to secure the completion of the stone dams Nos. 4 and 5 the coming fall, both of which are now considerably advanced. - *Washington Union, June 20.*

DA. Sat. 7/10/58, p. 2. **The Canal. - Its Ineffective Management.** - When the new officials undertook the conduct of this work, it was with the distinct promise that it should be managed in a manner that would not fail to benefit all the interests concerned. With such assurance, notwithstanding its officers were selected without reference to their fitness, but solely because they had performed services for party, which merited reward, we were not without reasonable hope that, for a while, at least, all their energies would be enlisted in the proper performance of the trust reposed in them. In this we have been disappointed.

The boating season opened under auspicious circumstances, and for some time a brisk and daily increasing trade was prosecuted on the Canal, when suddenly, it was announced that one of the Dams had washed out. The county had suffered severely the previous year from accidents of the same nature, and the people feared that they were again to be visited with a season of disaster and misfortune. The Know Nothing officials, through their presses, at once declared that the accident was unavoidable, (forgetting that the same plea from Democrats had met with taunts and mockeries and pitiless malignity,) and promised to have the work completed and the Canal in navigable condition within the space of one month. The limit expired, but the work was scarcely begun. Next, a slide of earth and rock occurred at the Tunnel,

and this, in its turn, was made light of, and the promise again given that it would be removed in a week or ten days, so that by the time the work at the dam could be completed, boats would be able to pass that point. Again the people trusted in the perspicuous promises, and again they were deceived. Several other minor accidents to the towpath, at various localities, requiring about a week each for repair, occurred in quick succession, until some nine or ten weeks have gone by since the suspension of navigation on the Canal, and there is no telling yet, when it will be returned.

Further, those entrusted with the repairs at Dam No. 4 are not only inefficient, but are really unfit for the work.

Notwithstanding their pretension to a thorough knowledge of everything necessary for the management of the work, they last week permitted one of the small cribs to be washed away when about to be placed in the breach, at a time too, when the water was four feet lower than when the large cribs were secured the previous year.

This was unquestionably caused by gross negligence. Probably, as was suggested by an opposition editor upon a previous occasion, under circumstances somewhat different, however, the work was delayed that the employees might reap the full measure of reward for their political services. The suspension is ruinous in its effects not only upon the coal and boating interests, but upon business in all its departments, in this county, as well as along the line of the canal. Business here is utterly prostrated - laborers, miners, and mechanics are out of employment and everything betokens depression.

Much of this is chargeable upon the managers of the Canal. If the proper care had been exercised, the breaches in the towpath might have been prevented, and certain it is, that if energy had been infused into the operations at Dam No. 4, the work

could have been completed a month, or at least, three weeks ago. The [illegible] which the work has thus far been conducted is inexcusable, and should bring [illegible] upon the heads of those who have it in charge.

The Know Nothing journals, having become tired of offering apologies to their readers for the dereliction of duty by the canal officials, have recourse to deception to shield the negligent and inert partisans from the indignation of the people, and we sometime since saw a statement to the effect that the Canal was in complete order throughout. This, it is needless to add, is not the fact.

DE, Tue. 7/13/58, p. 2. **Chesapeake and Ohio Canal** - The Chesapeake and Ohio Canal has had one of its lightest weeks since our last report, the amount collected at Georgetown having been just 144. It is confidently expected that by the middle of the week the great hiatus at Dam No. 4 will be closed up, the water admitted to the canal, and navigation be resumed throughout.

Sun, Wed. 7/14/58, p. 1. **Affairs in Allegany County.** - The Cumberland Civilian contains the following:

The Boatmen's Strike. - The strike of the canal boatmen on the Chesapeake and Ohio canal is not yet settled. One or two coal companies have signified their willingness to give \$1.25 per ton on freight to Alexandria - the price struck upon is \$1.15 and the price demanded is \$1.35 - provided all the companies shipping by this avenue will agree to pay the same; but we learn that two of the largest shipping companies still refuse to give more than \$1.15. The boatmen are satisfied to boat coal for \$1.25 for the balance of the season, but positively assert that next year they must receive a fair remuneration, which they say

is \$1.35. It is doubtful whether any coal will be sent to market via canal this week, although the entire line of canal is now reported in excellent navigable order.

Ibid, p. 4.

[Transcriber's Note: The above ad first appeared on July 3 and ran daily for that month. Harper's Ferry is approximately 60 miles from Georgetown; making the trip in 12 hours = 5 mph. Passenger packets had the priority in locking through, nevertheless 5 mph is good time.]

Sun, Thu. 7/15/58, p. 1. **Canal Navigation Resumed.** Martinsburg, Va., July 14. - The repairs at dam No. 4 on the Chesapeake and Ohio Canal were completed yesterday, and navigation was resumed today.

Sun, Fri. 7/16/58, p. 2. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph:

The Canal. - We are happy to state, on reliable information, that the canal is now in complete navigable order throughout its entire length. The cribs at dam No. 4 have all been put in and firmly secured. The bars and slides have all been removed and the whole week put in better order than it has been in for several years.

Maryland Coal Trade. - For the week ending Saturday 1,763 tons of coal were shipped over the Pennsylvania railroad; 6,141 tons over the George's Creek; 1,565 over the Cumberland; and 1,363 tons over the Hampshire, making an aggregate for the week from the whole coal region of 10,833 tons. Total shipments for the year from the entire region 239,190 tons, of which 72,151 tons went by way of the canal, and 167,039 tons by railroad.

DE, Fri. 7/16/58, p. 1. The great hiatus, at dam No. 4, on the Chesapeake and Ohio Canal was effectually closed on Monday, and navigation restored on Tuesday. The whole line of the work is now in better order, perhaps, than it has been for years.

The boatmen still adhere to their determination not to carry coal without an increase of the price per ton between this port and Alexandria. On Monday it was rumored that the coal companies had agreed to give \$1.25 per ton, and that the boatmen had accepted, but while the latter were willing to resume operations at that price, the former with a single exception, were averse to the concession.

DA, Sat. 7/17/58, p. 2. **The Canal.** At last, after an interval of about ten weeks the announcement is excellently heralded forth that the Canal is in navigable condition.

The statement is suggestive of some inquiry as to whether the extent of the damage to the work was commensurate with the length of time occupied in its repair, and whether that efficiency and energy were displayed which were necessarily supposed to pertain to those who assumed "peculiar fitness" for the management of the work.

On the 9th of May, a breach occurred to the cribbing of Dam No. 4. which, by the statement of the opposition press, was about eighty-five feet in length. Mr. Stone, it was asserted, was at the scene of disaster a day or two after, and within a few days had sufficient lumber and a heavy force of hands on the ground. The work of repair was then immediately commenced, and not until now, the middle of July, is it finished. It is due to the coal companies, who have by the delay been unable to fill their contracts, and thus subjected to heavy loss; due to the miners and boatmen who are dependent upon the Canal for the means of support; due to the merchant and mechanic, and indeed those

engaged in any of the business pursuits along the line of the canal, and more especially in this locality, and who are either directly or indirectly affected by the suspension of navigation; due to the stockholders, who have entrusted the Canal to these gentlemen, so peculiarly fitted (?) for its management; it is due to each and all these, we say, that some reason should be given for the prolonged cessation of trade. - Let them speak out! Was it the water was too high ay adjust the cribs at Dam No. 4? To offer such a reason is a virtual acknowledgement of incompetency, for it is notorious that the water is now, and has been for some time past, lower than when those large cribs were put in last year. What is the reason then? We confess that unless we attribute it to unfitness for the accomplishment of the work required we are at a loss for any.

But an effort in being made by the opposition press to throw dust in the eyes of the credulous, and create an erroneous impression in the minds of those who are not familiar with the relative difficulties of the present and past year. A contrast is instituted between the time occupied in repairing the injuries caused by the breaking up of the ice in February, 1857, and that employed in repairing the damage this year, but very wisely silence is preserved as to the comparative extent of the injuries. The fact of itself is a negative admission of the charge of dereliction, and it is obvious that recourse is had to this questionable expedient solely to conceal the delinquencies of the present officials. We shrink not, however, from the issue thus forced upon us, feeling assured that a plain statement of facts will condemn the present management of gross inertness and procrastination. Sometime in February, 1857, Dam No. 5 was carried off. The injury was of a serious nature - nearly *six hundred feet* of the cribbing having been

swept out. During the spring and before the repairs were completed, a breach occurred at Dam No. 4, the one to which the present repairs have been made. This rupture extended almost entirely across the Dam - though, unlike Dam No. 5, it was not carried off to the bottom. This year the break at Dam No. 4 was only about eighty-five feet in length. Some minor accidents occurred to other portions of the Canal, during the period occupied in its repair, but all were completed before the adjustment of the cribs at the Dam. The cases are very dissimilar, and it will require but little discernment to see the difference. A simple illustration will make it plain. Ten weeks were required to repair a breach of 85 feet, and one crib was suffered to float away; at that rate it would have taken about sixteen months to have repaired the breach at Dam No. 6, and seven cribs would have been lost, to say nothing of the damage to Dam No. 4. The inference is plain.

In regard to the removal of earth and rock from the Tunnel, we have only to say that instead of 1,500 yards, the quantity removed by the old officials, amounted to 2,700 yards. The opposition press estimate the quantity brought down by the late slide, at about 8,000 yards, and say that it was taken out and carried one mile, within twenty working days. We defer to their judgment, whether, with a limited space to work, and but a small number of men, 8,000 yards of earth and rocks could be removed in twenty days? We think it is quite improbable, and further, we have the declaration of a gentleman, who visited the tunnel that not more than 1,000 or 1,500 yards were to be removed.

We are told, too, that the old officers transmitted to their successors a depleted treasury and a work burdened with debt; but it should not be forgotten that one of the claims of Col. Maulsby and the old board in their application for a writ of injunction was

based on the fact that they had incurred heavy debts on their personal responsibility, and which they hoped to realize out of the revenues by the expiration of their term. What a contrast is this to the action of the present board? Have they secured, or even attempted to secure, a loan for the completion of the stone dams, by pledging their earnest personal endeavors for its payment? Far from it. Indeed, at the meeting for consultation between the coal companies, whose interests are inseparably connected with this work, and the Canal board, they were unable to inspire sufficient confidence to gain any assistance, and as a consequence, it was determined to suspend the work on Dam No. 5.

Is it necessary to pursue the subject further? From a plain statement of fact nothing is evoked but evidence of duty neglected, time wasted and labor misdirected. Possibility the officials can relieve themselves from the charge that like a yoke sits heavily upon them, but we opine it will require something more than mere allusions to the policy and practice of their predecessors.

The Strike among the Boatmen. -

The differences between the coal companies and the boatmen with respect to the price of carrying coal, we believe have not yet been fully adjusted, though we were informed yesterday that some of the companies are now shipping coal. Now that the Canal is in navigable condition, we feel satisfied that a settlement will be speedily effected. It has been argued, in mitigation of the tardiness of the canal officials, that there was no necessity for pushing the work, because of these differences. The fallacy of such an argument is obvious, for no sooner is the Canal in order than a partial compromise is effected, and the indications are that the whole matter will be satisfactorily arranged

and all the companies commence shipping in a few days.

Sun, Mon. 7/19/58, p. 4. WASHINGTON.

A gentleman from Georgetown reports the arrival of one or two cargoes of flour by canal, and adds that the stream is covered with boats laden with coal, all nearing Georgetown. We may, then, safely announce the arrival of the coal fleet.

DE, Fri. 7/23/58, p. 1. The Chesapeake and Ohio Canal. - It has already been stated that the difficulty between the coal companies and the boatmen had retarded the business upon the canal. The "strike" (says the *Cumberland Civilian*) "remains unsettled, and boating matters upon the canal are still *status quo*. As we stated last week some of the companies had signified their willingness to give \$1.25 per ton freight, (which price is at present satisfactory to the boatmen) but one of the largest shippers - the Cumberland Coal and Iron Company - still refuse the advance from \$1.15 to \$1.25, and of course, *large* bodies control *smaller* ones - hence no price can be established until that company is agreed. The persistent course of the Cumberland Coal and Iron Company is very strongly condemned by the citizens of this county in general, and perhaps very justly too."

DE, Sat. 7/24/58, p. 1. ALLEGHANY COUNTY. - The strike among the boatmen has ceased, and they have again gone to work at the old price, \$1.50 per ton. - It is now thought that a brisk business will be done on the Chesapeake and Ohio Canal.

Sun, Tue. 7/27/58, p. 2. GEORGETOWN.

Business along our canal and river wharves this morning, especially at the latter, presents an unusually lively and encouraging appearance. At many of the

wharves the vessels (large coasters) are lying three abreast, and the amount of merchandize, flour, &c., being discharged and received, is very heavy. We should think there is now in port sufficient to take away from ten to fifteen thousand tons of produce, and others are constantly coming. Now that navigation is fully resumed upon the canal, all find it an easy matter to secure return cargoes of coal, flour, grain, &c.

We learn this morning that the difficulty among the captains of the boats and the coal companies at Cumberland has been settled, by the boatmen receding from their position and consenting to transport the coal down at the former rate of freight - \$1.15 per ton.

DE, Tue. 7/27/58, p. 1. The Chesapeake and Ohio Canal fully resumed navigation throughout on Thursday last. On the evening of that day the first canal boats since the repair at dam No. 4 arrived at tide water. Since that about forty cargoes have come down, with destinations for Georgetown and Alexandria. It is to be hoped, and at present there seems to be no reason to fear, that the rest of the season will continue favorable to a large transmission of coal from the Cumberland mines by canal to a seaboard market. - *National Intelligencer*.

Mon. 7/26/58, p. 2. **Death from Drinking Whiskey.** - At Mercerville, Va., on the Chesapeake and Ohio Canal, last week, a man named Jacob Barks drank a quart of whiskey, and laid down in the public road, where he died in the course of a half hour.³

Sun, Thu. 7/29/58, p. 4. **WASHINGTON.**
At Georgetown one hundred boats have already arrived since the opening of the canal. Three-fourths of that number have brought cargoes amounting in the aggregate to 7,500 tons of coal and 6,000 bbls of flour.

Sun, Fri. 7/30/58, p. 4. The margin of the Potomac, in every direction, presents a scene of gratifying activity. - Large quantities of wood and coal, lumber and other building material are now pouring in; whilst all rejoice to witness the daily arrivals of boats on the Chesapeake and Ohio canal, with coal, flour and other articles. Mercury.

DE, Fri. 7/30/58, p. 1. **Chesapeake and Ohio Canal Report.** - We are indebted to D. W. McCleary, Esq., one of the Directors, for a printed copy of the thirtieth annual report of the President and Directors of this company. From it we see that the financial affairs of the company from the 1st January, 1857, to 31st March, 1858, when the official term of the present Board commenced, were as follows: On the 1st January, 1857, there remained in the treasury, after paying current expenses, an unexpended balance of \$59,763.06. Total receipts from 1st January, 1857, to 31st March, 1858, from all sources \$234,030.49. Expenditures for same period \$280,074.05, leaving a deficiency of \$46,043.60, after absorbing the whole revenues, in addition to the unexpended balance on 1st January 1857 of \$59,763.06 and the \$71,500 borrowed during that year.

We learn further that, in view of the urgent necessities of the Board for protecting and completing the works at Dams Nos. 4 and 5, they have been compelled to appeal to the coal companies to extend the loans procured from them in 1857, and payable from the revenue of the present year, to next year, to which, it is stated, they have readily assented. It is apprehended that, even though the trade on the canal should be much greater than formerly, and if the Board succeeds in rendering navigation reliable, it will require two years to place the work and the finances in as good condition as they were two years ago. - *Cumberland Telegraph*.

³ *Richmond Dispatch*, Richmond, Virginia.

DA. Sat. 7/31/58, p. 2. The Chesapeake and Ohio Canal is in navigable order throughout its entire length, and the Canal trade is getting quite brisk. On Tuesday a fleet of 26 boats left this port.

Sun, Mon. 8/2/58, p. 4. Captain Hollingsworth, the gentlemanly collector of the Chesapeake and Ohio Canal here, reports the arrival during the week to be in all 144, 80 of which contained cargoes of coal. The revenue may be set down at \$4,500.

Nearly all the flouring mills are ready for grinding, but as yet, little or no wheat has reached this market. The fleet of boats on their second trip, however, may bring sufficient quantities of grain to set all the wheels in motion. Mercury.

Sun, Thu. 8/5/58, p. 2. **Affairs in Frederick County.** - The Frederick Examiner states that the \$100,000 loan effected by the Chesapeake and Ohio Canal Company was obtained from the several coal companies. *Ibid.* p. 4. *Georgetown, D. C., Wednesday Afternoon.* - As the canal boat "Flying Cloud" was yesterday afternoon returning from a pleasure excursion, George Ludike, the steersman, was accidentally knocked overboard and drowned. The body was recovered. Mr. Ludike was generally esteemed.

The canal navigation continues active, bringing large quantities of coal, flour, &c. Mercury.

Sun, Fri. 8/6/58, p. 1. **Affairs in Allegany County.** - We select the annexed items from the Cumberland Telegraph:

Steam Canal Pump. - in consequence of the low stage of water in the Potomac and the large number of boats leaving this port daily, the steam pump at Harness' Bottom was put in operation a few days since to

supply any deficiency in water that may occur. The pumps are performing most admirably.

Maryland Coal Trade. - For the week ending Saturday 6,891 tons of coal were shipped over the Pennsylvania Railroad; 5,796 tons over the George's Creek; 2,973 over the Cumberland; and 1,800 tons over the Hampshire road, making an aggregate for the week from the whole coal region of 17,462. Total shipments for the year from the entire region 282,402 tons. During the season 862 canal boats cleared this port, carrying 104,050 07 tons of coal. Owing to causes which we have from time to time named, the shipments of coal up to this time, compared with the corresponding period of last year, show a falling off of 71,776 tons. The coal trade for this year over the canal, should the navigation continue uninterrupted, will very probably exceed 200,000 tons. It lacks but about 19,000 tons now of reaching the figures of last year.

DE, Fri. 8/6/58, p. 1. **MARYLAND NEWS - Alleghany County** - The weather during the latter half of last week, was excessively hot at Cumberland. The recent rains have, however, rendered it more agreeable.

The boating business on the Chesapeake and Ohio Canal is getting quite active, and a large amount of coal begins to go forward.

DA, Sat. 8/7/58, p. 2. **The Canal.** - The Board of Directors of the Chesapeake and Ohio Canal have succeeded in negotiating a loan of \$100,000 with the coal companies operating in the Maryland coal field. - This sum is deemed sufficient to complete the stone dams at Nos. 4 and 5, and we may now expect the work to be pushed forward with energy and vigor.

Business on Canal. - Quite a brisk business is now doing in Canal navigation. Up to yesterday noon of the present week 107 boats cleared this port, carrying about 11,800 tons of coal. These figures give a pretty fair idea of the loss sustained by the Canal, as well as the coal interests, by the prolonged suspension of navigation.

Sun, Mon. 8/9/58, p. 4. Georgetown, D. C. - The Chesapeake and Ohio Canal has had another successful week. One hundred and twenty boats have arrived - the revenue amounting to nearly \$3,400 at this point alone. It will prove a good month when all the reports are in. Mercury.

DE, Tue. 8/10/58, p. 1. The Chesapeake and Ohio Canal continues in good order, and is doing a large business. During the week up to Saturday evening last ninety-three arrivals at Georgetown collection office were reported, of which eighty-three were canal boats from Cumberland, bringing exceeding nine thousand tons of product. The receipts for the week were about \$3,500. *Nat. Intel.*

Sun, Wed. 8/11/58, p. 1. Affairs in Allegany County. - We copy the subjoined items from the Cumberland Civilian:

Canal Business. - We are happy to announce still a greater increase of business on the canal. - For the week ending Saturday last, *one hundred and forty-one boats* left this place for tide water, carrying 15,412 tons of coal, which is decidedly the largest week's work ever done on the canal, and fully as large as can be done with the present equipments upon its line. If this spirit of business is kept up till the end of the season, the shipments of coal by canal will greatly exceed the expectations of all. There is still a full supply of water at this place, and there is nothing apparent likely to interrupt navigation until the cold weather sets in.

Business Slightly Improving. - Since the resumption of active navigation on the Chesapeake and Ohio Canal, business in this city and throughout the mining districts seems to be slightly improving, and fewer idle people are to be seen than was observable two weeks since.

Sun, Thu. 8/12/58, p. 4. On Monday morning as the little canal steamer Antelope was on her trip to Harper's ferry, and had gone some distance above Georgetown, Capt. M. C. Meigs, in charge of the Washington aqueduct, who was on board, observed something in the water like a bundle of rags. In an instant more he observed a hand also, and signified to the captain of the boat that there was someone in the water. As the boat had too much headway on her to be suddenly stopped, Capt. M. leaped into the canal to assist the struggling person, who proved to be a woman servant employed on the boat. He had much trouble in preventing the woman's drowning by the weight and entanglement of her dress, but at length, vigorously assisted by Mr. H. Hutchins, of Georgetown, who was happily near at the time, Capt. Meigs was enabled to save her from a watery grave. Capt. M. was a good deal exhausted by his efforts.

Sun, Fri. 8/13/58, p. 2. Affairs of the Chesapeake and Ohio Canal. - The board of directors of the canal met at Berkeley Springs, Va., on Friday, 6th inst., and adjourned on Tuesday. They were met there by a number of gentlemen from New York city, and Cumberland, Md., concerned in coal mining and the navigation of the canal, and fully consummated the arrangements for a loan of \$100,000 to the canal company wherewith to complete dams Nos. 4 and 5.

Affairs in Allegany County. - We copy the following items from the Cumberland Telegraph:

Maryland Coal Trade. - For the week ending Saturday 8,852 tons of coal were shipped over the Pennsylvania Railroad; 5,524 tons over the George's Creek; 3,911 tons over the Cumberland; and 1,127 tons over the Hampshire road, making an aggregate for the week from the whole coal region of 19,415 tons. Total shipments for the year from the entire region 347,320 tons. During the season 976 canal boats cleared this port, carrying 116,266 tons of coal. Of this amount 231,054 tons went by railroad.

DA, Sat. 8/14/58, p. 2. **The Canal.** - The last annual report of the President and Directors of the Chesapeake and Ohio Canal Company contained strictures upon the management of that work by their predecessors, that have constrained Col. Maulsby to make a reply, in which is given a full history of the disasters and difficulties that attended the work while under their control, and a complete refutation of the charges made against himself and his colleagues in the direction.

Overboard. - The regular annual picnic of the Presbyterian Sabbath School was held in a grove on the line of Canal, on Wednesday last. As the boat conveyed the company thither, was about entering the lock eight miles from town, her bow struck one of the abutments, causing a gentleman of the party to lose his balance and fall overboard. He was speedily rescued, however, without sustaining other damage than a ducking. The remainder of the day passed pleasantly, no other accident occurring to interfere with the enjoyment of the participants.

Sun, Sat. 8/14/58, p. 4. *Georgetown, D. C., Friday Afternoon.* - The arrivals by Chesapeake and Ohio Canal since Saturday inst. are 120. Of those 100 contained cargoes of coal, amounting to 11,000 tons. Ten boats brought flour, the remainder limestone, bark, &c. The revenue for the week will reach about \$5,500. The canal is at present completely blocked up with boats, and the water low. Mercury.

DE, Sat. 8/14/58, p. 2. **Affairs of the Chesapeake and Ohio Canal** - The Board of Directors of the Canal held their last meeting, commencing on Friday, the 6th instant, and closing late on Tuesday evening, at Berkeley Springs, Va. They were met there by a number of gentlemen from New York City, and Cumberland, Md., concerned in coal mining and the navigation of the canal, with the object of consummating the arrangements for a loan of \$100,000 to the canal company wherewith to complete dams Nos. 4 and 5, as we have heretofore stated. The result was that the said arrangements were fully consummated and the necessary contracts entered into and signed. By these the money will be forthcoming, and not as it is wanted for the said structures, the loaning parties receiving the lien permits of the nature of receipts for tolls during the year 1859. These terms appear to be judicious and liberal, and it is now claimed that the future of the canal, to all human appearance, is rid of the only great cloud which menaced its fortunes. The work at dam No. 4 is going steadily and successfully forward; the work at dam No. 5, which had been suspended for lack of funds, will be immediately resumed. The September meeting of the Board will also be held at Berkeley Springs. - *National Intelligencer.*

Sun, Tue. 8/17/58, p. 4. The amount of tolls on the Chesapeake and Ohio canal, all

points, is \$9,026. For the present month, should there be no break, it is estimated that the revenue will reach \$30,000. A gentleman just from the Allegany coal region says the shipments of the last week were larger than ever before known. The proprietors had made arrangements for fifty or sixty new boats to be towed by steamboat from New York, for this trade. It is possible that they will be now delayed a short time to be furnished with the recently discovered improvement in their propelling power.

Sun, Wed. 8/18/58, p. 4. WASHINGTON. Alexandria, Va., Tuesday Afternoon.
- The coal business continues active, and large fleets of vessels have been loaded and departed since the resumption of navigation on the canal. Mercury.

Sun, Fri. 8/20/58, p. 1. Affairs in Allegany County. - We copy the following from the Cumberland Telegraph:

Dam Number Five. - The original contract with Lemmon, Clark & Brown, for the construction of dam No. 5, on the canal, has been annulled, and a new arrangement made with Wm. Brown, Esq., for its completion. He is now the sole contractor. He expects to complete the work by the first of December next.

Government Appointment. - Thomas L. Patterson, Esq., of this city, has been appointed engineer in chief of the new dam to be thrown across the Potomac at Harper's ferry, to supply the armory with water.

The Maryland Coal Trade. - For the week ending Saturday, 7,348 tons of coal were shipped over the Pennsylvania railroad; 4,322 tons over the George's Creek; 3,876 over the Cumberland; and 1,655 tons over the Hampshire, making an aggregate for the week from the whole coal region of 17,203. Total shipments for the year from the entire region 367,608 tons, being only 19,559 less than for the same time last year.

During the season 1,098 canal boats cleared this port, carrying 126,774 tons of coal. Of the total amount 240,834 tons went by railroad.

DE, Fri. 8/20/58, p. 1. **MARYLAND NEWS** - The President and Directors of the Chesapeake and Ohio Canal will, after their September meeting, hold their monthly meetings in Cumberland until the completion of dams Nos. 4 and 5.

The original contract with Lemmon, Clark & Brown, for the construction of dam No. 5, on the Chesapeake and Ohio canal, has been annulled, and a new arrangement made with William Brown, Esq., for its completion.

DA, Sat. 8/21/58, p. 2. **Appointed.** - It affords us pleasure to state that T. L. Patterson, Esq., of this city, has been appointed to the superintendency of the Dam to be built across the Potomac, at Harper's Ferry. Mr. P. is thoroughly skilled in the engineering profession, and his appointment is a suitable complement to his worth and ability.

DE, Tue. 8/24/58, p. 2. **The Chesapeake and Ohio Canal.** - For the week ending Saturday evening last the report is as good as the previous week's for arrivals of boats, and in respect to revenue foots up perhaps better than any week ever before. There arrived at the Georgetown collection office one hundred and seventeen boats, of which eleven carried cargoes of farm produce, limestone, wood, &c., the remainder coal, amounting in all to not much less than 12,000 tons. The ascending trade a toll of \$527, the descending of \$5,921; making a total of \$6,448 received in a single week, to which must be added a considerable amount paid at Cumberland, perhaps \$1,500 more. As it may be a matter of interest to many friends of this great and now reviving work

to know what some of the leading coal companies are doing, we append their respective proportions of last week's tolls for coal. Thus the Alleghany Company paid \$658, the American \$1,571, the Cumberland Coal and Iron Company \$1,374, the Detmold \$360, Sherman \$994, and Wilson \$284. Great activity of course prevails in shipping both at Alexandria and Georgetown, and the prospects for continued trade are very fair. - *National Intelligencer*.

Sun, Fri. 8/27/58, p. 1. **Affairs in Allegany County.** - The Cumberland Telegraph is rejoicing over the good health of that town, and the continuance of uninterrupted navigation of the canal by means of the steam pump, but grumbles about the want of rain and the setting in of very cool weather, there having been frost in the western section of the county for three nights in succession, without doing any damage, however. It has also the following items:

Maryland Coal Trade. - For the week ending Saturday, 8,614 tons of coal were shipped over the Pennsylvania railroad; 5,588 tons over the George's Creek road; and 1,724 tons over the Hampshire road, making an aggregate for the week from the whole coal region of 15,927 tons; total shipments for the year from the entire region 379,846 tons. During the season 1,205 canal boats cleared this port, carrying 138,500 tons of coal. Of the total amount, 241,346 tons went by railroad.

Canal Dams. - The work on the canal dams Nos. 4 and 5 is, we are happy to learn, progressing rapidly toward completion. The contractors are vigorously at work, with a large force of hands, and hope to complete both by the first of December.

Ibid, p. 4. **WASHINGTON, Aug. 27.**

Mr. Lewis Gordon, who was accidently shot by his own gun whilst his wood-boat was lying in Washington canal,

was removed to the infirmary, where a separate and comfortable room is assigned to him, and the attendance of our most skillful physicians secured. Mr. Gordon's residence is in the neighborhood of Mount Vernon.

On the Chesapeake and Ohio Canal since Saturday there have been 108 arrivals. Ninety cargoes of coal, nine with flour, grain, &c., and the remainder wood, bark, &c. The revenue of the week may be set down at \$5,300.

DE, Tue. 8/31/58, p. 1. The Chesapeake and Ohio Canal continues to be ploughed by scores of busy keels, which are weekly bringing great quantities of coal to market. For last week the report is the arrival of one hundred and twenty-nine boats, of which seventeen were various cargoes of country produce, and the remaining one hundred and twelve were freighted with coal from Cumberland. The total of coal for the week exceeded 12,000 tons, with a money receipt at the Collector's office of \$5,284, distributed as follows: Ascending trade, \$397; descending, \$4,897. The coal account alone foots up \$4,335. These results are far beyond past experience, and must be exceedingly gratifying to all interested in the canal. It is also gratifying to find that the Sunday law works so well; indeed, without it, so heavy a trade as that doing at present would require an addition to the force of lock-tenders, &c., whose powers are even now taxed to their utmost ability to bear. Every week's experience proves some new fact in favor of the firm maintenance of this regulation, and it is to be hoped that no shortsighted weakness will be permitted to interpose itself until the Sunday law has had the full and fair trial of a whole season; if that scope be given it, there is good reason to believe it never will be repealed. - *Nat. Intel.*

Sun, Wed. 9/1/58, p. 1. **Chesapeake and Ohio Canal.** - The water in the canal is very low on the level near Cumberland, and several boats are fast on the bottom. The steam pump, however, is at work doing good service. The water in the Potomac river and Wills' creek is also very low. The Cumberland Civilian fears navigation on the canal will be partially stopped, if there is not soon a good rain. The Civilian says:

Business on the canal for the week ending on Saturday last was very good; for that time 113 boats left Cumberland for tide water, with 10,844 tons of coal, making for the season 1,318 boats, carrying 149,344 tons of coal.

DE, Thu. 9/2/58, p. 1. **The Chesapeake and Ohio Canal.** - The Collector's report for the month just concluded show receipts for tolls amounting to upwards of \$32,000, and although this exhibits a large increase over previous months, and perhaps greater than ever before for one month, yet it is approximate only to the income that will in all human probability be realized the coming year. This increase is due to the trade in coal, the produce of the Maryland mines, which has been received and shipped in such large quantities. Vessels are scarce at Georgetown and Alexandria, and are much wanted for Eastern ports. Engagements are making for New York at \$1.30 per ton; for Boston \$1.55; for Providence \$1.50; for Albany \$1.75; and for other ports in proportion. Flour pays 25 cents per barrel to Boston and 20 cents to New York. It may also be noticed in this connection that vessels arriving at and clearing from Georgetown or other District ports are not subjected to quarantine charges or port expenses, such as harbor masters' fees, ballast, wharfage, search fees, or commissions. In view of the well-established flour and grain trade, the

certainty of the completion of Dams Nos. 4 and 5 on the canal, and the just confidence in the permanency of the coal trade to an almost unlimited extent, it must be obvious that there is little or no extravagance in the expectation that Georgetown, at the head of tide-water, will some day be to the United States what Newcastle is to England. The Board of Directors meet on Friday at Berkeley Springs, in regular monthly meeting. - *Nat. Intelligencer*.

Sun, Sat. 9/4/58, p. 4. *Georgetown, D. C., Friday Afternoon.* - The Chesapeake and Ohio Canal continues in good order, bringing down immense quantities of coal.

DE, Tue. 9/7/58, p. 2. The Chesapeake and Ohio Canal trade for the week past gives a return of one hundred and eleven arrivals at the collection office, of which fifteen were with various cargoes, and the remaining ninety-six with coal, being upwards of 10,000 tons. The week's receipts were \$5,737, of which \$3,216 belongs to the month of September. Reports from above are entirely favorable, except from the first, or Cumberland level, which for twenty miles has suffered from low water. - *Nat. Int.*

Sun, Wed. 9/8/58, p. 1. **Affairs in Allegany County.**

Low Water. - Water is yet low in the river and creek, and still falling. Boats cannot take on a full load, and even with what they have, experience much difficulty in getting through the Cumberland level. During last week 106 boats with 10,120 tons of coal, took their departure.

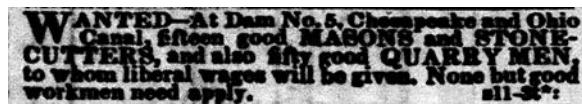
Steam Canal Boats. - We learn that two or three steamboats are in course of construction upon the line of the Chesapeake and Ohio Canal. The steam propeller "Jas. L. Cathcart" is still running upon our canal.

Sun, Thu. 9/9/58, p. 1. **Affairs in Washington County.** - The Hagerstown Herald has the following item:

A Change in the Canal. - It is stated in the Hancock Journal that Lewis G. Stanhope, superintendent of the Hancock division of the Chesapeake and Ohio Canal, has resigned, and that James Resley has been appointed to fill the vacancy.

DA, Sat. 9/11/58, p. 3. **The Canal.**

A good degree of activity is manifested in business on the Canal, notwithstanding the scarcity of water on the Cumberland level. The boats on this account carry light loads. For the week ending yesterday, 99 boats had left this port. The suggestion of a correspondent in today's *Alleghanian* that something ought to be done to remove the obstruction to navigation caused by a deficiency of water, is worthy the attention of the Board of Directors. If this difficulty can be obviated, by all means let it be done.



[Transcriber's Note: The above ad first appeared on Sep. 11, and ran 3 times. Part of the saga of dams Nos. 4 and 5.]

DA, Sat. 9/11/58, p. 2. **Death from Burning.** - A boatman named Joshua Dick, from Hancock, Md., died on board the Canal boat, "Inglehart," lying at Lynn's wharf, on Monday, from injuries received by the explosion of an ethereal oil lamp on the previous day. The deceased was a young man and bore a good reputation.

DE, Tue. 9/14/58, p. 4. The Board of Directors of the Chesapeake and Ohio Canal have appointed Mr. James Resly General Superintendent, in place of Mr. Lewis G. Stanhope, resigned.

DA, Sat. 9/18/58, p. 2. **Breaking of the Canal Pump.** - A serious mishap occurred to the Canal Pump at Harness' Bottom, last week, by the breaking of a portion of the machinery connected with the pump. It will require fully three weeks to repair the damage. With the pump in full operation there was a scarcity of water on the Cumberland level, and unless we soon have a good [illegible].

Sun, Mon. 9/20/58, p. 4. *Georgetown, D. C.* - The returns from all points on the Chesapeake and Ohio Canal show the revenue for the month of August to have been \$30,908.33. During the week just closed, upwards of 100 boats have arrived, bringing nearly 9,000 tons of coal, and yielding about \$1,000. The work on the new stone dams is progressing rapidly.

Yesterday Henry Cosgrove, a native of Ireland, met an accidental death by being crushed between two scows on the canal.

DA, Sat. 9/25/58, p. 2. **The Canal.** - A breach occurred in the Canal bank near Georgetown, on Tuesday last, said to be about fifty feet in extent. We have not heard the particulars of the matter, but it occurs to us that as there has been no heavy rains of late to cause such a disaster, it must have resulted from [illegible] but a slight decrease in the number of departures from this port - 76 boats having left here during the week ending yesterday, carrying an average of about 95 tons of coal. The revenue from all points on the Chesapeake and Ohio Canal, for the month of August, amounted to \$30,908.33.

Dam No. 4. - The construction of Dam No. 4 on the Chesapeake and Ohio Canal is rapidly progressing. The editor of the Hagerstown Herald and Torch visited the Dam last week, and says there are about two hundred hands employed upon it, and that

some four hundred and fifty feet of the Dam are now completed. - The contractor expects to have the whole Dam constructed by the 1st of December next.

Drowned. - On Thursday of last week a boat loaded with stone to be used in the construction of Dam No. 4, on the Chesapeake and Ohio Canal, capsized near the Dam. There were four men in the boat at the time, three of whom reached the shore, but the fourth, a native of Ireland, named Bear, was drowned.

Sun, Sat. 9/25/58, p. 4. The Chesapeake and Ohio Canal is having another glorious month for trade. The revenue for September may, almost beyond adventure, be set down at \$30,000. *Mercury.*

ES, Mon, 9/27/58, p. 2. The packet boat M. C. Meigs, of the Messrs. Ritter Canal line, has been drawn off for the remainder of the season. We understand that the object of the proprietors in drawing her off is for the purpose of giving her a thorough overhauling and repair, and probably remodeling her by converting her into a steamboat instead of a horse boat as heretofore. This will still leave a daily line on the canal - the steamers Antelope and the Argo.

Sun, Mon. 10/4/58, p. 4. **WASHINGTON Oct. 3**

Georgetown, D. C. - Nearly 5,000 tons of coal were received during the last week by canal from Cumberland, the revenue reaching \$4,800.

At Alexandria. - Six hundred tons of iron rail have arrived at Alexandria via canal from the Mount Savage works, near Cumberland, for the Orange and Alexandria railroad. American iron, in numerous instances, has been found superior to the imported.

DE, Tue. 10/5/58, p. 1. The Chesapeake and Ohio Canal is having another glorious month of trade. The revenue for September may, almost beyond peradventure, be put down at \$30,000. - *Alexandria Sentinel.*

Canal Receipts. - The receipts of tolls at the Georgetown Collector's office, of the Chesapeake and Ohio Canal, for the week ending on Saturday last, were \$4,800; 77 boats arrived, 50 of them from Cumberland, bringing about 4,800 tons of coal, and the remainder from other points, with flour, grain, &c.

Sun, Fri. 10/8/58, p. 2. **Affairs in Allegany County.** - The Cumberland Telegraph has the following:

The Canal - Low Water. - Owing to the long and uninterrupted continuance of the drought, the water in the Potomac and Will's creek has nearly given out. As a consequence navigation on the canal has been in a measure suspended. - Boats are lying in the basin and canal unable to move, and without rain they will remain aground. The drought is operating seriously against the coal interests. Shipments will be much curtailed. During the past week 76 boats left this port, carrying 6,418 tons of coal.

Maryland Coal Trade. - For the week ending Saturday last, 6,342 tons of coal were shipped over the Pennsylvania Railroad; 5,327 tons over the George's Creek; 7,102 tons over the Cumberland; and 1,102 tons over the Hampshire Road, making an aggregate for the week from the whole coal region of 12,772 tons. Total shipments for the year from the entire region 480,945 tons. During the season 1,735 canal boats cleared this port, carrying 199,219 tons of coal.

DE, Fri. 10/8/58, p. 1. For the week ending October 6, 76 boats left Cumberland, carrying 6,418 04 tons of coal.

Today the President and Directors of the Chesapeake and Ohio Canal Company hold their October meeting in Cumberland. This, we are informed, is the first regular monthly meeting ever held here.

The damage done to the machinery of the canal pump, heretofore noticed, was repaired last week, but the breaking of one of the pinion wheels caused a second suspension of its work. Two or three days were consumed in making repairs. It is now said to be in good running order.

DA, Sat. 10/9/58, p. 2. **Mt. Savage Iron.** - Six hundred tons of iron rail, manufactured at the Mt. Savage Iron works in this county, for the Orange and Alexandria railroad, was recently shipped to its destination via the Chesapeake and Ohio Canal.

The Canal. - The water in the Cumberland level continues low, and coal shipments by this channel are necessarily small. The Directors held their October meeting in this city yesterday, but were unable to learn what was done. - They intend, it is said, to hold their monthly meetings here for some time to come.

DE, Sat. 10/9/58, p. 1. **Chesapeake and Ohio Canal.** - The editors of the Virginia *Free Press* has been making a series of visits along the canal, and report as follows of the building of Dam No. 4, between Shepherdstown and Williamsport, which is a stone structure:

"The work is progressing rapidly. The contractors have great confidence in completing it by the first of December; and if energy and hard driving will accomplish it we have no doubt it will be done. In fact they have already fixed on the 15th of

December for the celebration of the event. About 225 hands are engaged on the work."

Sun, Wed. 10/13/58, p. 4. Washington.

Both boards passed resolution requesting the mayor to take such action as he may deem best for the purpose of inducing the president and directors of the canal company to have that portion of the canal situated between Georgetown and the Washington city canal placed in navigable order for the passage of canal boats.

Sun, Thu. 10/14/58, p. 1. A Strike and Riot. - Military Called Out. - We learn from a gentleman from the vicinity that considerable excitement existed in the neighborhood of dams Nos. 4 and 5 on Saturday last, in consequence of a strike at No. 5 for higher wages. Failing in their demands, they proceeded to dam No. 4 and by threat and intimidation sought to compel the hands to join with them. The consequence was broken bones and bloody noses, and the result would have been much more serious had it not been for the courage of the contractor, Major Israel Robinson, of Martinsburg, who immediately telegraphed to the Governor, and in reply received authority to order out any force which he might deem necessary. The major called on the "Hamtramick Guards," Captain V. M. Butler, and they were in a short time on the march in full force to the scene of conflict. At the appearance of the Guards the rioters broke ranks and scattered in all directions. - *Charles-town (Va.) Spirit.*

DA, Sat. 10/16/58, p. 2. **Canal Pump.** - The canal pump is again out of order - a portion of the machinery having broken on Monday. The injury, we are informed, has not yet been repaired.

Sun, Wed. 10/20/58, p. 4. Water in the Chesapeake and Ohio Canal continues low,

and the steam pump out of order; business is, therefore, light.

DE, Wed. 10/20/58, p. 1. **The Chesapeake and Ohio Canal** during the past week brought ninety-four loaded boats to the Georgetown collection office, nearly all of which were freighted with coal. The ascending trade for the week was \$235, the descending \$2,109; in all \$2,344.

Late advices from the line of the canal state that Dam No. 4 will be substantially completed by the first of November, and the other dam is going finely on. - *Alexandria Sentinel*.

Business upon the canal is quite light, very few boats are departing from this port. The water in the river dam is again up sufficiently so as to enable boats to load at Lynn's wharf; but there being an inadequate supply of water for the Cumberland level, and the steam pump out of order, navigation, as a general thing, still remains in a state of suspension. - *Cumberland Civilian*.

Sun, Fri. 10/22/58, p. 1. **Affairs in Allegany County**. - The Cumberland Telegraph says that during the past week 80 canal boats cleared at Cumberland, with 7,826 tons of coal. Last week 9,843 tons of coal were brought down from the mines, making for the season 490,788 tons.

Sun, Wed. 10/27/58, p. 1. **Affairs in Allegany County**. - We copy the following from the Cumberland Civilian:

Canal Trade. - A slight rise has occurred in the Potomac river, and there is now sufficient water in the canal for boats drawing four feet. During the week ending on Saturday last 101 boats left Cumberland for Georgetown and Alexandria, carrying 9,802 tons of coal. The total number of boats descending the canal for the season to date is 1,930; and the total tonnage 217,000 tons.

Sun, Fri. 10/29/58, p. 1. **Affairs in Allegany County**. - The Cumberland Telegraph has the following:

Lynch Law. - An attempt to enforce the code of Judge Lynch was essayed at dam No. 5, on the canal, on last Friday. It appears that some money had been stolen, and suspicion having designated a man named Robert McCarty as the guilty party, he was approached on the subject, but denying all knowledge of the matter, he was unceremoniously taken in charge by those present, a rope placed around his neck and he was at once strung up to a derrick, and there suffered to hang until life was almost extinct. He was taken down just in time to preserve the vital spark. There was much difficulty in the work of resuscitation. Such a wanton outrage cannot be too severely censured, and those engaged in it cannot be too severely punished.

Maryland Coal Trade. - For the week ending Saturday, 6,152 tons of coal were shipped over the Pennsylvania railroad; 2,926 tons over the George's Creek; 3,996 over the Cumberland; and 1,804 tons over the Hampshire road, making an aggregate for the week for the whole coal region of 14,879 tons. Total shipments for the year from the whole coal region 530,049 tons. During the season 1,932 canal boats cleared this port, carrying 217,304 tons of coal. During the week 106 boats cleared this port, carrying 10,259 tons of coal.

DA, Sat. 10/30/58, p. 1. **Quick Trip**. - The quickest trip ever made between this port and the District of Columbia via the Chesapeake and Ohio Canal, was recently performed by the propeller Cathcart. The time she actually occupied in running the distance was 64½ hours.

Mon. 11/1/58, p. 2. Thomas Price, formerly of Loudoun county, Va., was drowned in the

Chesapeake and Ohio canal, on the 23rd instant.⁴

Thu. 11/4/58, p. 2. **Drowned.** On Monday last, Thomas H. Price, of Loudoun county, was drowned in the Chesapeake and Ohio Canal, near Sandy Hook, two miles below Harper's Ferry. He was hanging a lamp upon the side of the boat when he slipped and fell in the water, and was drowned before assistance could be rendered. The body was in the water about 40 minutes, and when taken out a bruise was discovered on his forehead, supposed to have been occasioned by his head coming in collision with something in the water, by which he was stunned in the fall. Mr. Price was a most worthy and excellent young man.⁵

Sun, Fri. 11/12/58, p. 2. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph:

Mining Operations. - The coal shipments this year, up to this time, are in excess of the corresponding period last year about sixty thousand tons. This increase has been transported over the canal. Shipments by railroad have considerably diminished.

Canal Dams. - The work on dams Nos. 4 and 5, on the canal, is progressing vigorously toward completion. This is very gratifying to the coal operators and other citizens of this region.

Maryland Coal Trade. - For the week ending 6th instant, 6,327 tons of coal were shipped over the Pennsylvania Railroad; 4,206 tons over the George's Creek; 3,043 over the Cumberland; and 824 tons over the Hampshire coal road, making an aggregate for the week from the whole coal region of 14,402 tons. Total shipments for the year from the entire region 566,748 tons. During the season 2,078 canal boats cleared this port, carrying 234,539 tons of

coal. During the week ending November 10, 94 boats cleared this port, carrying 7,551 tons of coal.

DA, Sat. 11/13/58, p. 2. **The Canal.** - It is stated that the contractors of the new masonry Dam across the Potomac at Dam No. 4, confidently expect to deliver up their work to the Canal company, by the 1st of December. The Martinsburg Republican says that they have had high water to contend with within the last week, and the failure of some of the outside contractors doing their duty, though competent judges express the opinion that they would be able to finish their work in less than two weeks, if the water was turned so as to throw it over that portion of the Dam already finished.

Mon. 12/13/58, p. 2. **A Member of the Legislature Drowned.** - John W. Summers, Esq., who was a member of the Maryland House of Delegates last winter, from Washington county, was drowned on Tuesday night last, at a lock on the Chesapeake and Ohio Canal, above Hancock. In attempting to cross the lock, it is presumed, Mr. S. made a miss-step and fell in the water. He was about 35 years of age.⁶

DE, Mon. 12/13/58, p. 2. The Hagerstown *Mail* announces the death by drowning, of Mr. J. W. Summers, a member of the House of Delegates, while crossing a lock on the Chesapeake and Ohio Canal, above Hancock. - He was about 35 years of age.

DA, Sat. 11/20/58, p. 3. **Business on Canal.** - There is quite an activity in coal shipments on the Canal now. During the past week, 80 boats left this port, carrying an aggregate 8,800 tons of coal.

⁴ *Richmond Dispatch*, Richmond, Virginia.

⁵ *Richmond Dispatch*, Richmond, Virginia.

⁶ *Richmond Dispatch*, Richmond, Virginia.

Sun, Fri. 11/26/58, p. 3. **Washington City Canal.** - Complaints reach this office, from the coal, wood and lumber merchants along the city canal, quite frequently of late, of the manner in which the Corporation treats them by neglecting to keep the canal in anything like a fit condition for the passage of boats, while it charges them a rent varying from 75 cents to \$2 per running foot for the privilege of occupying wharves along its margin. The city canal is one of the greatest sources of revenue to the Corporation, and might be made still more remunerative were the Corporation mud machine to be kept in continual operation in it; but in its present condition, dealers in wood, coal, lumber and other heavy freights, who pay high rents annually for the occupancy of wharves there, are often compelled to let their boats lie idle, or to go through the operation of unloading one-half their cargoes at different points on the passage up from the western entrance. The eastern half of the canal has been given up as a useless job, for the last two years, and is occupied by sand bars, and gas tar from the works on Maine avenue; and unless the city fathers take the matter into serious consideration, with a view to prevent it, the western half will ere long be in a similar condition. The commissioner of the last mentioned division of this canal cannot, certainly, be expected to keep the sand out at his own expense; he is one of the most faithful servants of the Corporation, and the funds entrusted to his keeping are always judiciously expended; then let those who have jurisdiction over this Corporation "gold field" let some of its revenue be expended in keeping it in navigable order.⁷

Sun, Sat. 11/27/58, p. 3. **Georgetown.**

We have nothing special from the upper portions of the canal. The entire line is in excellent navigable order. We hear fewer complaints among the boatmen upon

this subject this fall than we ever have before. The work upon dam No. 4, we learn, is still progressing finely, and the chief superintendent, Mr. John G. Stone, is very sanguine of securing its completion the present season, unless the weather shall become so cold as to preclude the possibility of carrying on such work.

During the week ending today there has been 89 arrivals by canal - 65 from Cumberland, with about 7,150 tons of coal; 9 with flour and grain; and the remainder from different points with limestone, tan bark, wood, &c. The receipts for tolls at the Georgetown Collector's office, for the same period, amounts to \$3,548, as follows: descending trade \$3,274, and ascending trade \$274. We regret, exceedingly, to learn that the chief superintendent has seen fit to allow the boatmen to violate the law passed by the late Board of Directors prohibiting the running of boats on the Sabbath. There may be some necessity for this move, but we seriously doubt it. The law has thus far worked well; and we verily believe that the allowing of any infringement of its provisions just now, will be construed by many of the boatmen into a want of firmness upon the part of charged with its execution. *Ibid.* **Alexandria, Va., Nov. 27.**

The proposed contract between the City Council and the American Coal Company, was the general topic of town talk yesterday. Last night the two boards of the City Council were again called together, and the space outside the bar was as crowded as it seldom in, except at the election of the under city officers.

There were present - Aldermen Reid in the chair, Armstrong, Smith, Dempsey and Fowle.

Common Council - President, Kinzer, clerk *pro term*, Markell, McKenzie, Hallowell, Alexander, Eastlack, Stansbury, Jamieson, Dorsey, Smith, Nails, Summers and J. B. Smoot.

⁷ *Evening Star*, Washington, D. C.

The resolution in regard to the proposal of the American Coal Company, was taken from the table, and Mr. Kinzer moved a proviso, making the resolution read as follows:

Resolved, That the committee in charge of the subject be instructed to close a contract with the American Coal Company on the basis proposed by that company in the communication of 20th inst., and telegraphic dispatch of the 25th inst., with such favorable modifications as they may be able to obtain: Provided, however, That in any contract which said committee shall make with said company, it shall be stipulated to the following effect, viz: That the said Coal Company shall, for the purpose of constructing the contemplated improvement, advance to the City Council the sum of \$10,000 in monthly investments of \$2,000 on the 15th days of the months of March, April, May, June and July, 1859. Said \$10,000 to be advanced without interest; the property, when improved, to be leased to the American Coal Company for ten years at \$2,000 per year, payable semi-annually with the privilege of renewal for ten additional years at \$2,800 per year payable semi-annually. The \$10,000 to be repaid to the said American Coal Company at the expiration of the first ten years, deducting, however, any rent which may then be due and unpaid; the payment of such sum to this American Coal Company to be secured by a lien on the wharf and improvements.

Mr. G. H. Smoot offered the following substitute for the Kinzer proviso:

Provided, however, That in any contract which is made with the American Coal Company said company shall advance 50 per cent of the cost of the improvement proposed. Payments to be made, *pari passu*, by the city and the company, and to be retained out of a rent of \$28 per annum, as the same shall fall due.

After some remarks by Mr. Kinzer, and further discussion, the Smoot proviso was withdrawn, and the resolution, as amended by Mr. Kinzer, adopted, by the following vote:

Ayes - McVeigh, Markell, Kinzer, G. H. Smoot, Alexander, Eastlack, Hallowell, Stansbury, Dorsey, Smith, Jamieson, J. B. Smoot, Summers, Nails and Richards.

Noes - McKinzie.

The resolution, the interest, and the crowd were now transferred to the other chamber, where the resolution passed without dissent.

The information was immediately telegraphed to New York, the crowd dispersed, and, after passing an order for the payment of \$57.20 expenses of the committee on the Fowle-Bramhall contract, the Boards adjourned.

DA, Sat. 11/27/58, p. 2. **Drowned.** - On Tuesday evening last, a boatman named James Davis, fell from the cabin of his boat, which was lying at Lynn's Wharf, into the Potomac, and before assistance could be rendered, was drowned. Coroner Strong held an inquest over the body, and a verdict was returned in accordance with the above facts.

Injury to Canal. - One of the Canal gates, at the three locks, eight miles East of this city, was broken last week, thereby causing a suspension of navigation for two or three days. The injury, however, was repaired, and navigation resumed by the early part of the present week.

DA, Sat. 12/4/58, p. 2. **The Canal.** - It is stated that the work of reconstructing dams Nos. 4 and 5 on the Canal, is drawing towards completion. Dam No. 4 is very nearly finished. The work on Dam No. 5, it is understood, will be suspended for the

present, but it is confidently expected, will be completed in time for early navigation next Spring.

DE, Wed. 12/15/58, p. 1. **Business on Chesapeake and Ohio Canal** - The Cumberland *Civilian* says navigation is nearly at a close. For the week ending on Saturday last, only 40 boats left Cumberland for tide water, carrying 4,600 tons of coal. The cold weather of Friday and Saturday formed ice over one inch thickness, but a channel was kept open by the "ice breakers" of the Canal Company.

DE, Fri. 12/17/58, p. 1. **Cumberland Items.**
Since the opening of canal navigation last spring up to the 14th inst., 253,801 14 tons of coal were shipped from this port *via* Chesapeake and Ohio Canal, yielding a revenue of \$126,382.66. 23,600 tons were shipped for Alexandria during November.

The Potomac, Wills' creek, and the Canal, were frozen over during the latter part of last week, giving the first skating of the season.

Wm. Dermody, superintendent of carters at Dam No. 5, Chesapeake and Ohio Canal, died on Friday from a blow on the head given by a man named Chamberlin. Dermody was tried some years ago for homicide.

DA, Sat. 12/18/58, p. 2. **The Canal.** - Business on the Canal is now suspended, and boatmen have tied up for the winter. During the season 2,411 canal boats left this port, carrying 271,361 06 tons of coal.

DE, Wed. 12/22/58, p. 1. **Close of the Canal** - Navigation on the Chesapeake and Ohio Canal has closed for the season. The shippers of coal ceased forwarding on Saturday; and what boats are now on the line

of the canal, will be tied up on their return to Cumberland. We understand that the water is to be let off the Cumberland Division on the first of January.

During the year, the shipments of coal by canal reached 271,800 tons; which, taking all things into consideration, is much better than was expected. - The American, Borden, Frostburg and Allegany Coal Companies are now effecting arrangements to ship increased quantities of coal next season. - *Cumberland Civilian.*

DA, Sat. 12/25/58, p. 2. **Over the Dam.** - A canal boat, belonging to Mr. John Young of this city, while lying at Lynn's Wharf, last week, got adrift, and the current carried it over the dam. The boat was not materially damaged, and will, as soon as the water becomes sufficiently high, be floated to Dam No. 6, and there taken into the canal.