

COMPILATION OF
CANAL TRADE ARTICLES FROM
DEMOCRATIC ALLEGANIAN
a Cumberland newspaper
and
DAILY EXAMINER
and
THE SUN
two Baltimore newspapers
and
EVENING STAR
and
DAILY NATIONAL INTELLIGENCER
two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1858

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Revision 1, NOVEMBER 2015
Revision 2, JUNE 2020

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Democratic Alleganian*, a weekly Cumberland, Md., newspaper of the era, the *Daily Examiner* and *Sun*, two Baltimore newspapers of the era, and *Evening Star* and *Daily National Intelligencer*, two Washington, D. C. newspapers and *Alexandria Gazette*, an Alexandria, Va. newspaper 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*, *Sun*, *Evening Star* and *Daily National Intelligencer* 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; articles from the *Sun* are prefaced with the word: *Sun*; articles from the *Evening Star* are prefaced by ES; and articles from the *Daily National Intelligencer* are prefaced by DNI, and articles from the *Alexandria Gazette* are preceded by AG.

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.

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
Revision 1, November 2015
Revision 2, June 2020
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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.

DNI, Tue. 1/5/58, p. 1. **Criminal Court** – *James Thomas and Gusty Price* (colored) were tried and found guilty of stealing a quantity of wheat from a canal boat in Georgetown. Motion for a new trial to be heard today. [Transcriber's Note: Unless the wheat was shipped in bags, it seems like an article hard to steal.]

Thu. 1/7/58, p. 3.¹ **Chesapeake and Ohio Canal** – The receipts at the Georgetown

collection office for the past year were \$66,410, of which the sum of \$63,974 was derived from the downward trade, and the balance, \$2,435, from the trade upward. There is, besides, a collection office at Williamsport, where dues are collected on flour, and considerable amounts are paid by the Borden and American Coal Companies at Cumberland.

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

¹ *States*, Washington, D. C.

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.

AG, Fri. 1/8/58, p. 4. **The Chesapeake and Ohio Canal** has recently suffered a break near Edward's Ferry, which required four or five days to repair.

We hear that the clearing out of the fallen stone at the tunnel is progressing, but not very rapidly. On Friday and Saturday last, the Board of Directors held their usual monthly meeting; they will continue in office until June. The receipts at the Georgetown Collector's Office for the year 1857 were \$66,410, of which \$63,974 was from downward trade, the balance of \$2,435 from trade upwards. Besides these sums, considerable amounts are paid by the Borden and American Coal Companies at Cumberland; there is also a collection office at Williamsport, where a good deal of flour pays toll. - *Nat. Int.*

AG, Sat. 1/9/58, p. 2. The Governor of Maryland, in his annual message, recommends the sale of the State's interest in the Chesapeake and Ohio Canal. Speaking on this subject, the Cumberland Telegraph says: "It has been intimated of late that the Baltimore and Ohio Railroad Company, the people generally of Baltimore city, are urging its sale, with a view of its transfer to the Baltimore Company.

If this be true, and we believe it is, we shall oppose it. We shall do so upon good and substantial grounds. The railroad company is a monopoly of gigantic proportions already. Give her control over the canal, and she would monopolize the carrying trade, without a rival to contest her claims, and so manage it in less than six months by the imposition of high rates of transportation, as to crush out and destroy the mining interests of the county.”

Wed. 1/13/58, p. 1.² The Cumberland (Md.) Civilian says: “The Board of Directors of the Chesapeake and Ohio Canal held their monthly meeting on Friday and Saturday, the 1st and 2nd instant. Nothing of particular importance was transacted, save a resolution to continue in office till June next, at which time their term expires. The work of cleaning out the fallen stone at the tunnel is, as we are informed, progressing rather slowly; but it is thought to have the channel clear for the passage of boats by the 1st of February. We have a doubt whether it will be done so soon as that, and we will be fully satisfied if it is consummated by the 1st of March. It is the opinion of a gentleman here, well versed in all the various departments of canal affairs, that should the dams Nos. 4 and 5 withstand the freshets that may arise this winter and spring, the following boating season will create a sufficient sum from tolls to build, within the coming summer, the masonry dams at No. 4 and 5. Should this really happen, a new era will dawn in the boating business, and the future prosperity of the canal.”

Fri. 1/15/58, p. 7.³ **Chesapeake and Ohio Canal.** – The Board of Directors of the Chesapeake and Ohio Canal, at their last monthly meeting, passed a resolution to continue in office the old officers till the end of the term for which they were elected, viz: June next. Should there be no heavy ice-freshets in

the spring, a slight *hope exists that dams Nos. 4 and 5 may last another season.*

We regret exceedingly that these gentlemen should have come to so rash a conclusion. It was the same system of procrastination in making necessary repairs, providing against emergencies, and a general imbecility in the management, which closed the canal to last summer’s trade, and turned it into another channel. Now, dog-in-the-manger like, they, by remaining in office until June, prevent the new management from making arrangements to ensure an early start to our trade; and, taking the past as a criterion, they will do nothing but dawdle about it themselves.

The competitors for the up-country trade – the Baltimore and Ohio Railroad Company – could have asked no action more favorable to their schemes, for securing *all* the transportation business, than this same course of the Board. Why do not the business interests of Washington, Georgetown and Alexandria take the matter in hand, call a convention, and either help the Board out of their present dilemma, or *compel* them to resign?

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 to navigation at that place for some time to come.

AG, Sat. 1/23/58, p. 3. **Sale of the Canal.**

² *Daily Globe*, Washington, D. C.

³ *States*, Washington, D. C.

A rumor prevails in Annapolis that a prominent gentleman of this city has been offered a contingent fee, by certain Northern capitalists, of one hundred thousand dollars payable on the passage of a bill by the Maryland Legislature, authorizing the sale of the Chesapeake and Ohio Canal. The bill will not pass. The Commissioners of Public Works, comprehending the wants of the canal, and appreciating the imperative necessity of placing the work under the control of men of integrity, experience and influence will not appoint, either as President or Directors, men who make politics a trade and have no other recommendation. We are assured of this. — *Cumberland Telegraph*.

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 1,530 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 123,529 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.

AG, Tue. 1/26/58, p. 4. On Saturday evening was received at Georgetown, by the Chesapeake and Ohio Canal, a cargo of twelve hundred barrels of flour, from Williamsport; a circumstance, considering the season, not unworthy of special record.

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 175,373 tons of which 123,529 were coal; 10,967 tons flour; 3,750 tons wheat; 5,592 tons corn; and 1,847 tons lumber. The ascending tonnage for the same period was 21,152 tons - of which 490 tons were fish; 195 tons groceries; 1,530 tons salt; 1,366 tons lumber; 2,136 tons plaster. The tolls accrued amounted to \$94,802.37.

ES, Mon. 2/1/58, p. 3. GEORGETOWN

The canal boat *Rescue*, Capt. Speaker, made another of her unprecedented quick trips last week. She left our city on Monday night at 9 o'clock, went to Williamsport, one hundred miles distant, took on board a full cargo of flour, and returned to our city at 11 o'clock on Saturday; thus, making the round trip in about four days.

AG, Mon. 2/1/58, p. 2. One of the Bond Holders of the Chesapeake and Ohio Canal, advises, in a letter to the Washington Union, immediate *action* on the part of those interested in the Canal; and a meeting is proposed.

Ibid, p. 3. "A Citizen" strikes the nail exactly on the head, in his remarks concerning the Aqueduct which connects the Alexandria Canal with the Chesapeake and Ohio Canal. That is the important subject for Alexandria.

Sooner or later, the Chesapeake and Ohio Canal must be placed under proper management, and be a great work as connected with the Coal trade of the upper Potomac region. But, let the Aqueduct go down, or be rendered incapable of use, and the shipment of Coal be transferred from us, and the last and

final blow will have been given to the prosperity of this place. The Aqueduct is of more value to the future interests of Alexandria, than twenty Potomac Bridges, with or without Railroads. I differ, therefore, from a majority [of] our citizens, with regard to the facilities of communication with Washington, but time will show which is right.

Of the great lines of communication and the connections North and South, I do not speak, my observations are relative to local interests. Washington is a syphon which draws from us trade, population, money and enterprise, and contributes nothing and never will contribute, to our prosperity. It has nearly eaten up Georgetown, and we are withering under its shadow.

ES, Fri. 2/5/58, p. 2. **The Chesapeake and Ohio Canal.** – The meeting of the American party Internal Improvement Commissioners of the State of Maryland, that took place at the chambers of the Chesapeake and Ohio Canal Company in the Washington City city hall on the day before yesterday, was attended by the following Commissioners, viz: Messrs. Reynolds, Sly, Lankford and Peter. The first named was elected President of the Board. Besides electing directors on the part of the State for the various works under the supervision of the Board, they voted to call a meeting of the stockholders of the Chesapeake and Ohio Canal Company on the 18th of March next. Their purpose is, doubtless, through the exercise of the State’s proxy vote, to oust the present directors and officers of the Company and install members of the American party in their stead. We have steadily opposed such action in connection with such enterprises more especially, in the belief that politics never yet made a man peculiarly fit for the management of such trusts. Since the doctrine that “to the victors (in politics) belong the spoils” came in vogue, infidelity to such trusts and incompetency for their proper discharge on the part of those appointed or elected to them have

become more and more common; until the world has seen and comprehended the utter rottenness and failure, otherwise, of the system on which a large number of the leading “improvements” of the country are managed. This has proved to be the case in too many instances, irrespective of the party. We regret sincerely that this Board of Commissioners are believed to be bent on perpetuating the custom which is at the bottom of most of the evil which we describe above.

AG, Mon. 2/8/58, p. 2. Messrs. L. P. Bayne, Charles H. Carter and A. B. Davis have petitioned the Legislature of Maryland, on behalf of the Bond Holders of the Chesapeake and Ohio Canal Company, for some law to be passed for the relief of the creditors of that company.

DNI, Tue. 2/9/58, p. 3. **Chesapeake and Ohio Canal** – A memorial from the bondholders of the Chesapeake and Ohio Canal Company has been presented to the Legislature of Maryland, asking that a law be passed authorizing the President and Directors to borrow on its bonds a sum sufficient to put the canal in the best possible condition, to fund the debts due under the act of March 10, 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 revenue, tolls, &c. With the conviction that the canal will continue valueless without such legislation, we hope the memorial will be favorably considered. – *Clipper.*

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

Fallen Rock at 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.

DNI, Tue. 2/16/58, p. 3. **Chesapeake and Ohio Canal** - In the Senate of Maryland a bill has been introduced by Mr. Smith authorizing the Directors of the Chesapeake and Ohio Canal to borrow \$500,000 on the bonds of the company, to be expended in present and future repairs. Also, to authorize the same directors to

issue new bonds to the extent of all the present debts of the canal, to be exchanged at par for the evidences of such debts; the said new bonds to be dated the 1st of January last, and made payable in thirty-five years, bearing meanwhile an interest of six percent per annum, payable half-yearly. The canal and all its property and incomes to be held responsible for such bonds, but the State of Maryland to be free therefrom. These bonds are to be divided into three classes, and in their favor the State of Maryland waives, defers and postpones all her claims in and to the canal, its property and income until they are fully and finally satisfied and paid. The last or ninth section puts the act into operation when its provisions are accepted by the stockholders of the company. The bill was read the first time on Thursday last.

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 debts against the canal, so far as the property of the company can affect that object.

It is not supposed that this measure, which appears equitable, will be contested to any extent. - In the House of Delegates Mr. Kilgour 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 1845, 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.

DNI, Wed. 2/17/58, p. 3. **Chesapeake and Ohio Canal** – We yesterday published an epitome of the bill introduced into the Senate of

the State of Maryland on Thursday last by Mr. Smith, the object of which is to place the affairs of the Chesapeake and Ohio Canal on a new footing, and thereby, if possible, make it a remunerative concern, not only self-sustaining, but at length able to yield some return to the numerous parties – individual, corporate and politic – that have from time to time come forward to its assistance. As we understand it, this bill is consonant with the views and policy of the individual bondholders of the company, who, represented by three gentlemen of their number, have memorialized the Legislature of Maryland for its interference and their relief. The most prominent object of their complaint to the State is that the creditors of the company have not only been debarred from all reasonable probability or ever recovering their principal, but that they get no interest. "Under existing laws," says the memorial, "the president and directors of the canal company are not permitted to pay its debts, nor can its creditors compel payment." This anomalous condition of things results from the legislation of March 10th, 1845, which took place under the pressure of the great purpose of carrying the canal from Dam No. 6 (fifty miles east of Cumberland) up to the mountain coal-fields. The State then, for the sake of enabling the company to borrow to the extent of \$1,700,000, waived and postponed her right on the *revenues* of the canal, though not on its property, islands, water-rights, &c., and appended also the further provision: "That the President and Directors of said company shall from time to time, and at all times hereafter, have the privilege and authority to use and apply such portion of said revenues and tolls as in their opinion may be necessary to keep the said canal in good repair for transportation, provide the requisite supply of water, and pay the salaries of officers and agents, and the current expenses of the company."

The memorial takes ground that the effect of these arrangements and provisions was not well understood by the parties who

loaned the \$1,700,000, or they would never have done so. The memorial reports the consequence of the aforesaid legislation of the 10th of March, 1845, to be that – “The bondholders have no control over the President and Directors. They are appointed first by one and then by another political party in Maryland, and when appointed have express authority reserved to them to pay the bondholders only that portion of these revenues and tolls that is left after certain other enumerated expenses have been defrayed, which expenses may be large or small in amount according to their direction. And even if the bondholders should be of the opinion unanimously that this power was not judiciously exercised, they have no right to arrest the proceeding, and must wait for an indefinite period of time to get even the interest on their claims.”

Under the authority of this act of 1845, the debts of various kinds contracted amount to no less than \$3,000,000. It also appears that – “The Chesapeake and Ohio Canal Company is indebted for interest to its numerous creditors \$8,763,119. It has absorbed the liabilities and stock of the old Potomac Company; it has absorbed \$8,226,593 paid by its stockholders; \$2,000,000 loaned by Maryland; \$200,000 loaned by Virginia; \$1,700,000 loaned by the holders of these preferred bonds; \$943,171 due to its other creditors, and all the tolls, income and revenues received for five and twenty years.”

To remedy the consequences of this heavy indebtedness and the resulting low-ebbed faith in the canal, the bill we yesterday epitomized has been proposed. It is thought by its proposers and supporters calculated to do so, and to furnish means for indispensable repairs, as well as to content the bondholders, its principal virtue being that it provides “for a waiver of the liens of the State of Maryland, not only on the revenues and tolls, but on the water-rights and other property of the Canal Company.”

Coming as this memorial does from gentlemen whose respectability and public and private worth entitle them to entire confidence, we cannot but view its propositions with favor, especially as they declare them to be such as will satisfy the bondholders, whose patriotic forbearance appears to have been tried far beyond the limits of reason or right.

Ibid, p. 4. **Chesapeake and Ohio Canal** – The State of Maryland, by its Legislature, has taken in hand the subject of the Chesapeake and Ohio Canal. That some change is eminently necessary is conclusively shown by the statistics of the last few years, and the prostration of business in the District, and the decline of commerce on the Potomac; but we have scarcely a hope, that, with the weight of influence and interest which that grand monopoly, the Baltimore and Ohio railroad, can bring against it, anything effective will be done in the premises. There are many radical errors, both in the chartered laws as well as in the original construction of the work; and with the incubus of a heavy debt upon it, we opine that an entire change of proprietorship to some enterprising and moneyed association, is the only feasible means of resuscitating it from progressive dilapidation.

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, is that 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 prejudice 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, through 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.

AG, Sat. 2/20/58, p. 4. **Office Chesapeake & Ohio Canal Co.** – *Washington, February 4th, 1858.* – In pursuance of a resolution of the Stockholders, and the requirement of the Commissioners of Public Works of the State of Maryland, notice is hereby given that a general meeting of the Stockholders of the Chesapeake and Ohio Canal Company, will be held at the office of the Company, (City Hall,) on *Thursday, the 18th day of March next ensuing, at 12 o'clock, M.* W. S. RINGGOLD, Sec'y. [Transcriber's Note: The above ad ran first on Feb. 6, and then daily until the meeting.]

Tue. 2/23/58, p. 3.⁴ **Chesapeake and Ohio Canal.** – There was a meeting of the legislative committee appointed to investigate the condition and prospects of the canal, at Annapolis on Friday evening last. Mr. Kilgour presided, and an able address was made by ex-Governor Frank Thomas, in which he reviewed the origin of the canal, the difficulties and embarrassments under which it has labored,

⁴ *States*, Washington, D. C.

and the recent pecuniary paralysis with which it has had to contend.

AG, Wed. 2/24/58, p. 2. **The Canal Subject.** Annapolis, Feb. 20. – Mr. Kilgour's committee, composed of one delegate from each county in the State and the city of Baltimore, assembled in the House of Delegates on Friday evening, the 19th, to take into consideration some measure for the benefit of the Chesapeake and Ohio canal, Mr. Kilgour in the chair. Members of the Legislature, in conjunction with distinguished persons of the State, were allowed to appear before the committee.

At half-past four o'clock ex-Governor Frank Thomas appeared before the committee and made a speech of two hours and a half. It is acknowledged by all his friends and warmest admirers to be one of his ablest efforts, and in every sense of the word to be worthy of his palmiest days. He reviewed the origin of the canal. The difficulties and embarrassments under which it has labored, and the recent pecuniary paralysis with which it has had to contend.

This is one of the most important measures before the Legislature.

ES, Thu. 2/25/58, p. 2. The Chesapeake and Ohio Canal, it is said, is all ready for navigation, as soon as it is clear of ice.

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.

They 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. Kilgoue, 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. - They 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 a 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.

AG, Wed. 3/3/58, p. 2. **Chesapeake and Ohio Canal.** – Statements illustrating the financial condition of the Chesapeake and Ohio Canal Company, compiled carefully from the entries on the books of the corporation, in the office of the Company at Washington:

Liabilities, which it is proposed shall now be provided for, and resources of the Chesapeake and Ohio canal Company for the year 1858.

Amount due to Banking Institutions, for loans to repair	\$147,000.00
Amount due to Coal Companies for loans to repair	31,500.00

Canal Trade - 1858

Outstanding liabilities for repairs, Judgements, rendered prior to March 10 th , 1845	34,500.00
Interest due to State of Virginia, on loans for repairs	100,000.00
	<u>66,000.00</u>
	\$379,000.00
Amount required to pay for dams No. 4 and 5	100,000.00
Amount required to pay ordinary repairs and officers' salaries for 1858.	90,000.00
	<u>\$569,000.00</u>
Deduct estimate receipts for tolls, 1858	156,000.00
Deficit	<u>\$413,000.00</u>

Statement showing amount of tolls received and current expenses for seven years, commencing January 1st, 1851, and ending January 1st, 1858

YEAR	TOLLS	CURRENT EXP'S
1851	\$110,504.43	\$121,848.17
1852	92,248.90	193,518.47
1853	145,100.54	97,586.16
1854	119,306.03	86,679.29
1855	138,675.84	106,084.86
1856	153,051.36	91,197.86
1857	94,802.37	221,979.63
	<u>\$853,689.47</u>	<u>\$918,884.44</u>
	Deficit	<u>\$65,194.97</u>

Investment of the State of Maryland in the Chesapeake and Ohio Canal Company, classed under their respective heads.

FIRST CLASS MORTGAGE DEBTS

Loan to the Company under the act of 1834, ch. 241.	\$2,000,000.00
Interest due in arrears thereon to 1 st January, 1858	<u>2,215,000.00</u>
	\$4,215,000.00

SECOND CLASS PREFERRED STOCK

Subscription to Capital Stock, under act of 1835, ch. 395	\$3,000,000.00
Subscription to Capital Stock, under act of 1838, ch. 396	1,375,000.00
Guaranteed dividend on said preferred stock, payable out of net revenues of Canal	4,068,750.00
Interest paid by State on bonds issued for preferred Stock, for three years ending 1 st July, 1842, which by contract was to	663,611.94

have been paid by the Canal Company	
Premium paid for coin to pay said interest	<u>9,975.00</u>
	\$9,116,336.94

THIRD CLASS COMMON STOCK

Original subscription of State, under act of 1827, ch. 105	\$500,000.00
Subscription under the act of 1833, ch. 239	125,000.00
Stock of the State, paid for in stock and debts due the State by old Potomac Company, subscribed under act of 1825, ch. 180, sec. 19	<u>163,724.44</u>
	\$788,724.44

SUMMARY

First class money loaned secured by mortgage, with interest in arrear	\$4,215,000.00
Second class preferred stock and guaranteed dividends and interest in arrear	9,116,336.94
Third class common stock	<u>788,724.44</u>
Aggregate claim of the State of Maryland	\$14,120,061.38

Amount of debts of Chesapeake and Ohio Canal Company, created under the act of the General Assembly of Maryland, passed December Session 1844, chapter 281, to provide for extension of Canal from dam No. 6 to Cumberland.

1. Bonds issued for completion of Canal to Cumberland, payable 35 years after date	\$1,700,000.00
2. Coupons on said bonds, neither paid nor funded, in arrear from July 1, 1854, to January 1, 1858, inclusive	408,000.00
3. Certificates in which certain coupons of said bonds are funded, with interest thereon	163,840.44
4. Bonds issued to Selden, Eithers & Co., for money loaned to pay certain coupons on preferred bonds, with interest thereon in arrear	190,400.00
5. Coupons on said preferred bonds, due prior to July 1, 1854, not funded, with interest thereon	8,800.00

6.	Bonds for repairs of Canal east of dam No. 6, guaranteed by State of Virginia	200,000.00
7.	Interest due on said bonds to January 1, 1858	66,000.00
8.	Loans from Banks for repairs of Canal	147,000.00
9.	Loans from Coal Companies for repair of Canal	31,500.00
10.	Certificates issued to fund debts contracted for officers' salaries and repairs, due prior to passage of act of 1844, ch. 281, with interest thereon	50,900.00
11.	Outstanding balances for repairs, improvements, and officers' salaries	34,500.00
		\$3,080,040.44

The payment of these debts is secured by mortgage on the revenues of the Canal Company, under act of 1844, ch. 281, and is payable before any part of the claims of the State of Maryland can be enforced.

In addition to these debts, secured by mortgage on the revenues of the Canal, and to the debts due to the State of Maryland, secured by mortgage on the property of the Canal Company, there are other debts of the same contraction amounting to \$1,080,711.22, due with interest, to the old Potomac Company and to individuals, for work and labor done in repairing the Canal east of dam No. 6, and in constructing Canal between dam No. 6 and Cumberland; and which are not secured by mortgage, either on the revenues of the Canal, or on the property of the Canal Company.

The Capital Stock of the Company, including that held by Maryland as above stated, amounts, at its par value, to \$8,226,593.67.

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.

AG, Fri. 3/12/58, p. 2. **Chesapeake and Ohio Canal** – The bill for the relief of the bondholders of this company has been defeated in the Maryland House of Delegates, in consequence, it is stated, of the claims put in by the scrip holders. It is now feared that the work will pass into other hands under judgments already obtained.

Messrs. F. Schley and Henry Reynolds, two of the Commissioners of Public Works of Maryland have made a report 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 extra-ordinary 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.

The Chesapeake and Ohio Canal is now indebted to the State of Maryland about fourteen millions of dollars, and the debt is accumulating at the rate of a million of dollars per annum.

DNI, Wed. 3/17/58, p. 3. **Chesapeake and Ohio Canal.** – In the Senate of Virginia, on the 13th instant, a communication was received from the Executive announcing the receipt of a letter from L. P. Bayne, of the firm of Selden, Withers & Co., regarding the Chesapeake and Ohio Canal Company. The Executive recommends the appointment of a law agent to investigate the affairs of this company, with a view to protect the interests of Virginia therein.

The Board of Directors of the Chesapeake and Ohio Canal were yesterday in session at the City Hall, engaged in closing up the business prior to the election of a new Board by the stockholders, which will take place tomorrow. It is understood that the Board of Public Works will be in session today at the same place.

Thu. 3/18/58, p. 3.⁵ **Meeting of the Canal Company** – The meeting of the Chesapeake and Ohio Canal Company was held in the aldermen’s room at the City Hall, at 12 o’clock today, when the following officers were elected:

- President, Lawrence J. Brengle.
- Directors, Daniel C. Bruce, D. McCleary, of Allegany county; F. Dorsey Herbert and John S. Bowles, of Washington county; H. Franklin Veirs, of Montgomery county; and James A. Magruder, of Georgetown.

The officers elected are an entirely new Board.

Major Peter moved, as some doubts existed as to the legality of the election, to adjourn for a future election. The same gentleman also moved to reduce the salary of the President from \$2,000 to \$1,500.

On motion of Mr. Reynolds, the meeting was adjourned to the first Thursday in May.

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 McCleary, of Allegany county, F. Dorsey Herbert, John S. Bowles, of Washington county, H. Franklin Veirs, Montgomery and James 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 Viers, of Montgomery county; and James 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.

⁵ States, Washington, D. C.

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.

ES, Sat. 3/20/58, p. 3. FOR SALE – Notice is hereby given that on THURSDAY, the 1st day of April, 1858, at five o'clock p. m., I will offer for public sale, a canal boat, named "Pennsylvania," at my wharf, foot of 10th street west; and will make sale of said boat to the highest bidder for cash. This boat is in good order, has just been repaired, and will carry one hundred tons burden.

JONATHAN ARMSTRONG
 A. GREEN, Auct.

ES, Mon. 3/22/58, p. 3. GEORGETOWN. Doubtless every friend of morality, whose business brings him either directly or indirectly in connection with the operations of the Chesapeake and Ohio Canal, will be pleased to learn that the retiring board of directors did, before the close of their labors, and in obedience to the petition of a large number of persons doing business upon the canal – captain of boats and others – pass a resolution prohibiting the running of boats on the Sabbath day; and from and after this, all lock-keepers will be required to keep them (locks) closed on

Sunday. This regulation, we believe, will not only prevent the frequent occurrence of many evils, but prevent what we consider real downright nuisances, besides affording the employees of the Canal Company an opportunity of spending the Christian Sabbath in something like a Christian manner, and not like a set of galley slaves, as heretofore. We hope next to see a resolution to prohibit the doing of the work of repairs on the Sabbath. When this is done, we shall expect to see the canal begin to answer the end of its creation.

 The fine packets *Argo* and *M. C. Meigs*, of the Messrs. Ritter canal line, commenced making their regular trips between our city and Edward's Ferry, and other points on the canal, this morning. Each of these boats have recently been thoroughly rebuilt and remodeled; and for neatness, comfort and convenience, they cannot be excelled by any packets of the kind anywhere. Moreover, this line of public travel is owned and conducted by a gentlemanly and accommodating set of fellows as can be found anywhere.

Chesapeake and Ohio Canal.

Is now in complete order throughout, and considerable agricultural produce is arriving at Georgetown. No coal has as 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.

ES, Thu. 3/25/58, p. 3. GEORGETOWN
 As the canal boat *Rescue*, Capt. Tedrick, was on her way down yesterday afternoon, with 1,100 barrels of flour on board, consigned to Mr. James A. Magruder, she ran against the sharp point of a stone which was projecting out of the wall of the stop lock, about one mile

above our city, which broke a hole in her side sufficiently large to cause her to fill almost immediately and sink. About 600 barrels of the flour is under water, and will doubtless be very considerably damaged. We learn that no blame whatever can possibly be attached to the Captain. The whole of it must necessarily fall on the managers of the canal, from the fact that this lock has not been used for some fifteen years, and the managers of the canal have repeatedly been solicited to remove it. From all we can learn of it, it always has been a source of serious annoyance and trouble to boatmen generally. The water is being drawn off the lower level this morning for the purpose of getting her up.

Enlarged facilities for shipping coal this season are being made at Ray's docks. Some nine boats laden with the article, are now on the way down, from Cumberland, and will doubtless get in tomorrow or the next day. The American and Detmold companies each intend shipping from this dock this season.

AG, Thu. 3/25/58, p. 3. There is very little business doing as yet on the Chesapeake and Ohio Canal. Some few boats left Cumberland last week, and on Monday a large number of empty ones arrived; about fifteen loaded ones were lying about the locks, ready to depart. The entire canal is reported to be in good order, but the difficulty in the way of doing a heavy business is the want of purchasers of coal in the north and east. Orders have not come in yet to any considerable amount, and until they do, we cannot expect shipments to be made.

ES, Fri. 3/26/58, p. 3. **Steam Navigation on the Canal.** – We learn that a number of gentlemen in Washington and Georgetown, of influence and means, are deeply interested in the project of navigation, on the Chesapeake and Ohio Canal, by steam power. This winter another boat, in addition to the *James L. Cathcart*, has been supplied with an engine, and a newly invented paddle wheel, as a

propelling power. This wheel, we are told, is of peculiar construction, and its action upon the water is such as to give the desired motive power, without causing any wave or commotion in the water at all calculated to injure the banks or bottom of the canal. – *Cumberland Civilian*.

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 - Lawrence 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 that 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.

Sat. 3/27/58, p. 3.⁶ **The Raging Canal by
Steam** – The *James L. Cathcart* makes her first
trip of the season up the Chesapeake and Ohio
Canal today or Monday. She is propelled by
steam. Another boat has been supplied with an
engine and a newly-invented paddle wheel, as a
propelling power. This wheel is of a peculiar
construction, and its action upon the water is
such as to give the desired motive-power,
without causing any wave or commotion in the
water at all calculated to injure the banks or
bottom of the Canal.

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.

AG, Tue. 3/30/58, p. 3. **Heavy Load.**
The Boat "Susan Baker," owned by Rentch &
Stonebraker, of this place, Mr. Geo. Harris,
Captain, left the Wharf of the Chesapeake and
Ohio Canal, at this place, on Saturday last, 20th
inst., laden with 4,000 bushels of corn, 200
bushels of wheat, 150 bushels of oats, 128
barrels of flour, 56 bushels of timothy seed –
the entire weight of which was one hundred
and thirty-four tons. The boats averaged 4 feet,
8 inches of water in the bow and 4 feet, 5
inches in the stern.

This is now said to be the heaviest load
ever known to leave the wharf of
Shepherdstown, upon the Chesapeake and Ohio
Canal. – *Shepherdstown Reg.*

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

⁶ *States*, Washington, D. C.

up possession of the books and archives to him, Mr. Maulsby. With this, Mr. R. declined to comply, when Mr. Maulsby took up the journal and carried it into the Treasurer's room, and deposited it in the money vault therein, locking the door of the vault and putting the key in his pocket. He then returned to the Secretary's room and employed himself in finishing a letter to Mr. Brengle, on the subject of the difference of views between the old and new Board. When he had completed this letter, Mr. Ringgold not being in the room at the time, Mr. M. arose and left it, locking the door and putting that key also into his pocket.

The new Board subsequently organized, but, in the absence of the legal advisor of the Company, Walter S. Cox, Esq., of Georgetown, concluded to take no action on what had been done, but adjourned to this morning at 10 o'clock.

We understand that Mr. Maulsby not only contests the legal validity of the election of Directors held on the 18th instant, but insists on the application of the moneys in hand to the certain specific objects to which they are claimed to belong. – *Intelligencer*.

Wed.3/31/58, p. 3.⁷ **Meeting of the Canal Board** – The newly-elected president of the Chesapeake & Ohio Canal Company, Lawrence J. Brengle, esq., and the new board of directors, met yesterday morning at the City Hall, when the proper oaths were administered. William P. Maulsby, the late president, sent in a communication as soon as the Board convened, 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. It is surprising that Mr. M. should cling with so much tenacity to the presidency of the company, considering the immense progress made in the affairs of the canal last year.

The Board met this morning, and is now engaged in discussing the questions presented to them yesterday. The doors are thronged by

the employees of the company, who are anxiously awaiting its action.

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.)

⁷ *States*, Washington, D. C.

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. Rickaud; 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*

personnam. 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.

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. Col. 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.

ES, Thu. 4/1/58, p. 3. **The Canal** – The Directors of the Chesapeake & 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 questions 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 18th ult., under a by-law of the stockholders authorizing any number of stockholders representing stock to the amount of \$250,000 to call a general meeting; and that it is always a 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; J. 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 instant. – *Intelligencer.*

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 Col. 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. Rickard; 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.

ES, Sat. 4/3/58, p. 3. **Chesapeake & Ohio Canal.** - A special meeting of the old Board of Directors of the Chesapeake & Ohio Canal Company was held at the City Hall today.

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 position 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 further measures as he may deem necessary and proper for the maintenance of the rights of this Board.

The meeting then adjourned.

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, 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*.

DNI, Thu. 4/8/58, p. 1. The application for an injunction by the members of the old Board of the Chesapeake & Ohio Canal Company on the new Board to restrain them from taking possession was argued yesterday before Judge Dunlop in chambers. Mr. Maury opened the case for the applicants, and was followed by Mr. W. S. Cox and Mr. Marbury for the respondents. The case is continued to Friday, when it is expected Mr. Carlisle will close for the petitioners.

DNI, Sat. 4/10/58, p. 3. **Chesapeake & 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 should continue beyond June, it is hardly probable that the question of right of the new Board will be further prosecuted.

AG, Sat. 4/10/58, p. 2. One of the first acts of the new Board of Directors of the Chesapeake and Ohio Canal, was to appropriate a sum sufficient to complete the new stone dams Nos. 4 and 5, at as early a period as possible. This is commendable. Simultaneously with the completion of those dams, confidence in the efficiency of the Canal, as a means of transportation, will be in a great measure restored.

AG, Wed. 4/14/58, p. 3. **LOCAL ITEMS Chesapeake and Ohio Canal** – We learn that another break occurred on the Canal at some point on the Four Mile Level, on Thursday

night last, which will be likely to interrupt navigation on the upper portion of the line for several days.

Trade upon the canal still continues very slack. Owing to the multitude of interruptions to navigation, and the limited number of orders from the North for coal, but little has yet been shipped from our docks. Four boats laden with the article arrived on Saturday. – *Georgetown Cor. of Wash. Star*.

ES, Thu. 4/15/58, p. 3. **GEORGETOWN Business** upon our canal for the half month ending today, shows quite an encouraging state of affairs, when we consider the several small interruptions to navigation upon some portions of the line which have occurred. During the half month, 95 boats have arrived; 41 from Cumberland, bringing 4,715 tons of coal, and the remainder from different points with flour, grain, wood, lime, stone, &c. The receipts of tolls at the Georgetown collector's office for the same period, amounts to \$3,207. A large fleet of boats from Cumberland, laden with coal, are now on their way down. It is supposed that they have been detained by the break reported in the *Star* several days since.

Since writing the item in relation to affairs on our canal, we learn from a captain just arrived from Cumberland that the break alluded to has been repaired.

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.

ES, Sat. 4/17/58, p. 3. **GEORGETOWN Business** upon our canal continues rapidly on the increase. Since our report of Thursday, 34 boats have arrived – 31 from Cumberland, bringing about 3,565 tons of coal, and the remainder from different points, with flour and tan bark; and the receipts at the Georgetown collector's office amounts to \$900. The entire

line is now reported to be in excellent order. We learn that a large number of boats are on their way down, and will doubtless be in today. The Collector's office in our city, in charge of Mr. Hollingsworth, was visited yesterday by the president and directors, its affairs thoroughly examined, and everything found in the most satisfactory condition.

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.

Mon. 4/19/58, p. 3.⁸ **Chesapeake & Ohio Canal.** – During the week ending Saturday last, says the *Intelligencer*, the arrivals at the Collector's office, in Georgetown, amounted to 86 boats, two-thirds of which brought coal, and the rest were laden with wheat, flour, corn and limestone. The canal is reported clear and navigable throughout and business active. Hereafter all locks will be closed on the Sabbath, and no way-bills issued. Receipts for the week \$2,397.

AG, Thu. 4/22/58, p. 3. LOCAL ITEMS **Navigation on the Canal** – The Cumberland Civilian says: "The Canal is said to be in excellent order throughout its entire length. The waters of the Potomac river were not so high last week as to endanger the dams Nos. 4 and 5, as reported. Although a good deal of rain fell, the river scarcely rose above high-water mark." The Alexandria Canal, is also in fine boating condition and we are pleased to add that the arrivals from Cumberland and other points along the Chesapeake and Ohio Canal, are increasing. For the week ending on Saturday last, 58 boats left Cumberland for Georgetown and Alexandria, laden with 6,350 tons of coal.

⁸ *States*, Washington, D. C.

Total number of boats for the season is 210, carrying a total of 23,100 tons.

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.

ES, Sat. 4/24/58, p. 3. A rumor is afloat in our city that a break occurred upon the Chesapeake & Ohio Canal, on Thursday, on the two-mile level, just above the Point of Rocks, which has again interrupted the navigation. The damage consists in the washing out of a culvert, which will doubtless be repaired this week.

Since our report of Thursday, only 17 boats have arrived, all of them from Cumberland, with coal. The receipts of tolls at the Georgetown collector's office, for the week ending today, amounts to \$3,818.

Sat. 4/24/58, p. 3.⁹ **The Canal Trade** is very brisk, and boats are arriving at Georgetown every day with large cargoes of coal, flour, grain, wood and other articles of produce. During the month of March, the descending trade amounted to 3,703.93 tons, and the ascending to 548.95 tons. The entire line is reported to be in excellent navigable order.

AG, Tue. 4/27/58, p. 3. LOCAL ITEMS **The Canal** – The National *Intelligencer*, of yesterday, says: "The Chesapeake and Ohio Canal has had another very busy week. Between Saturday week and Saturday last, there were seventy-eight arrivals at Georgetown, of which about sixty were coal boats, and the residue brought corn, wheat and miscellaneous cargoes. The coal thus brought

⁹ *Daily Union*, Washington, D. C.

amounted to near 6,000 tons, of which one-half was promptly received and shipped at the rate of five boats per day from Ray's dock. Collector's receipts \$3,900. A leak having been detected in a culvert just above the Point of Rocks, the level was drawn off a few days ago, so as to repair before matters became worse. It was to have been refilled on Saturday evening."

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.

ES, Sat. 5/1/58, p. 4. GEORGETOWN Business upon the canal the last month was unusually encouraging. Number of arrivals for the month, 295; descending trade, 26,221 tons; ascending trade, 962 tons. Receipts of tolls for the month at Georgetown collector's office, \$11,601.72. Since our report of Thursday, 21 boats have arrived - 14 from Cumberland, with coal, the remainder from other points with flour and grain.

We learn that a strike has occurred among the boatmen at Cumberland. They had been getting \$1.25 freight per ton on coal, to Georgetown. The shippers refused to pay more than \$1.15, which was refused by the boatmen.

Sun, Mon. 5/3/58, p. 4. **Washington.** At Georgetown, D. C., Mr. J. McHenry 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.

AG, Tue. 5/4/58, p. 2. Numerous counterfeits on the Northwestern Bank of Virginia are abroad, particularly of the denominations of five and ten dollars. They seem to be well sprinkled along the line of the Chesapeake and Ohio Canal.

Ibid, p. 3. The Sunday law went into operation yesterday, to the gratification, we should judge, of most of those connected with the working and navigation of the canal. As the impression has gone abroad that the enactment of this measure was due to the new Board of Directors it is but just and right to correct that impression. The order to the lock-keepers to close on Sunday was made on the 18th of March last by the old Board; the new Board have, however, very properly and judiciously determined to cause it to be steadily enforced. - *Nat. Int.*

AG, Thu. 5/6/58, p. 7. **Reduction of Freight on the Canal** - The companies shipping coal by the Chesapeake and Ohio Canal, have reduced the freight to Alexandria, from \$1.25 to \$1.15 per ton.

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 fall little short of previous years.

ES, Sat. 5/8/58, p. 3. **GEORGETOWN** Business upon our canal, this week, has been quite brisk. Since our report of Thursday, 35 boats have arrived, 28 of them from Cumberland with coal, and the remainder from other points with flour, limestone, grain &c. The arrivals for the week amount to 82 boats, 65 from Cumberland bringing about 6,000 tons of coal to the American and Detmold Companies. The receipts at the Georgetown collector's office amount to \$3,700. This office is in charge of Mr. J. McHenry Hollingsworth, collector, and Mr. C. A. Peck, deputy; and we

venture the assertion that no public office of any kind in the land is presided over by two more efficient, accommodating and gentlemanly individuals.

AG, Sat, 5/8/58, p. 2. Several coal companies operating in the Maryland coal region, and who depend upon the canal as a means of transit for their coal to the seaboard, have petitioned the president and directors of the Chesapeake and Ohio Canal Company, to remove the office of the company to Cumberland.

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 \$3,700.¹⁰

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.

AG, Tue. 5/11/58, p. 3. **Chesapeake and Ohio Canal** during the last week up to Saturday night, passed ninety-three boats to the Georgetown Collection Office, of which seventy-seven were freighted with coal and the remainder with wheat, flour, wood and limestone variously. The gross receipts for the week were about \$3,800. No break had

¹⁰ *Richmond Dispatch*, Richmond, Virginia.

occurred up to Saturday evening, between Georgetown and Edward's Ferry, though the river was very high and there was a powerful current.

The Circuit Court of the District of Columbia was occupied on Saturday with hearing counsel on an application by Ex-President Maulsby for a writ of *mandamus* to compel the present *de facto* Board of Directors to accept him as President. It was discussed by Messrs. Carlisle and Maury for the application and by Messrs. Cox and Marbury against it. Besides deeming the applicants wrong in their general object, the resisters argued that a *mandamus* is not the proper means of seeking a remedy, but that it should be by *quo warranto*. No decision has yet been made. - *Nat. Int.*

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.*¹¹

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. Otho 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.

AG, Fri. 5/14/58, p. 2. The line of canal packet boats, on the Chesapeake and Ohio Canal, from Georgetown to Edward's Ferry, is said to be well conducted, and the trip by them a very pleasant one.

Ibid, p. 3. Circuit Court - In this Court, yesterday, an answer was made to the supplication of Mr. Maulsby, President of ex-Board of Directors of the Chesapeake and Ohio

¹¹ *Richmond Dispatch*, Richmond, Virginia.

Canal, for a *mandamus* to the existing Board to surrender to him the post of President of the same. The *mandamus* was refused.

The Chesapeake and Ohio Canal has suffered by the late rains a check to its hitherto prosperous business ever since the commencement of the season. The work of repair has, however, most probably commenced by this time, and, according to Mr. Stone, the general superintendent, it will occupy four weeks to finish it. – *Nat. Int.*

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 both of whom [illegible]. It will be floated down 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.

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.

ES, Sat. 5/15/58, p. 3. GEORGETOWN
The reports from Dam No. 4 on the Canal continue to be of the most conflicting character. Some entertain the opinion that the damage can be repaired in ten days, or two weeks, while others insist that it cannot be done in less than six weeks to two months. As we before remarked, we believe it to be impossible for the most experienced in such matters to arrive at anything like a correct conclusion in regard to the amount of damage done until after the water at that point shall have subsided. The canal wharves, this morning, are literally crowded with laden boats. There is not less than fifty in a space of some two to three hundred yards. Since our report of last Saturday, 83 boats have arrived – 78 of them from Cumberland, bringing about 9,630 tons of

coal, and the remainder from different points with flour, grain, hay, bark, wood, limestone, &c. The receipts of tolls at the Georgetown collector's office for the same period amounts to \$3,910.

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.

AG, Tue. 5/18/58, p. 7. **The Chesapeake and Ohio Canal** during the past week has been continuing to do a large share of business. The supplies of coal at Georgetown and Alexandria are plentiful, and although dam No. 4 has given way, yet the high water in the river, by keeping the canal full at that point, had not checked navigation at the last accounts. At the dam, we learn, that timber and materials are collected in readiness for use as soon as the water shall fall sufficiently to commence the work. Mr. Stone gives it as his opinion that in two weeks from the commencement of the repairs, he will have it completed.

Nowhere else throughout the line is there a word of failure or fracture, notwithstanding the heavy and protracted rains. This seems to auger well, and to speak favorably for the present supervision of the whole line. May it continue! - *Nat. Int.*

We make the following extract from a letter received by the Agent of the Cumberland Coal and Iron Company, in this city, from Mr. Stone, the Superintendent of the Chesapeake and Ohio Canal.

Dam No. 4, May 14 - "The loaded boats passed this place until noon today; no more can pass. About 100 feet of the Dam is gone. We

have the timber nearly all ready to repair the breach, and are ready to commence as soon as the water gets low enough."

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.

ES, Thu. 5/20/58, p. 3. GEORGETOWN Capt. Moore launched from his boat dock, yesterday afternoon, a handsome specimen of his skill at boat-building, a beautiful boat called *Flying Cloud*, which he intends running on the canal as a light freight and passenger boat, and for the use of pleasure excursion up the line. The launch drew together quite a large concourse of persons.

The effects of the interruption to navigation upon the canal are already visible in almost every business part of our city. During the last few days, we have witnessed but little of the stirring activity which characterized the several preceding weeks.

AG, Fri. 5/21/58, p. 3. **The Canal** - A letter from Dam No. 4, on the Chesapeake and Ohio Canal, informs us that every possible effort has been and will continue to be made to repair the injury done upon the dam by the late freshet. The necessary timbers are on the ground, and a heavy force is at work constructing the cribs, which, as soon as completed, will be swung into their places, if the stage of water will permit. We are further informed that the river at that point has fallen some five feet, and that on Friday last neither loaded nor unloaded

boats were able to pass. If no unforeseen accident should occur, in the latter part of next week the repairs will be sufficiently advanced to enable boats to resume their regular trips. All other portions of the canal are in good condition. A committee of the Canal Directors, headed by the President of the Company, appointed at the last meeting of the Board, met yesterday at Harness' Bottom to inspect and report upon the steam pump, recently overhauled and repaired at the machine shops of John Beall, esq., of this city. The result of the examination has, we are glad to state, proven entirely satisfactory to the committee. — *Cumb. Tel.*

ES, Sat. 5/22/58, p. 4. GEORGETOWN Notwithstanding the break upon the canal, at dam No. 4, quite a brisk trade has been done during the week. Sixty boats have arrived; forty-three from Cumberland, bringing about 5,000 tons of coal; the remainder from different points, with flour, grain, wood, &c. The receipts of tolls at the Georgetown collector's office for the same period amount to \$4,270. Mr. Stone, the general superintendent, is actively engaged, with a strong force, upon the work of repair at dam No. 4.

At this point there is, doubtless, as much coal as can be shipped between this time and the completion of the repairs upon Dam No. 4.

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.

AG, Tue. 5/25/58, p. 3. **The Supply of Cumberland Coal** – Owing to the break at Dam No. 4 on the Chesapeake and Ohio Canal, the passage of boats from Cumberland, has been stopped. and for several days past, we have had no arrivals of Coal. This does not, however, we are happy to say, in any way, effect the export of coal, which is going on briskly. Owing to the limited demand in the early part of the season, a large amount accumulated here; and now when orders are coming forward more numerous, there is a sufficient supply to meet them, and should the demand increase, the supply will be abundant, until the canal is again in navigable condition. A large fleet of vessels are now at the coal wharves, taking in cargoes for eastern ports, and business at these wharves is very brisk.

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 giving 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.

ES, Sat. 5/29/58, p. 3. **GEORGETOWN** Owing to the break at dam No. 4, little business has been done upon our canal this week; but twenty boats have arrived, from different points, with flour, grain, wood, &c. The receipts of tolls at the Georgetown collector's office for the same period amounts to \$1,300. The receipts of tolls at the same office for the month will reach \$13,000. We incline to the belief that the newspaper report circulating a few days since, to the effect that some forty coal boats had taken advantage of the high water and passed the broken dam, is incorrect. If such had been the fact, they would have reached here before this. Moreover, they could not have passed from Cumberland to the dam, in consequence of the land slide at the tunnel.

Since writing the above, we learn that they are on the way, below the slide, and passed the dam yesterday morning, and will be in on Monday evening.

AG, Sat. 5/29/58, p. 2. **The Steam Pump** of the Chesapeake and Ohio Canal, immediately opposite the mouth of the South Branch of the Potomac, has been placed in thorough repair, and after due examination and trial, is found to answer its purposes admirably. In case of a drought, it is though it will be of immense advantage in keeping up a supply of water for the canal. At present, *water* is not the thing wanted.

Ibid, p. 3. LOCAL ITEMS – **The Chesapeake and Ohio Canal** – The National Intelligencer says: - “Intelligence was yesterday received from Cumberland stating that the water was very high at that point; and at George’s creek, emptying into the Potomac near Piedmont, it was higher than it had been since 1852. It is also reported that at dam No. 4, the high water was taken advantage of to pass some forty coal boats for Georgetown and Alexandria. Mr. Stone was waiting for lower water in full readiness to commence operations and put in a new crib.”

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.

AG, Tue. 6/1/58, p. 3. LOCAL ITEMS - Chesapeake and Ohio Canal. – Late intelligence from dam No. 4, states that the waters during the recent heavy rains, collected to a height of five feet greater than that when the dam was washed out a month ago, and that twenty feet more of the cribbing have gone. This, however, is said to be of no account, as it was not considered trustworthy before, and would have been removed. The forty or so of coal boats that passed the dam a few days ago, will be arriving in the District in all of today and tomorrow. Dam No. 5 is stated to be all right. – *Nat. Int.*

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.

ES, Fri. 6/4/58, p. 3. GEORGETOWN The following report of the trade upon the Chesapeake & Ohio Canal for the month of May, (so far as the tolls were paid at the Georgetown Collector’s office,) has been furnished us by the gentlemanly collector, Mr. Hollingsworth, and his accommodating assistant, Mr. Peck:

Descending Trade – Flour, 743 tons, 7,430 bbls; corn meal and chop, 387 tons, 173¼ bushels; wheat, 289.12 tons, or 11,561 bushels; corn, 863.93 tons, or 34,357 [bushels]; whiskey, 48.17 tons, or 269 bbls.; mill offal, 38.78 tons, or 3,878 bushels; lumber, hoop poles, laths, &c., 194.35 [tons], 104,350 feet; lime and cement, 249.52 tons, 1,537 barrels; coal, 20,149 15 tons; bark, 96 cords; wood, 206 cords; limestone, 1,275 perches; sand, 1,821.18 tons, 45,612 bushels – sum total descending trade 26,246.59 tons.

Ascending Trade – Fish, 62.90 tons; groceries, 18.95 tons; salt, 84.63 tons, or 846 sacks; lumber, laths, &c., 75.45 tons; plaster, 196.69 tons; sand 413.13 tons – sum total ascending tonnage 967.01 – making in the aggregate 27,212.63 tons.

The canal boat *M. M. Claggett*, Capt. Short, reached our city yesterday evening with the largest cargo of grain ever brought down the canal, 6,600 bushels of wheat and corn. It was shipped at Berlin by C. F. Wenner, Esq., and consigned to G. Waters and Boyce, Taylor & Co. The former the corn and the latter the wheat.

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.

ES, Sat. 6/5/58, p. 3. **GEORGETOWN** Business upon our canal this week has been quite brisk; 75 boats, in all, have arrived – 46 of them from Cumberland, with coal, the remainder from other points with flour, grain, wood, limestone, &c. The tolls at the Georgetown collector's office for the same time amounts to \$2,050.18.

Sun. 6/6/58.¹² **STEAM ON THE C. & O. CANAL.** - A writer in the National Intelligencer remarks that he has for some time past heard a great deal about a steam propeller, which was said to be accomplishing wonders on the C&O Canal. As he happened to be in Georgetown when this boat last arrived from Cumberland, and was struck by its appearance, he obtained some particulars respecting its advantages and success, which are subjoined. It bears the name of its inventor, a worthy townsman, Capt. J. L. Cathcart. It has already made in regular trips upon the canal no less than 1,740 miles, and passed the narrow locks thereon 730 times without once striking, besides paddling up and down the Potomac river a distance of nearly 500 miles. On questioning Capt. Cathcart in regard to the advantages which he claims for his pet vessel, he replied as follows: will cause an improvement in morals, as it employs no mules for the men to curse; the saving in tow-lines furnishes head-light and oil for engine; no expense for fuel when canal breaks or boat in port; shoeing mules and repairs of harness will cover breakages and repairs for engine; fuel costs one dollar per day running time, or one-third of mule feed; time gained over mule

travel at least one-fourth; no towing upon arrival at tide; no mule travel to damage towpath; every advantage in slack-water and ponds by cutting across; same number of hands as mule-boat; and no greater expense; no fever and ague whilst running; room for machinery less than that for mules; difference of weight three tons; engine will outlast three sets of mules, and will load and unload its own cargo, pumps out the bilge-water, and consequently causes less labor; does not damage the banks by washing, but on the contrary removes all bars on the canal; and expense of wintering engine twelve-and-a-half cents for tallow. Cathcart is also prepared to demonstrate that he can bring coal from Cumberland at a cost of 45 cents per ton less than any boat drawn by mules. If all these claims can be substantiated and we have no doubt they can, it would really seem as if a revolution in canal navigation was about to take place.

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.

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

¹² *Hunt's Merchant's Magazine.*

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.

AG, Tue. 6/8/58, p. 3. **The Chesapeake and Ohio Canal.** – During the week ending Saturday night last, the arrivals at Georgetown on the canal, numbered eighty-four; of which forty-eight were coal boats from Cumberland, the rest having been freighted with corn, flour, limestone and some wheat, the corn predominating. A good deal of wood is coming down, and rates are consequently low. The week's receipts were \$2,480. The Canal Board have been in session at their office in the City Hall since Friday last, and will resume today. This is also the regular day of election by the stockholders under the charter, of president and directors for the ensuing year. Reports from above state the canal in good order throughout, with the exception, of course, of the fracture at dam No. 4. At that point every thing is in readiness for operations as soon as the water has sufficiently fallen. – *Nat. Int.*

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.

ES, Sat. 6/12/58, p. 4. GEORGETOWN. Things and matters about our canal docks this morning, look dreary, gloomy and lazy. Owing to the suspension of navigation upon the canal, and the supply of coal having become exhausted, everything is at a stand-still. The multitude of hands generally employed there have nearly all disappeared, and the place is almost as silent as a churchyard.

But little business has been done upon the Canal this week. Only 15 boats in all have arrived, 8 from Cumberland with coal (passed dam No. 4 during the high water) and the remainder from other points, with flour, grain, &c. The receipts of tolls at the Georgetown collector's office for the same period amounts to \$1,730. We are informed that it will require some three weeks more, under the most favorable circumstances, to render the before mentioned dam passable for loaded boats.

AG, Tue. 6/15/58, p. 3. LOCAL ITEMS
Meeting of the Stockholders of the Alexandria Canal Company – The adjourned general meeting of the Alexandria Canal Company, was held at the Council Chamber, in this city, yesterday Benjamin Barton in the Chair, and Wm. C. Yeaton, Secretary.

A very large amount of stock (6,222 shares, out of 6,800) was held by the persons present.

On motion of J. H. Reid: - A committee was appointed by the Chair, (consisting of J. H. Reid, L. McKenzie and R. Johnston,) to examine and report upon such proxies as might be presented; who reported a number of proxies as being regular and sufficient; which report was adopted.

The annual report of the Board of Directors was received, read, and approved; and with the accompanying paper, ordered to

be printed in pamphlet form, for the use of the stockholders.

Office Alexandria Canal Co.

June 1, 1858

The Board of Directors of the Alexandria Canal Company present their report for the year ending 1st of May last.

They feel called upon, in the first place, to express their sense of the great loss which the Company has sustained in the death of their late President, Joseph Eaches, esq., in January last. The ability and zeal for the interests of the Company, which he, at all times, manifested, are worthy of grateful remembrance and commendation.

During the year ending 1st of April last, the Chesapeake and Ohio Canal was navigable about three months only. The effect of this upon the business of our Canal is shown by the fact that the quantity of coal received at our wharves during that year was only 97,115 tons, against 163,629 tons during the year preceding, and by a corresponding diminution in other articles. The tolls on coal and boats for the year were \$2,631.03, and on all other articles \$545.11, making \$3,176.14; while for the preceding year the tolls were, upon coal and boats \$4,500.50, and on other articles \$643.38, or a total of \$5,143.88.

The entire receipts, from all sources, during the year, were:

From tolls, as above stated	\$3,176.14
From loans, (including \$1,454.38, part of the loan of \$2,450 from the city, for repairing the Aqueduct and the lock gates)	1,954.38
From interest on \$1,000 Corporation of Alexandria stock, and premium	60.60
From rents of coal wharf lots	700.00
From wharfage on coal	1,000.00
From tolls at Georgetown Ferry	63.97
	<hr/> 6,955.09
Balance in hand, April 20, 1857	627.36
Requisitions outstanding	108.62
	<hr/> 7,691.07

The expenditures during the same time were as follows:

Loans repaid	512.50
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Canal Trade - 1858

Incidental Expenses	104.53
Interest, including \$900 on bond for \$15,000 guaranteed by State of Virginia	1,064.82
Officer's salaries	729.17
Repairs and superintendence	4,255.15
Sinking fund	500.00
	<u>7,166.17</u>
Balance on hand May 1, 1858	524.90
	<u>7,691.07</u>

Of this balance, \$422.30 belongs to the sinking fund, and will be carried to the credit of that account. The amount of this fund, at par, is now, including that sum, \$6,132.30, invested in Corporation of Alexandria Stock, and in a mortgage upon a very valuable water lot adjoining the wharves of the Cumberland Coal and Iron Company. The income and expenditures of the fund during the year were:

Cash on hand April 20, 1857	\$67.20
Pledged toll since received	412.50
Interest on stock and premium	60.60
Wharfage on coal	1,000.00
Interest on \$4,700 for one year	282.00
	<u>1,822.30</u>
Paid one year's interest on bond of \$15,000	900.00
Carried to credit of fund on books	500.00
	<u>1,400.00</u>
Due the fund May 1, 1858	422.30

The Board have to report that the bridges over the Canal are failing. The one at Poor House Lane has fallen, but will shortly be rebuilt; and those upon the lands of Messrs. Daingerfield and Addison, will soon require renewal. In this connection, reference is made to the report of the Engineer.

This report contains, also, matters in relation to the Aqueduct, which calls for the most serious attention of the Stockholder.

The prospects of trade upon our Canal for the present year are flattering, especially on the leading article of coal, the transportation of which has begun with much spirit. The recent breach at dam No. 4 of the Chesapeake and Ohio Canal will not, it is believed, cause an interruption of more than a month. The Board, however, in view of the serious and frequent

casualties to that work is subject, forbear to indulge in further predictions as to the trade of our Canal, which is entirely dependent upon it.

Our claim upon the Chesapeake and Ohio Canal Company for water power remains in the same condition as at the date of last report. It now appears, that at the time that Company agreed to grant us a certain share of water power (which agreement it forthwith, after securing all its benefits, proceeded to render useless by every means in its power) all its water power was pledged to the State of Maryland by a hopeless mortgage, of which fact nothing was known to us at the time of making that agreement, and not one word was mentioned in the conference between the Directories of the two Companies which resulted in it. The Board forbear commentary upon the conduct of that Company in this matter. A full history of the case, and statement of our rights, are contained in a lengthened report upon the subject, to the Board of Public Works, which will be found in their report to the Legislature for the year 1855. This report has produced no action on the part of that Board, and it is believed that, under existing laws, they are powerless in the premises. It is recommended that the subject be brought to the attention of the Governor, and, through him to the notice of the General Assembly. It is hoped that they will be able to devise some means of redress for the grievous injustice which the Chesapeake and Ohio Canal Company (of which the State of Maryland is the virtual manager) has inflicted upon this Company and community in regard to these water rights. The State of Virginia being a Stockholder in this Company to the amount of \$272,000, and being also, through her General Assembly, the guardian of the interests of the city of Alexandria, so deeply involved in the success of our Canal, it is believed that the appeal suggested will not be unavailable.

Annexed are statements of the trade of the last year, and of the general account of the

Company. The reports of the Examining Committee are also referred to.

By order of the Board of Directors
GEO. H SMOOT, Chairman.

*To the President and Directors of the
Alexandria Canal Company.*

Gentlemen: - I take pleasure in reporting the Canal to be in as good navigable order as at any past period.

No settlement has taken place in the embankment at the four mile run for the past two or three years, and I think no further serious difficulty there, need be apprehended.

Four spans of the Aqueduct were repaired on the tow-path side during the past winter and spring; others will probably need similar repair next winter. It may be proper here to state, that the oak timbers on the Aqueduct, are undergoing much more rapid decay than was supposed previous to the repair of last winter. The period may therefore come in a very few years, when the cost of repair will be so great as to render necessary the abandonment of the present superstructure for a new one.

The timbers on the bridges over the Canal, are becoming very much decayed. The one at the Poor House lane has given way, and measures are now being taken for its reconstruction. The farm bridge for Mr. Henry Daingerfield's accommodation, is about to fall, and has been ordered to be taken down. Repairs are being made upon the others from time to time as required.

The new lock gates ordered the past winter are finished, and now being adjusted to their places, which, when done, will place the locks in good condition. Respectfully submitted

S. H. WILLIAMS, Engineer.

[Transcriber's Note: There followed some administrative text, which has been omitted for brevity.]

Ordered, that the salary of the President be continued at \$500 per annum.

The meeting then proceeded to ballot for a President of the Company for the ensuing

year, when Reuben Johnston was duly elected. The vote stood, R. Johnston 606; George H. Smoot 293.

James Green, Henry Daingerfield, Cassius F. Lee, Wm. N. McVeigh, John J. Wheat and John West were duly elected Directors for the ensuing year.

Chesapeake and Ohio Canal – On Monday last, the day of the regular annual election of a Board of Directors, a Board to serve the ensuing year was elected, consisting of the same gentlemen that were chosen at the extraordinary meeting in April last.

During the past week there were only about a dozen boat arrivals at Georgetown; the receipts for tolls amounting to \$1.61.

The Canal is in good order, and if the weather continues reasonably fine, Dam No. 4 will pass boats by the last week of the current month.

A new competitor for trade and travel on the Canal has appeared in the shape of the little steamer *Antelope*, which runs between Georgetown and Harper's Ferry, leaving each terminus every other morning, arriving at its destination before 7 P. M., making the distance in less than twelve hours. This is a great accommodation and saving of time and money to travelers on the line of the Canal. – *Nat. Int.*

The Washington Aqueduct – We understand that a sudden freshet on Saturday raised the Cabin John stream some five feet, filled the culvert under the canal so that the waters flowed over the canal bank and did some injury. The cement house, belonging to the Washington Aqueduct was also flooded, and some barrels of lime taking fire, it became necessary to remove the cement hastily to prevent the burning of the building. About three to four hundred barrels of cement were destroyed. – *Wash. Star.*

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.

AG, Wed. 6/16/58, p. 3. LOCAL ITEMS

The Canal - A letter from Cumberland, dated June 14th, says that there was no news of interest concerning the Canal. The latest accounts from Dam No. 4, state that the water was very high, but no more damage had been done. The Cumberland Civilian of yesterday, says: - 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.

President of the Alexandria Canal Company
The vacancy in the office of President of the Alexandria Canal Company, caused by the death of Mr. Joseph Eaches, (who for so long a period held that position, to the entire

satisfaction of the Company, and of this community, so closely connected with the interests of the work,) has been filled by the election of Reuben Johnston, esq. For a great many years Mr. Johnston has served the Company, as its Secretary and Treasurer, in a most faithful and efficient manner, and this compliment bestowed upon him by the stockholders is well merited. We know of few who could bring to the office of President of the Company a more thorough knowledge and more practical experience than Mr. J., and we feel justified in saying that to no one could the interests of the Company, and our community be more safely entrusted. The Canal, (as is shown by the reports of the Board of Directors and Engineer, published in yesterday's *Gazette*) is in excellent condition, and but for the numerous interruption on the Chesapeake and Ohio Canal, would have done a fine business - and will, we yet hope, prove as beneficial to our community as its strongest advocates could desire.

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.

ES, Sat. 6/19/58, p. 3. GEORGETOWN
This state of things is attributable, in the main, to the suspension of navigation upon the canal, which renders it almost impossible for the larger-class vessels usually trading to our port to obtain return cargoes. Our mills are doing but little; some of them have suspended operations entirely, and are now undergoing a thorough overhauling and repair against the

busy season, which commences about the latter part of July.

The canal packet men are having a lively time of it just now. Opposition is the life of trade, they are all destined, doubtless, to have an abundance of it. A few years ago, the only way an individual could transport himself up or down the canal was by taking passage on board a coal or some other kind of freight boat, and be snailed along at the rate of about three miles an hour, exposed to every sort of weather and inconvenience. Now, one can take his choice, either in one of the Messrs. Ritter's floating palaces – the *Meigs* and *Argo*, (tow-boats) – or the beautiful little steamer *Antelope*, and upon either be whirled ahead at the rate of six to eight miles per hour, with all the comforts that the most fastidious could desire.

Another break has occurred upon our canal. About twenty feet of the embankment, at a point near the seven locks, and about nine miles above our city, washed out yesterday evening. This can, however, be thoroughly repaired before the work at dam No. 4 is anything like completed, as the superintendent had not been able up to last Saturday, in consequence of the swollen state of the water in the river, to commence putting in the cribs.

Mr. John T. Donaldson is now engaged with a strong force constructing another railway and wharves for W. A. Bradley, Esq., at a point near the Alexandria aqueduct, for the accommodation of the coal trade upon the canal. The work is progressing rapidly, and Mr. Donaldson informs us that he will have it completed in time to accommodate the very first run of boats after the repairs upon the canal shall have been completed. It is to be occupied by Mr. W. R. Wilson, agent and attorney for the *Ætna* and *Midland* Coal Company.

But little business has been done on our canal this week, only eleven boats having arrived, and the receipts of tolls at the Georgetown collector's office for the same period amounts to only \$633.79.

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*.

AG, Tue. 6/22/58, p. 3. **Officers of the Alexandria Canal Company** - At a meeting of the Directors of the Alexandria Canal Company held yesterday, W. B. Price was elected Clerk of the Company, Walter B. Chew, Superintendent of the Canal, and J. H. Higdon, Lockkeeper and Collector of tolls.

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.

Sat. 6/26/58. The breach at Dam No. 4 is about to be closed, now that the stage of water will permit operations. Over 100 hands, (chiefly boatmen, whose all is dependent upon the Canal,) are employed night and day. On Tuesday morning the first crib was put in. Two others are to be put in, which will be done early next week, and thus close up the breach in the course of ten days, should the weather continue favorable. Both Dams will be completed this summer by building them of the most solid and enduring Masonry; the prospect of procuring funds from the Coal Companies, amount almost to a certainty. The company owes nothing however for the work already done by contractors at these dams. Loaded boats can now pass the tunnel. An Irishman named Daniel Hughes on Monday slipped from the crib at Dam No. 4, into the water, his body was drawn into the rapid current that ran through the breach, and after fruitless efforts to save him and his own agonizing exertions, he sank to rise no more alive.¹³

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.

AG, Tue. 6/29/58, p. 3. LOCAL ITEMS **The Chesapeake and Ohio Canal** did but little business last week, but good news has been received as to a very early resumption of navigation throughout the whole line. Such, we learn, is the forwardness of the work at Dam No. 4, caused in great measure by the late favorable weather, that heavily loaded boats will be able to pass at that spot as early as

Wednesday next, the 30th inst. On the same day there will be a called meeting 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. - *Nat. Int.*

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.

ES, Wed. 6/30/58, p. 2. The St. Mathew's Sunday School planned an excursion to Arlington Springs on Monday, July 5th. In

¹³ *Shepherdstown Register*, Shepherdstown, Va.

Georgetown the packet boat *Flying Cloud* would leave Congress street and Canal Wharf at 7 o'clock and 10 o'clock and at 2 o'clock p.m. and return before night. The picnic was to be an all-day affair with dinner, refreshments and music. There was an admission charge to the Springs. The ad first ran June 30th and then 4 more times.

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.

AG, Thu. 7/1/58, p. 3. **The Canal** – Another Accident – Authentic advices, just received, are to the effect that a further suspension of navigation upon the Chesapeake and Ohio

Canal has been caused by an accident at Dam No. 4. In attempting to put the key-crib in position, it was carried away by the force of the current; and although it has been recovered, it is considerably damaged. It is feared that the delay thus caused, will be about two weeks; but as all first news of accidents to this unfortunate work have hitherto been much exaggerated, we hope for more favorable accounts.

AG, Thu. 7/8/58, p. 3. **The Chesapeake and Ohio Canal** is now said to be in navigable order, throughout its entire length. The difficulty between the boatmen and coal companies is not yet settled.

Alexandria Canal Company – The adjourned meeting of the Alexandria Canal Company, is called to be held at the Common Council Chamber, in this city, on the 9th of August.

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.

AG, Sat. 7/10/58, p. 3. **Chesapeake and Ohio Canal** – The Cumberland Telegraph reports the canal still not quite navigable, and the boatmen unwilling to load without an increase of freight. The amount of coal brought down from the mines last week, by Pennsylvania road, was 1,203 tons; by the George's Creek 4,371 tons, and by the Hampshire 1,384 tons. No report from the Cumberland road. The hot weather has caused some mortality among horses in the neighborhood. It is thought that the Dams will all be in and secured early next week. We are informed that some of the companies are willing to give \$1.25 per ton to Alexandria.

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 \$1.44. 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.

DNI, Tue. 7/13/58, p. 1. The Young Catholic's Friend Society of Georgetown planned a Grand Picnic at Arlington Springs on Wednesday, July 14th. In Georgetown the steamer *J. L. Cathcart* and the packet *Flying Cloud* would leave Georgetown (by the canal) every half hour, from 7 o'clock A. M.; free passage. A boat would also leave the 14th street bridge, Washington, every half hour, from 7 o'clock A. M.; 10¢ per passage each way. Music would be provided. There was an admission charge to the Springs. The ad first ran July 12th.

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. FAST PASSENGER LINE, via CHESAPEAKE AND OHIO CANAL *B. F. Wells*, leaves Georgetown, D. C., EVERY MONDAY, WEDNESDAY and FRIDAY, for Harper's Ferry, Va., at 7 o'clock A. M.

Leaves Harper's Ferry EVERY TUESDAY, THURSDAY and SATURDAY, for Georgetown, D. C., at 7 o'clock A.M.

Fare \$2. Through in 12 hours.
 [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.

AG, Fri. 7/16/58, p. 3. LOCAL ITEMS
Chesapeake and Ohio Canal – A letter was received yesterday at the Canal office, in this city, from Mr. Stone, the Superintendent of the Canal, which states that he expected to pass boats at dam No. 4 on the 14th instant; that is to say, yesterday. – *Nat. Int.*

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 to 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 is 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 estimates 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.

AG, Sat. 7/17/58, p. 3. **LOCAL ITEMS Chesapeake and Ohio Canal** – A letter from John G. Stone, Engineer, and General Superintendent, dated Four Locks, July 15, to a gentleman in this city, says: - “The dam is finished and there was 2½ feet of water in the Guard Lock yesterday evening. By the last of the week all the levels will be full. By the middle of next week you may expect the loaded boats.”

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.

AG, Tue. 7/20/58, p. 3. **Chesapeake and Ohio Canal** – No business last week worth mentioning. Intelligence was, however, received in Georgetown that empty boats passed up the canal on the level fed by dam No. 4, on Thursday last, and that by today or tomorrow laden boats from Cumberland would be arriving down at Georgetown and Alexandria. – *Nat. Int.*

The differences between the Coal companies and the Canal 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. – *Cumb. Civilian.*

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, \$1.15 per ton. - It is now thought that a brisk business will be done on the Chesapeake and Ohio Canal.

AG, Mon. 7/26/58, p. 3. **The Alexandria Canal** is in fine navigable order, and there were several arrivals at the close of last week, of Coal and other boats. As the "season" has now fairly commenced, we hope it may prove a long and profitable one.

The Chesapeake and Ohio Canal – The Georgetown correspondent of the Washington Star says: - "We are gratified to be able, at last, to announce the safe arrival of a portion of the coal fleet from Cumberland, by the Canal; some fifteen or twenty boats came in yesterday evening, a portion of which continued on to Alexandria. We learn that some eighty boats are now on the way down, and may be expected in between this and tomorrow night; a portion of them, we regret to learn, have been detained for a short time near Harper's Ferry, by some slight damage to one of the locks. We may now safely announce the resumption of navigation the entire length of the line. It is sincerely to be hoped that the utmost vigilance will be exercised by the officers and superintendents in future, so that the slightest indication of anything that might lead to another such grievous interruption of trade as we have so frequently been annoyed with of late years, may be taken at the outset, and all danger removed by timely repairs. The Canal has become a matter of too much importance to the trade of Alexandria and the District, to say nothing of other sections, to admit of anything like indifference in the management of tis affairs; consequently, none but the very best men – men of experience as well as energy – should be selected for the purpose. From all we can learn of those employed, many of them are such. We, therefore, think we may calculate with some degree of certainty that the line will be kept in good condition the remainder of the boating season."

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 then 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.¹⁴

ES, Tue. 7/27/58, p. 3. **The River** - The coal trade on the river has recently taken a tendency canal-wards, thanks to the energy of Mr.

Commissioner Wise, under whose enterprising supervision the river channel has been so deepened as to admit large schooners from the Long Bridge to the Seventeenth street wharf. At the present writing, no less than half a dozen vessels from Philadelphia are unloading cargoes of coal at that point for the dealers on the canal.

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 \$59,763.66. Total receipts from 1st January, 1857, to 31st March, 1858, from all sources \$234,030.45. 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.

¹⁴ *Richmond Dispatch*, Richmond, Virginia.

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*.

ES, Fri. 7/30/58, p. 2. An excursion to the Great Falls on Monday Aug. 2 was advertised. The packet *Flying Cloud* would leave Congress street wharf, Georgetown, at 7 o'clock, a. m. Refreshments and dinner were available onboard at city prices. Good cotillion music provided. Tickets were \$1, admitting a gentleman and lady. The ad first ran July 30, then 2 more times.

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.

AG, Sat. 7/31/58, p. 3. LOCAL ITEMS **Chesapeake and Ohio Canal** – The *Cumberland Telegraph* says: - “The resumption of canal navigation has imparted a new impetus to the coal trade. Since that event, 83 boats have left this port for tidewater, carrying nearly 12,000 tons of coal.

We learn from a source worthy of credit that the president and directors of the canal company have a fair prospect of negotiating a loan for sufficient funds to complete the stone dams Nos. 4 and 5, upon terms as reasonable as could be expected at this time.

For the week ending Saturday, 15,209 tons of coal were brought down from the mines.”

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 [boats], 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*.

Mon. 8/2/58, p. 3.¹⁵ **Revival of Trade.** It is gratifying to record the fact of a revival of heavy trade in our sister cities, Georgetown and Alexandria. An immense number of carrying bottoms are clustering around the canal outlets at both these points, and the canal itself has a most animated appearance. The principal part of this business at Alexandria is confined, as yet, to the coal trade; but at Georgetown breadstuffs enter largely into the computation.

The canal, on Saturday, was reported in good order throughout, excepts some slight damages on the Georgetown level, which will be repaired in a day or two, and the late difficulties between the boatmen and the coal companies have been adjusted. The arrival of boats here during the past week foot up 144; eighty of which were loaded with coal. The collector at Georgetown estimates the toll receipts at \$4,500.

In addition to the canal trade, we notice that the cotton mill at Georgetown is again in limited operation. The flour mills are ready for grinding, and a few days more will see them all in operation.

Ag, Mon. 8/2/58, p. 4. LOCAL ITEMS

¹⁵ *States*, Washington, D. C.

Receipts of Toll on the Chesapeake and Ohio Canal

– The total amount of receipts of tolls upon the Chesapeake and Ohio Canal at the Georgetown office, for the week ending on Saturday, amounted to \$4,405.52, as follows: Descending trade \$4,017 66, and ascending \$386.86; and for the month ending same day \$4,817.02 as follows: Descending trade \$4,362.02, ascending \$455.

ES, Wed. 8/4/58, p. 3. **GEORGETOWN**
As the canal boat *Flying Cloud* was returning to our city from the Great Falls yesterday evening, whither she had been with a pleasure party of persons from your city, and when near the Magazine, the steersman, a young man by the name of George Ludike, was knocked overboard by some portions of the steering apparatus and was drowned. The boat came on to town, and landed her passengers, after which a party of gentlemen took her and returned to the spot and recovered the body and brought it to his residence on Market street. He was a young man of very steady and industrious habits, and universally respected where known.

Boats from Cumberland and other points upon the canal continue steadily arriving in considerable numbers, laden with coal, flour, &c.

Wed. 8/4/58, p. 3.¹⁶ **Accident.**

As a picnic party from this city were returning yesterday evening, from an excursion to the Great Falls, on the packet *Flying Cloud*, George Ludike, the steersman, fell overboard from the giving way of the tiller, and was drowned. The accident happened just as the boat was entering Lock five. Search was made as quickly as possible, and two young men of the party went in and dived to the bottom several times, but his body could not be found.

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.

¹⁶ *States*, Washington, D, C.

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.

ES, Sat. 8/7/58, p. 3. **GEORGETOWN** Business upon the canal since our last report has been quite brisk. Most of the coal that has come down, however, passed on to Alexandria, being consigned to the companies located at that point for shipping purposes. In all, 119 boats have arrived, 99 of them from Cumberland, bringing about 11,600 tons of coal; the remainder were from different points, with flour, grain, tan bark, limestone, wood, &c. The receipts of tolls at the Georgetown collector's office, for the week ending today, amounts to \$3,360.96, as follows: Descending trade, \$3,108.51, ascending, \$252.45. The entire line is reported to be in excellent navigable order.

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 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*.

Mon. 8/16/58, p. 3. **Canal Trade** – The Georgetown correspondent of the Washington Star says: - “Business upon our canal this morning is decidedly more lively than we recollect ever to have seen it before. From the wharves in our city, as far up as the eye can reach, a distance of more than half a mile, there is a perfect throng of boats in some places literally packed to a jamb, ascending and descending, laden with coal, flour, merchandise, &c.; and the multitude of men and boats moving to and fro, and the incessant and loud clamor kept up by the boatmen, remind one of a vast army maneuvering for battle.”¹⁷

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.

AG, Tue. 8/17/58, p. 3. **LOCAL ITEMS** Chesapeake and Ohio Canal continues the excellent business we previously reported. During the week last past an extraordinary degrees of activity was pervaded this end of the

line, showing what a trade must and will be developed when the canal shall have become quite reliable, and suggesting the necessity of a great extension of facilities for unloading and shipping along tide-water. Since our last weekly report there have been entered at the Georgetown collection office one hundred and twenty-nine boats, of which twelve were laden with wheat, corn, limestone, wood and general country produce, and the remaining one hundred and seventeen with coal, bringing a total during the week of a little less than 13,000 tons.

The receipts for the week were \$5,450, one of the very best exhibits since the canal has been in operation. The water was let off the Georgetown level on Saturday night, in order to remove a large stone in the bed of the canal, which it is conjectured was blown from a blast hard by on the line of the Washington Aqueduct. All is right by this time, and the level refilled. – *Nat. Int.*

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

¹⁷ *Alexandria Gazette*, Alexandria, Va., newspaper.

across the Potomac at Harper's Ferry, to supply the armory with water.

The Maryland Coal Trade. - For the week ending Saturday, [Aug. 14] 7,348 01 tons of coal were shipped over the Cumberland and Pennsylvania railroad; 4,322 17 tons over the George's Creek Coal and Iron Company; 3,876 16 over the Cumberland Coal and Iron Company; and 1,652 18 tons over the Hampshire Coal and Iron Company's road, making an aggregate for the week from the whole coal region of 17,203 12. 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.

ES, Fri. 8/20/58, p. 3. **ALEXANDRIA** Since the resumption of the trade upon the Chesapeake and Ohio Canal, the locks of the Alexandria canal have been quite busily employed. The coal wharves have resumed their liveliness, and the changing of cargo from canal boat to vessels, furnish employment for a large number of men.

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 accidentally 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.

ES, Mon. 8/30/58, p. 1. **NEW GROCERY, WINE AND LIQUOR STORE** – The subscriber begs leave to say that he has opened a New Store, corner of 7th and E streets, where he intends to keep an assortment of WINES, LIQUORS, CIGARS, and fine GROCERIES, fine Teas, Sugar, Coffee, Flour, Soap, Olives, Raisins, Figs, Sardines, Anchovies, &c., all of the most approved brands and qualities.

Families and members of Congress are particularly invited to call and examine the stock before purchasing elsewhere.

Canal Boats supplied on reasonable terms and produce taken in exchange.

JONAS P. LEVY

Successor to Brereton & Bro., No. 454, 7th street, corner of F, opposite the Patent Office. [Transcriber's Note: This is the first time I have seen where canal boats could be rented, payment made by bringing in produce.]

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.

ES, Wed. 9/1/58, p. 3. **ALEXANDRIA** A new and substantial bridge over the Alexandria Canal at Poor House Lane is nearly completed. It replaces the rotten structure that, some time since, fell in and nearly killed a canal boatman.

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.

Sun, 9/5/58, p. 3.¹⁸ **The Chesapeake & Ohio Canal and the Coal Trade.** - For some time past, this canal has been in good boating order, and the business men along the line and at the termini are rejoicing in a revival of trade. The prospects of the company never were better, and we hope that there will be no further accidents to mar their present plans. The coal trade is now very active, and should no accident happen to the canal, the business this season will exceed that of any previous year. There are numerous daily arrivals of heavily-laden boats from Cumberland at Alexandria, and a vast quantity of coal is now piled up at the coal wharves awaiting shipment. There is an unusual scarcity of vessels, and the receipts are far in advance of the exports.

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 "James L. Cathcart" is still running upon our canal.

¹⁸ *Daily Union*, Washington, D. C.

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.

ES, Fri. 9/10/58, p. 3. GEORGETOWN
A trifling interruption has been caused to navigation upon the lower level of our canal, by one of the large scows used for transporting cement, stone, &c., up the line of the Washington Aqueduct, sinking with a cargo of large stone, near the Great Falls. It is supposed, however, that the difficulty will be entirely removed by tomorrow evening.

Mr. J. W. Barker launched from his yard, near the outlet locks of the canal, on Wednesday, a large boat, constructed by him for Messrs. Pinnell & Aud, and intended for the canal trade. She is called *Capt. Aud*, and has been pronounced, by boat builders and other competent judges, decidedly one of the best boats, in point of model, arrangement and execution, now upon the canal. This is the first boat of the kind built by Mr. B. at this point, and we sincerely hope that its superiority over the generality of boats trading upon the canal will induce other having boats to build to contract with him, and build up for him a permanent business in our city. [Transcriber's Note: Mr. Barker's yard was located at 446 N. Y. Ave., between 14th and 15th streets.]

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.

Ibid, 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.

WANTED – At Dam No. 5, Chesapeake and Ohio Canal, fifteen good MASONS and STONECUTTERS, and also fifty good QUARRYMEN, to whom liberal wages will be given. None but good workmen need apply. [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.]

ES, Sat. 9/11/58, p. 3. GEORGETOWN
An accident occurred to the canal steamer *Antelope* on her downward trip on Thursday, which prevented her from reaching her wharf until yesterday evening, and which will prevent her from resuming her regular trips before Wednesday. The accident consisted in the breaking of one of the paddles of her propeller just after leaving Harper's Ferry.

Business upon the canal during the week ending today has been quite brisk; 95 boats in all have arrived, 70 of them from Cumberland, bringing about 7,000 tons of coal, and the remaining 15 from different points, with flour, grain, wood, limestone, &c. The receipts for tolls at the Georgetown collector's office for the same period amount to \$4,409.21, as follows: descending trade, \$4,026.45, and ascending trade, \$382.76.

The sunken scow noticed in our letter of yesterday, which obstructed the navigation for a day or two, has been raised, and a large fleet of boats are expected in today.

Business about the coal docks this morning looks rather cheerless. We found some fifty or more men sitting about doing nothing. Upon inquiry, we learned that the delay is caused by a want of vessels to ship in. There is not one at either dock.

AG, Mon. 9/13/58, p. 6. **Receipts of Tolls on the C. and O. Canal** – The receipts of tolls on the Chesapeake and Ohio Canal, at the collector's office at Georgetown, for the week ending on Saturday, were \$4,409.21.

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.

AG, Tue. 9/14/58, p. 3. LOCAL ITEMS
The Chesapeake and Ohio Canal during the week past bore ninety-seven boats to market, of which twelve were laden with wheat, corn and various country produce, and the remainder with coal from Cumberland. The receipts at the Georgetown collection office amounted to \$4,409, of which \$383 was from the ascending and \$4,026 from the descending trade; coal contributing \$3,505 of the amount. Everything is reported favorable throughout the line, and dams No. 4 and 5 are going finely forward. – *Nat. Int.*

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].

ES, Sat. 9/18/58, p. 3. GEORGETOWN

A temporary interruption to navigation upon the canal occurred on Wednesday morning by a slight breach in the embankment on the Nine-mile Level. It was only of sufficient magnitude, however, to prevent passage of loaded boats, and had doubtless been repaired before this time.

We are informed this morning by the gentlemanly Collector upon the canal, and his no less worthy deputy, that the recent heavy rains have furnished an abundant supply of water for all parts of the canal. The entire length of the line, with the exception of the temporary matter noticed in another item, is in excellent navigable order, and an unusually heavy fall business is anticipated. The work on the new stone dams, Nos. 4 and 5, is progressing finely.

Business upon the canal during the week ending today has been quite brisk, 109 boats in all have arrived, 86 of them from Cumberland, bringing about 8,600 tons of coal, and the remainder from different points with flour, grain, wood, &c. The receipts of tolls at the Georgetown collector's office for the same period amounts to \$3,925.84, as follows: descending trade, \$3,567.97, and ascending trade, \$357.87.

We are pleased to learn that the Board of Directors have wisely determined to place a superintendent upon the Georgetown level. This we regard as a very judicious resolve. We know of no part of the entire line where the services of such an officer is more absolutely necessary than at this point.

An individual named Henry Cosgrove, a native of Ireland, fell into the canal this morning, near the Stop-lock, was caught between two scows that were passing at the time, and crushed to death.

Sun. 9/19/58, p. 4.¹⁹ **Chesapeake and Ohio Canal.** – The recent heavy rains have furnished an abundant supply of water for all parts of the canal. The entire length of the line is in fine

¹⁹ *Daily Union*, Washington, D. C.

navigable order, and a heavy fall business may be anticipated. The work on the new stone dams, Nos. 4 and 5, is also said to be progressing rapidly. During the past week upwards of a hundred boats have arrived, eighty-six of them being from Cumberland, bringing about 3,609 tons of coal, and the remainder from different points with flour, grain, wood, &c. The receipts of tolls at the Georgetown collector's office for the same period amount to \$3,945.84, as follows: descending trade, \$3,587.97; and ascending trade, \$357.87.

Tue. 10/19/58, p. 3.²⁰ **Alexandria Looking Up**
Thirty vessels were under sail and in sight of that port on Saturday evening, under way for other ports with freights. Still more vessels are wanted for the coal trade.

Chesapeake & Ohio Canal.

Ninety-four loaded boats have arrived at Georgetown during the past week, nearly all of which were loaded with coal. The ascending trade for the week was \$235; the descending, \$2,109; total, \$2,334. The new Board of Directors, who deserve much credit for the manner in which they are controlling the canal, will meet in this city on the first Thursday in November.

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.

AG, Mon. 9/20/58, p. 3. LOCAL ITEMS
The Canal – Business upon the Chesapeake and Ohio Canal during the week ending on Saturday, was quite brisk, 109 boats arrived at Georgetown, 86 of them from Cumberland,

bringing about 8,600 tons of coal, and the remainder from different points with flour, grain, wood, &c. The receipts of tolls at the Georgetown Collector's office for the same week amounted to \$3,915.84.

The Board of Directors have determined to place a superintendent upon the Georgetown level.

AG, Tue. 9/21/58, p. 3. **The Chesapeake and Ohio Canal** – Hitherto, the receipts of this month exceed those for the same time of the last month, unprecedentedly large as that was. The Canal is well supplied with water for the largest trade; indeed, on the nine-mile level, about thirty-five miles above Georgetown, the rush of water from the late heavy rains caused a break, which has produced some detention. It will be finally repaired by Wednesday next, and boats will then pass. – *Nat. Int. of yesterday.*

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

²⁰ *States*, Washington, D. C.

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, Sat. 9/25/58, p. 3. GEORGETOWN Notwithstanding the break upon the Canal, the arrival of boats for the week has been unusually large, amounting in all to 118; 90 from Cumberland, bringing about 8,600 tons of coal, 5 with flour, and the remainder from different points with grain, wood, limestone, &c. The receipts for tolls at the Georgetown Collector's office for the same period amounts to \$2,810, as follows: Ascending trade, \$248; descending, \$2,562.

ES, Mon, 9/27/58, p. 2. GEORGETOWN 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*.

AG, Mon. 9/27/58, p. 3. **Potomac Aqueduct – Coal Trade** – *To the Citizens of Alexandria* – It is very unfortunate for the interests of our people that there should be at this time any difference of opinion on the subject of repairing

the Potomac Aqueduct. I was very much gratified to learn from the report of the Engineer in charge of the work, that with certain repairs named therein, the Aqueduct would last probably from three to five years longer. But while his report removed in some measure my anxiety in regard to its present condition, it also impressed me with the importance of prompt action being taken to renew the superstructure as soon as possible. The work ought not to be delayed until the trunk is ready to tumble down.

The renewal of the wood work should commence certainly in one year from this time, and continue every successive winter, until the entire structure shall be completed.

The citizens of Alexandria seem not to be awake to the *present* magnitude of their coal trade, and of its great value to this community. I will venture the assertion (and I do so without desire to draw invidious comparisons) that the value of the coal trade at this moment to Alexandria, is greater than the combined traffic of both of our Railroads.

Is this community aware of the fact, that the receipts of coal here, now average daily more than 3,000 tons, or 20,000 per week, and that when Dams 4 and 5 on the Chesapeake and Ohio Canal shall be completed, and the entire line put into thorough repair, as it certainly will be next season, that we may reasonably expect to receive here (without interruption to Canal navigation) 1,000,000 *Tons of Coal* during the year 1859? Yet such is the fact. Look at our Marine report that tells the story plainly enough. There are *three hundred men* daily employed at our coal wharves, many of them supporting families, and all of them spending their wages in this community. There are about twenty-five Canal Boats arriving here daily, when the Canal is in order, each Boat having on board from four to five persons, making the daily aggregate about 100 consumers added daily to our population, (for the Boatmen lay in their supplies at this end, because they can buy here cheaper than in Cumberland) besides the

crews of the numerous vessels employed in carrying coal to Eastern ports.

It would require 400 cars, each bringing seven and a half tons (the usual weight allowed to each car) and arriving here daily, to bring our Port as much coal as is now brought here by Canal Boats! What would not be said or written in praise of our Roads did they perform such work? It would be trumpeted forth in every direction; yet the work is actually performed, quietly and unostentatiously, by our Canal, under our very noses, and yet there seems to be an apparent apathy and lack of interest in this great work, which to me is altogether unaccountable.

I speak knowingly when I tell the people of Alexandria, that unless they move promptly and decidedly in the matter of repairing the Potomac Aqueduct, there is danger, very great danger, that the coal trade will be diverted from us to a neighboring Port, and that soon. Let me tell them that now the Cunard steamers and many of our largest consumers, are being supplied from that Port, that vessels are chartered and loaded there as much, if not greater facility than here, and that efforts, of the most powerful nature, are being made to induce the Coal Companies to locate their shipping wharves there; and that those efforts will prove successful unless Alexandria speaks out now, at once, and gives those Companies assurance that the Aqueduct shall be repaired promptly. We cannot afford to wait the uncertain action of Congress. It is almost certain that we should receive nothing from that source. The National Treasury is empty. We must put our own shoulder to the wheel, if we desire to keep the trade. Can we afford to lose it? Is not Alexandria now laboring under the pressure of taxation, incurred voluntarily – may I not say cheerfully – with a view to secure this trade? And shall we, just as the prize is within our grasp – just as the fruit is ripe and ready to fall into our laps – fail to make a last but crowning effort by which our destiny as a great coal mart shall be firmly established? I have

too much confidence in the intelligence and enterprise of Alexandrians, to believe that they would pursue a course so suicidal.

Let this important work be disconnected with any Railroad scheme whatever. Let its interests not be jeopardized by the conflicting opinions and interests of the friends of such Roads. I desire to see the Railroads prosper and progress. I am a stockholder in *all* of them, except the Alexandria and Washington Road, and can therefore have no selfish object in view, in making these remarks.

My great desire, and the sole object is to call the attention of our people to the importance of a trade they seem most strangely to have overlooked, and to ask them to act promptly in giving such assurances to the various Coal Companies who desire to locate here, that the Aqueduct shall be *at once and permanently rebuilt*, as will induce them to spend their money here in the erection of wharves, and other necessary facilities for shipping coal, and thus become identified with us.

A SHIPPER.

AG, Tue. 9/28/58, p. 3. LOCAL ITEMS

The Chesapeake and Ohio Canal during the week brought to tide-water, one hundred and thirty-two boats, of which one hundred and eight were from Cumberland, laden with coal, but with lighter freights than customary owing to the continued low water on the Cumberland level. The tonnage of coal for the week was about ten thousand tons.

Dam No. 4 – The construction of Dam No. 4, on the Chesapeake and Ohio Canal, is rapidly progressing. There are about two hundred hands employed upon it, and some four hundred and fifty feet of the Dam are now completed. The contractors expect to have the whole Dam constructed by the 1st of December next.

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.

AG, Mon. 10/4/58, p. 3. **LOCAL ITEMS**
Canal Receipts – The receipts of tolls at the Georgetown Collector’s office 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.

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.*

AG, Tue. 10/5/58, p. 2. **The Chesapeake and Ohio Canal** – We have been requested to publish the following extract of a letter written by a gentleman well known to us as being thoroughly acquainted with all matters relating to the interests of this work. We do not doubt the suggestions of the writer will receive the prompt attention of the highly intelligent gentlemen who now have the destinies of the Canal in their charge:

Cumberland, October 1, 1858.

The water in the Canal is still insufficient; the steam-pump worthless, as I always thought it would be. For its cost, they might have taken in Evitts Creek and have flooded seventy acres of land. The natural flow of the creek is now seven hundred and fifty feet per minute, which would pass eighty boats in twenty-four hours. With the flooding of seventy acres, at an average of six feet in depth, thirty boats, in

addition to the natural flow, could be passed *daily per acre* – a supply of water making everything sure for all time to come.

The steam-pump is on the *second* level below this. The deficiency of water occurs on the first level, which no pump will remedy, as the river-bed below the dam is as dry as Pennsylvania avenue. Evitts Creek will feed back into the dam in Cumberland.

The Chesapeake and Ohio Canal during the week ending Saturday evening last, brought to the tide-water collection office seventy-two boats in all, of which seventeen were freighted with various cargoes, and fifty-five with coal from Cumberland. The week’s receipts were, for ascending \$479, for descending \$4,268, in all \$4,747. The water on the Cumberland level is still low. Reports from the two dams, No. 4 and No. 5, are favorable to the probable completion of the former this season, and to the successful progress of the other. The Board of Directors will meet in Cumberland, on Friday next, the 8th inst.

The total receipts during the month of September just past, at the Georgetown collection office were, for the ascending trade \$1,638, for the descending \$17,198, making the total receipts 418,836. To this amount must be added about \$8,000 paid at Cumberland and other offices to get the grand total of the month. By way of giving some idea of the average trade on the Canal, we may mention last month’s tonnage of a few principal articles. The first in importance is coal, which was about forty-two thousand tons; the guano amounted to eight hundred and eighty tons; salt to eighty-three tons; gypsum two hundred and three tons; and limestone to about two thousand tons. The guano, salt and gypsum belong to the ascending trade, the other to the descending. – *Nat. Int.*

Wed. 10/6/58, p. 4.²¹ **Canal Receipts** – The receipts of tolls at the Georgetown collector’s office of the Chesapeake and Ohio canal for the

²¹ *Daily Union*, Washington, D. C.

week ending on Saturday last were \$4,800. Seventy-seven boats arrived, fifty 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* have 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."

ES, Sat. 10/9/58, p. 4. GEORGETOWN Things and matters about the canal office and coal docks this morning looks unusually gloomy and lifeless. No coal is being shipped for the want of vessels to ship it in, and no coal is coming down the canal for the want of water to bring it.

During the week 67 boats in all have arrived by canal – 34 of them from Cumberland – (left before the present deficiency occurred,) with coal, and the remainder from different points, with flour, limestone, wood, &c. The

receipts of tolls at the Georgetown Collector's Office for the same period amount to \$2,595, as follows: Ascending trade, \$270; descending \$2,325.

AG, Sat. 10/9/58, p. 2. **Chesapeake and Ohio Canal** – We take the following items from the Cumberland Telegraph: *Low Water* – Owing to the long and uninterrupted continuance of the draught, the water in the Potomac and Wills 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 grounded.

The drought is operating seriously against the coal interests. Shipments will be much curtailed. The companies cannot get it to market under the circumstances by this channel, and there is no knowing when the obstacle will be removed.

Canal Board – Tomorrow, the President and Directors of the Chesapeake and Ohio Canal Company hold their October meeting in this city. This, we are informed, is the first regular meeting ever held here.

AG, Mon. 10/11/58, p. 3. LOCAL ITEMS **The Canal** – During last week the receipts of tolls at the Georgetown Collector's Office of the Chesapeake and Ohio Canal, amounted to \$2,595. Ascending trade \$270, Descending \$2,325.

AG, Tue. 10/12/58, p. 3. LOCAL ITEMS **The Chesapeake and Ohio Canal** during the week past has not been doing its customary amount of business, owing, we presume, chiefly to the low water in the Canal on the Cumberland level.

A writer in the Virginia Sentinel, who signs himself "One in the dark," complains of the drawing off of the water of the Canal, and of the great loss of trade thereby. There has not been, and will not be, a ton or a cent of trade

lost in consequence of it. There was little or no trade at the time, there not being sufficient water in the Chesapeake and Ohio Canal at Cumberland, and for some distance below. The opportunity was embraced not only to accommodate the contractor for building the abutments of the railroad bridge, but to remove an obstruction in the Canal. The Canal Company have no right or power to prevent the building of this bridge; and if the railroad company had been disposed (which I doubt) to go on with it while the Canal was full, the danger to the tow-path bank and the adjoining land would have been great. The water has been again let in, and the bank at the point in question, which has always been weak, will be much strengthened by the pier and the filling in between it and the outside of the tow-path. The parties concerned in building the abutment now in progress, will pay any claims for demurrage which may be presented and substantiated.

To show how reckless this writer is in his statements, I will mention that the Canal, at this point, was originally 80 feet wide, and was reduced to *sixty* feet, which is its legal and general width, by the abutment on the berm side, which width it now has.

He says it is only *thirty* feet wide. He places both abutments in the Canal, whereas that on the tow-path side is *ten feet outside* of the Canal. The span of the bridge, which will have a very oblique direction, is 120 feet. The abutment on the berm side was located about a year ago, with the consent of the Canal Board, and the approval of their Engineer, at which time it was built up to the water surface, and has not been an obstruction in the slightest degree.

It is hoped that persons having complaints to make about the Canal will, if they prefer, (in order to serve other purposes) making them in the newspapers to making them to its officers, show some little regard for *truth*.

R. JOHNSTON, President.
Alexandria, Oct. 11, 1858.

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.*

AG, Thu. 10/14/58, p. 2. **Allegany County, Md.** - The Cumberland (Md.) Civilian says the air was filled with snow flakes in that region on the 1st inst. The Civilian has also the following: *Suspension of Navigation* - We are sorry to say this week, owing to the long continued drought, the supply of water in the river at this city has failed, and boats are unable to ascend to Lynn's Wharf for loading, and have been tied up until there shall come a rise.

Meeting of the Canal Board - The President and Directors of the Chesapeake and

Ohio Canal met in regular monthly meeting in this city on Friday last. No business of a general character interesting to the public at large, was transacted.

AG, Fri. 10/15/58, p. 2. LOCAL ITEMS
The "strike" at Dams No. 4 and 5, on the Chesapeake and Ohio Canal, has, as usual, availed nothing, as there are now hands employed, at the same wages, there were before the hubbub.

AG, Sat. 10/16/58, p. 3. **Chesapeake and Ohio Canal** - Canal Pump - We are sorry to learn that another accident has occurred to the machinery of the steam canal pump. The pinion wheel was again broken on Monday and several days must elapse before it can be repaired.

Increased Salaries - At the late meeting of the canal board, the salary of Mr. Ringgold, the clerk of the company, was increased to \$2,000; that of Mr. Shaw, collector of this port, to \$700; that of Mr. Ferguson, inspector, to \$600; and that of Mr. Stone, general superintendent, to \$2,000. - *Cumb. Telegraph.*

AG, Mon. 10/18/58, p. 3. **Receipts of Tolls** - The receipts of tolls at the Georgetown Collector's office of the Chesapeake and Ohio Canal, for the past week, amounted to \$2,238, as follows: ascending trade, \$243; descending, \$1,995.

AG, Tue. 10/19/58, p. 3. LOCAL ITEMS
C. & O. Canal - The late rains have tended considerably, we learn, to increase the water in the upper portions of the canal, and a considerable number of boats have been enabled to get down. During the week, 82 in all have arrived - 43 of them from Cumberland, bringing about 4,000 tons of coal; 3 with flour; and the remainder from other points with wood, limestone, bark, grain, &c., &c.

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. We learn by the late advices from the line of the canal that Dam No. 4 will be substantially completed by the first of November, and the other dam is going on finely. We also learn that the statement we copied from a late Cumberland paper in reference to the continuation of the session of the Board of Directors at that place, was not correct, as the Board passed a resolution to meet on the first Thursday of November, at their office in this city. The rest of the business of the Board at their last meeting was chiefly routine, except as to the matter of raising some of the officer's salaries at Cumberland, Washington, Georgetown and elsewhere. – *Nat. Int.*

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.

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.

ES, Sat. 10/23/58, p. 3. GEORGETOWN Business upon the canal, as well as in other departments of trade this week, has been unusually slack. The falling off is owing wholly to the existing deficiency of water. The entire line never was in better order, and if favored with an early rain, so as to furnish a full supply of water, the fall trade upon it yet be very heavy. Mr. Stone, the General Superintendent, was in our city the early part of the week and reports the work on the new stone dams, Nos. 4 and 5, progressing rapidly. He says that unless some unforeseen accident should occur to retard operations, he has no doubt but dam No. 4, can be completed in sixty working days.

The whole number of boats which have arrived during the week amounts to only sixty-five; thirty-six of them from Cumberland, bringing 2,260 tons of coal; three from Mount Savage Iron Works, with 260 tons of railroad iron for the Manassas Gap railroad; and the remainder from other points with flour, grain, wood, limestone, &c. The receipts of tolls, at the Georgetown Collector's Office, for the same period, amounts to \$3,060, as follows: Ascending trade, \$290; descending, \$2,770.

AG, Tue. 10/26/58, p. 4. LOCAL ITEMS **The Chesapeake and Ohio Canal** – There are reported for last week, seventy-two arrivals at the tide-water collection office, of which eighteen were cargoes of wheat and other grain, and corn. limestone, wood and some hundreds of tons of railroad iron for the Loudoun and Hampshire Railroad. The remaining fifty-four were freighted with Cumberland coal. The ascending trade paid into the Canal treasury \$284, the descending \$2,700, in all \$2,984. Most of the tolls arose from the transportation of coal by the companies following, viz: Allegany Company \$241, American \$853, Coal

and Iron \$167, Detmold \$296, Sherman \$293, and Wilson \$218; in all \$2,078. – *Nat. Int.*

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.

ES, Thu. 10/28/58, p. 2. GEORGETOWN Yesterday morning, while a canal boat belonging to Capt. Moore was passing under one of the bridges at the market-house, a hand on board, named Mattingly, was accidentally knocked from the deck into the hold, and falling upon some of the bottom timbers of the boat, was severely injured, the bones about the hip joint being badly crushed. Dr. Lank was sent for, who rendered him medical service, after which he was taken to his home.

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.

ES, Sat. 10/30/58, p. 3. GEORGETOWN During the last few days, the increase of water on the upper levels of the canal has been sufficient to enable boats trading from Cumberland to add considerably to their cargoes, and cause considerable improvement in trade generally. During the week 93 boats have arrived, 71 of them from Cumberland, bringing a little over 7,000 tons of coal, 8 with flour and grain from other points, and 10 with wood, limestone, &c. The receipts for tolls at the Georgetown Collector's office for the same period amounts to \$2,492.09, as follows: Ascending trade, \$206.04; descending, \$2,286.05. The receipts of tolls at the same office for the month of October amounts to \$11,610.97, as follows: Ascending trade, \$1,119.85; descending, \$10,491.12.

AG, Mon. 11/1/58, p. 2. Virginia News - Thomas Price, a young gentleman of much promise, son of Mr. Samuel Price, formerly of

Loudoun county, was drowned in the Chesapeake and Ohio Canal, a short distance below Harper's Ferry, on Monday last. He was ascending the Canal in a boat, and having occasion to light the lamps, fell from the bow of the boat, and was drowned before assistance could be afforded him.

AG, Tue. 11/2/58, p. 3. LOCAL ITEMS
The Chesapeake and Ohio Canal during the last week bore ninety-eight boats to the tide-water collection office, of which twenty brought varied cargoes, but principally flour, wheat, corn, limestone, and the remaining seventy-eight were freighted with Cumberland coal, though with fractional loads only, by reason of the low water in the Cumberland basin. The week's receipts were \$2,492, and the receipts of October only \$12,610 at Georgetown, amounting to less than \$20,000 in all. Reports have been received from above stating a rise of water throughout the whole line, and that boats are once more filling full loads. We hear of no fracture anywhere. – *Nat.Int.*

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.²²

AG, Thu. 11/4/58, p. 4. LOCAL ITEMS
Chesapeake and Ohio Canal – Thanks to the Power above, we were blessed with a good rain on Friday last, which has afforded an abundant supply of water for canal navigation, and now

the boats are sent on their way rejoicing. During last week 112 boats left this place for tide-water, carrying 11,860 tons of coal. – *Cumb. Civilian.*

ES, Sat. 11/6/58, p. 2. GEORGETOWN
During the week ending today, the arrivals by canal have amounted to 74 boats: 55 of them from Cumberland, bringing about 5,500 tons of coal; 3 from other points with flour and grain, and the remainder with limestone, wood, &c. The receipts for tolls, at the Georgetown Collector's Office, for the same period, amounts to \$3,531.51, as follows: ascending trade, \$325.85; descending, \$3,205.66. As yet, we hear of no damages having been done to the line by the recent heavy rains. There is an ample supply of water at every point for the largest boats, and all coming in, that loaded since the commencement of the rains, bring full cargoes.

AG, Sat. 11/6/58, p. 3. LOCAL ITEMS
Coal Receipts – The amount of coal received at the depot here from Cumberland, during October, was 16,874 tons. Owing to the low waters during the month, the boats could only bring very small loads.

AG, Tue. 11/9/58, p. 3. **Chesapeake and Ohio Canal** – For the week past the arrivals at the Georgetown collection office were in all eighty-four boats, of which twenty-four were laden with considerable quantities of flour, wheat, corn and country produce, together with fire-wood and limestone, and the remaining sixty with coal from Cumberland, bringing about 5,500 tons. The receipts of the trade were \$326 for upward freights and \$3,224 for downward; in all \$3,550. The late rains have, of course, caused a full supply of water on all the levels, but we hear of no break at any point. From dam No. 4, the latest intelligence is that the river there is crossed by a solid masonry work complete and sheeted over except at two

²² *Richmond Dispatch*, Richmond, Virginia.

spots, each thirty feet wide; one near the middle of the river and one close to the Maryland or canal shore.

It is believed that if no extraordinary high water occurs within the next six or seven weeks that these gaps will be closed, and Mr. Israel Robinson, the contractor, will have the dam perfectly finished by the middle of December and entirely out of harm's way.

The plan with it has been to finish it as it goes on. With dam No. 5, where Mr. Lewis Stanhope is contractor, good progress is also making. In a short time, the United States will be commencing their new dam at No. 3, just above Harper's Ferry, the effect of which must most necessarily be advantageous to the canal in keeping the Harper's Ferry level always well fed. - *Nat. Int.*

Coal Depot - The Alexandria correspondent of the Washington Star, says: - "We learn that most of the coal companies that use the Potomac river as an outlet for their coal, contemplate arrangements to make Alexandria their permanent coal depot. The facilities of ingress and departure, with no shoals to fear and no bridge draws to run against, a clear, deep, wide, open harbor, make the necessity of this self-evident. The clear business heads that manage the coal companies are too shrewd not to locate their depots out of any danger that a heavy freshet may bring down sand and mud enough to leave their shipping high and dry, half a mile from water."

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.

ES, Mon. 11/15/58, p. 3. GEORGETOWN Business upon the canal, notwithstanding the occurrence of a temporary interruption to navigation, caused by the breaking down of a lock gate on some of the upper portions, has been quite brisk. Eighty boats in all have arrived - fifty-eight of them from Cumberland, bringing about 6,100 tons of coal, six with flour, grain, &c. and the remainder with wood and limestone.

The receipts at the Georgetown Collector's office, for the same period, amount so \$4,032.94, as follows: ascending trade, \$354.13, and descending \$3,678.81. The entire

line, we learn, was never in better navigable order.

ES, Mon. 11/15/58, p. 3. GEORGETOWN
We are pleased to learn that the trial boat (canal steamer *Niagara*) of our ingenious fellow-citizen, Mr. James L. Cathcart, upon the New York canals, has proved eminently successful – that her performance in every particular was fully equal to the most sanguine expectations of the inventor, (Mr. Cathcart,) and all interested; and that he has entered into arrangements with northern capitalists for the general introduction of his principle of propelling canal boats upon some of the New York canals.

AG, Tue. 11/16/58, p. 3. LOCAL ITEMS
The Chesapeake and Ohio Canal during the past week brought down ninety boats, of which eighteen were laden with corn, wheat and the usual country produce, and the remaining seventy-two with coal. Owing to the rise of water, heavier freights than those of late are now navigated, averaging one hundred and five tons per boats. Receipts for tolls for the week were \$4,036. No breaks anywhere reported, and all well throughout the line.

AG, Thu. 11/18/58, p. 4. **Chesapeake and Ohio Canal** – Canal Dams – We learn that dam No. 4 has sustained injuries by the late rise in the river, and the work of completion will be necessarily retarded. It is now doubtful whether it will be finished this winter or not. Had it not been for the rise in the waters, the work could have been completed at the present time. At dam No. 5, work has been suspended until next spring. All the hands were discharged last week.

Business on the Canal – During last week eighty-five boats left Cumberland for tide-water, carrying 9,670 tons of coal. The entire line of the canal is reported in the finest order, and boats are taking loads to their full capacity, some carrying as much as 125 to 130

tons. There is a good prospect of doing an excellent business for the remainder of the season, which will continue till the canal is closed with ice. – *Cumb. Civ.*

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.

ES, Sat. 11/20/58, p. 4. GEORGETOWN
The weather continues very cold for the season. This morning there was a thin skin of ice entirely across Rock Creek, and the general impression is, if it continues much longer, it will be likely to close navigation upon the upper portions of the Chesapeake and Ohio Canal.

Business upon the canal this week has been tolerable brisk. Eighty-four boats arrived, 58 of them from Cumberland, bringing about 6,400 tons of coal; 5 from other points with flour and grain, and the remainder with wood, limestone, &c. The receipts for tolls at the Georgetown collector's office for the same period amounts to \$3,399, as follows: Ascending, \$317, and descending, \$3,082.

AG, Tue. 11/23/58, p. 4. **The Chesapeake and Ohio Canal** for the past week brought down eighty-five boats, of which eighteen were freighted with corn, wheat, rye, oats, limestone, wood, &c., and the remaining sixty-seven boats with Cumberland coal, at an average of one hundred and twelve tons per boat. The receipts for tolls at the Georgetown Collection office was for the ascending trade \$327, for the descending \$2,991, in all \$3,318. We hear of no breaks or stoppages throughout the whole line.

Tue. 11/23/58, p. 3.²³ **The Canal.**
The canal trade for the week has been active – eighty boats having arrived. Fifty-eight of

²³ *States*, Washington, D. C.

these contained cargoes averaging one hundred and twenty tons each – which indicates an abundance of water. The revenue may be set down at \$2,800.

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.²⁴

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.

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.

²⁴ *Evening Star*, Washington, D. C.

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

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 day 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.

ES, Sat. 11/27/58, p. 3. GEORGETOWN
We have nothing special from the upper portion of the canal. The entire line is in excellent navigable order. We hear fewer complaints among boatmen upon the subject this fall than we ever have before. The work on dam No. 4, we learn, is still progressing nicely, 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 15- 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.

AG, Sat. 11/27/58, p. 2. A dispute has arisen as to whether the work on Dam No. 5, Chesapeake & Ohio Canal, has been suspended. The President of the Company says it has *not*; persons recently employed on it, say it *has*.

AG, Tue. 11/30/58, p. 3. **The Chesapeake and Ohio Canal** during the past week has been quite busy. Boats to the number of eighty-seven have arrived at the Georgetown Collection Office; of which fifteen brought flour, wheat, corn, limestone and wood, and the remaining seventy-two were freighted with coal, bringing in all about 8,200 tons. The canal is reported in perfect navigable order throughout. On Saturday last the arrival of coal boats was very large, and it is hoped that all the boats now down will be enabled to make one more round trip, and get home to Cumberland intime to lay up for the winter. – *Nat. Int.*

AG, Wed. 12/1/589, p. 3. **A canal Propeller** The new steam canal boat arrived in this city on Tuesday evening, from New York, with a cargo of 115 tons of pig iron, having made the trip from Troy since Tuesday night of last week. The steam canal boat *Niagara* is built on the same principle as the propeller *Cathcart*, on the Chesapeake and Ohio Canal. The propeller is on the rudder, and worked by a universal joint.

The *Niagara* is a canal boat that has been running on the Erie canal. The cost of changing her into a propeller was \$2,500. Any boat on the canal can be changed in the same way. Her engines are fifty horsepower, and the consumption of fuel but two tons in twenty-four hours. The engine is so easy to take charge of that boatmen on the Chesapeake and Ohio Canal who were employed on the *Cathcart* propeller took charge of it after a few trips. A boat and engine can be built for \$5,000. The following weights are given: - Total weight of engine, 6 tons; total weight of wheels, 659 pounds. She made an experimental trip yesterday about noon, having on board Canal Commissioner Ruggles and numerous gentlemen of this city interested in canal navigation. She first ran up the creek as far as the ship yards, turning to return down the creek without stopping her engine. The admirable manner in which she was handled was a subject of universal comment among the passengers. Returning to the foot of Main street, she started anew, making a runout into the bay, back again to the Erie basin, then made a circuit of the Erie Breakwater, and thence again to the foot of Main street, where the passengers disembarked. We learn from those interest in this craft that she exceeds their expectations in her performance, and is a new guarantee of the success of steam navigation.

During her trip on the lake yesterday afternoon, she made twelve miles in one hour and a half, or at a rate of eight miles an hour.

This her captain informs us is her average speed. – *Buffalo Courier.*

AG, Wed. 12/1/58, p. 4. Alexandria is, next to Baltimore, the principal port of embarkation for the coal of Cumberland, which is brought down by the Chesapeake and Ohio Canal. About 300 persons now find employment in unloading the boats at its basin. A large amount of this coal is shipped to New York, Troy and Albany.

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.

ES, Sat. 12/4/58, p. 2. GEORGETOWN
The canal, the entire length of the line, continues in excellent navigable order. The boats are, however, beginning to gradually to tie up, many of the captains becoming fearful, as the season advances, of being caught away from home by a sudden close of navigation, by ice.

During the week ending today, 78 boats have arrived – 56 from Cumberland, with about 6,345 tons of coal; the remainder from other points, with flour, grain, wood, &c. The receipts for the same period, at the Georgetown Collector's office, amounts to \$3,130.38, as follows: Ascending trade, \$245.16, descending, \$2,885.22; and the sum total of receipts at the same office, for the month of November, to \$15,932.96. It is also supposed that the tolls collected at other points will amount to at least \$7,000; which will make the entire receipts for tolls for the month, about \$23,000.

There is, at the present time, a great demand for vessels to freight to northern and eastern ports. Owing to the scarcity, quite a large quantity of coal, amounting to some 8,000 to 12,000 tons, have accumulated upon the wharves.

AG, Tue. 12/7/58, p. 3. **The Chesapeake and Ohio Canal** during the past week brought sixty-six boats to tide-water, of which fourteen were laden with wheat, corn, whiskey, fire-wood, limestone, &c., and the remaining fifty-two with Cumberland coal, being nearly 6,000 tons. The receipts since the first of December have been \$1,700; the receipts at the Georgetown collection office for the month of

November, were \$15,999, but besides this there are small collection offices at Cumberland, Williamsport, Hancock and Harper's Ferry. Late intelligence received from the principal superintendent, states that dam No. 4 will be completed by Christmas, and that the work is proceeding very briskly on dam No. 5. On Saturday evening the steamer *Cathcart* arrived down from the extreme western end of the line, and she reports all well throughout. The Borden company, in anticipation of frost, have stopped navigating for the season. On Thursday next the Board of Directors will meet at the City hall in Washington. – *Nat. Int.*

ES, Sat. 12/11/58, p. 2. GEORGETOWN
We have winter upon us in good earnest. The weather since Wednesday evening has been bitter cold, freezing almost everything before it, consequently our wharves have become almost deserted by shipping, and the canal by boats. All have hurried home to seek quarters for the winter, which now appears to have fairly set in. It has also had a tendency to cause the price of pork and poultry to advance considerably. Pork was selling readily yesterday from wagons, at \$6.50, and from stores at \$6.75.

As the season advances, business upon the canal gradually decreases. During the week only 49 boats arrived – 36 of them from Cumberland with coal, and the remainder from other points, with flour, grain, wood, &c. The receipts for tolls at the Georgetown Collector's office for the same period amount to \$2,518.79, as follows: Ascending trade \$211.73, and descending \$2,307.06.

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.²⁵

ES, Tue. 12/14/58, p. 3. GEORGETOWN
A yellow fellow, by the name of John Robinson, a hand on board the canal boat *Sarah F. Trunnell*, and two negro women, were arrested last night and this morning, by Officer Gross, detected in stealing a quantity of poultry from James T. Essex, Esq. They are now being tried before Justice Reaver. The officer recovered a considerable quantity of the poultry.

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.

AG, Tue. 12/21/58, p. 3. **The Chesapeake and Ohio Canal** did a rather better business during the past week than was to be expected under the circumstances of the lateness of the season and a break near Dam No. 4, caused by the heavy rain of Monday last. Forty-seven boats in all came to tide-water, of which nine were freighted with various cargoes of wheat, corn, rye, oats, limestone and wood, the remaining thirty-eight being laden with coal from Cumberland. They brought upwards of 4,000 tons of coal, and altogether, including \$178 tolls on the ascending trade, paid \$2,575 into the canal treasury. The break near Dam No. 4 was repaired on Saturday.

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 affecting 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.

²⁵ *Richmond Dispatch*, Richmond, Virginia.