

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE WEEKLY CIVILIAN***  
A Cumberland, Md. newspaper  
and  
***DAILY EXCHANGE***  
***BALTIMORE SUN***  
two Baltimore, Md. newspapers  
and  
***NATIONAL REPUBLICAN***  
***DAILY NATIONAL INTELLIGENCER***  
***EVENING STAR***  
three Washington, D. C. newspaper  
and  
***ALEXANDRIA GAZETTE & VIRGINIA ADVERTISER***  
An Alexandria, Va. newspaper  
1860

Compiled by  
William Bauman  
C & O Canal Association Volunteer  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)

Revised MARCH 2016  
Revised JUNE 2019

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Weekly Civilian*, a weekly Cumberland newspaper, *Daily Exchange* and *Baltimore Sun* two Baltimore, Md. newspapers, *National Republican*, *Daily National Intelligencer* and *Evening Star* three Washington, D. C. newspaper and *Alexandria Gazette & Virginia Advertiser* 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. Articles from *The Weekly Civilian* are preceded by WC, articles from the *Daily Exchange* are preceded by WC, articles from the *Baltimore Sun* are preceded by *Sun*, articles from the *National Republican* are preceded by NR, articles from the *Daily National Intelligencer* are preceded by DNI, articles from the *Evening Star* are preceded by ES, and articles from the *Alexandria Gazette & Virginia Advertiser* are preceded by AG&VA.

In August 1860 there was a concerted effort by the Board of Public Works to raise the tolls on coal on the canal. Readers not interested in Maryland politics, should just skip over those long articles.

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

William Bauman  
Revised March 2016  
Revised June 2019  
[wdbauman@visuallink.com](mailto:wdbauman@visuallink.com)

**Canal Trade 1860.**

AG&VA, Mon. 1/2/60, p. 3. SHERIFF'S SALE – by virtue of a warrant of distress issued in favor of the Alexandria Canal Company, against James E. Wilson, I will offer for sale, by auction, ON THURSDAY, the FIDTH DAY of JANUARY, 1860, at noon, the following property, viz: SIX CANAL BOATS, now lying in and near the dock of the said Wilson on the Alexandria Canal, near the Potomac Aqueduct, with their furniture and equipment, the same having been seized and taken under the said warrant, to satisfy rent due the said company. Terms cash.

Sale to take place at the said dock.

C. M. CASTLEMAN, D. S.

[Transcriber's Note: This ad first ran on 12/23/1859 and ran daily until the sale date.]

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*Ibid*, p. 4. **Coal Receipts for the Year 1859.** – From the 1<sup>st</sup> of December to the time of the close of navigation on the Alexandria Canal, by ice, the receipts of Cumberland coal were as follows:

Cumberland Coal and Iron Company	6,740
Borden Mining Company	2,423
American Coal Company	1,964
Frostburg Coal Company	2,330
Wm. H. Fowle & Son.	357
Total	13,814

The past season, which began on the 1<sup>st</sup> of March, has been the best, in point of trade, since the opening of the canal, and the prospects for a continued increase in the trade over this important work, are most flattering. The Canal has been, and is in excellent order, throughout, and but a few repairs have been needed during the year. The affairs of the Canal Company have been most judiciously managed by the present faithful and efficient officers.

We subjoin a statement of the receipts of coal from the 1<sup>st</sup> of March to the closing of the navigation in December, which will be read with interest, showing as

it does a steady increase in the trade which is destined to be one of great value to this city:

Months	Tons
March	3,224
April	22,748
May	11,011
June	24,813
July	26,193
August	32,967
September	15,029
October	15,991
November	29,704
December	14,403
Total	196,083

This is an increase of upwards of 30,000 tons over any year since the commencement of the trade on the canal.

AG&VA, Tue. 1/3/60, p. 4. **The Coal Trade** – The Baltimore *American* says: “The condition of the Chesapeake and Ohio Canal has diverted a large portion of the Cumberland Coal Trade from that city to Alexandria and Georgetown, whence it is shipped at 50@60 cents per ton less than from Baltimore. We are pained to admit the fact that this valuable trade, which a few years ago was considered one of the surest as well as one of the principal branches of the exports [of] our city, is rapidly decreasing, and bids fair soon to be reckoned among the things of the past.”

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**Chesapeake and Ohio Canal Trade**

The receipts of tolls at the Georgetown Collector's Office for the month of December, amount to \$8,222.05, as follows: ascending trade \$629.14, and descending \$7,592.91. The receipts for tolls at the same office during the year ending December 31, amount to \$122,798.56, as follows: ascending trade \$11,249.92, and descending \$111,548.64.

The number of arrivals for the year amount to 3,113, bringing down 300,546

tons of coal; 120,388 barrels of flour; 217,758 bushels of wheat; 200,247 bushels of corn; 38,376 bushels of mill offal; 24,242 bushels of oats; 252 tons of hay; 3,596 cords of wood; 604 cords of tan bark; and 10,600 perches limestone. The revenue for tolls collected at all points for the year will amount to about \$187,000; which is about \$16,000 more than that of last year, and \$34,000 in excess of any year previous to the last.

WC, Thu. 1/5/60, p. 4. **Chesapeake and Ohio Canal.** - The annual report of the business on the Chesapeake and Ohio canal shows that the total of arrivals at the collector's office in Georgetown during the year 1859 was 3,118. The coal brought down in the same period was 300,546 tons; of flour 120,388 bbls.; wheat 217,758 bushels; corn 200,247 bushels; mill offal 38,376; oats 24,242 bushels; hay 252 tons; wood 3,596 cords; tan bark 604 cords and limestone 10,000 perches. The revenue from tolls collected at Georgetown was \$122,932, to which should be added full fifty percent for the tolls collected at Cumberland and intermediate points, giving an approximate total of \$184,000 for the whole revenue of the year. Of this amount nearly \$100,000 are due to the coal trade alone. These receipts are about \$16,000 more than those of last year and are in excess of any year previous to that by the sum of \$34,000.

This is principally due to the increased trade in coal. The quantity of flour and grain are also in excess of last year.

DE, Wed. 1/4/60, p. 3. **Chesapeake and Ohio Canal** – Mayor Berrett, of Washington, has submitted to the City Council of Washington, a letter in which he says:

“The Legislature of Maryland is about to hold its biennial session, and it is represented to me that strenuous efforts will be made to procure from that honorable body some legislation favorable to the canal and its creditors, the object of which legislation will be to institute a new organization of the canal company, whereby the canal may be thoroughly and securely completed, its credit restored by some arrangement among its various creditors, and its capacity fully developed. The accomplishment of such a result will be so highly beneficial to our city by increasing its commerce and manufactures, and in other respects, that I have ventured to bring the subject to your attention, without, however, making any specific recommendation, but trusting your wisdom to take such action as will aid in procuring friendly legislation from the State of Maryland.”

The canal at Washington is thoroughly coated with glass ice about five inches thick and the extreme coal has converted all the floating ice in the river into a solid cake.

DE, Fri. 1/20/60, p. 3. **The Chesapeake and Ohio Canal** – A Cumberland paper states that the recent rains and thaw produced quite a rise in the waters of the Potomac, and drove down with considerable force the large body of thick and heavy ice that had formed by the very cold weather that had just past: the effect of this rush of water and ice, was to carry away a crib, at dam No. 5, which had been put in in 1856. The Canal, we believe, has suffered no other damage.

DE, Wed. 1/25/60, p. 2. **The Chesapeake and Ohio Canal** – The Directors of the Chesapeake and Ohio Canal Company, held a meeting at the Mayor's office, in Washington city, on Monday evening. The Corporation of Washington was represented

by Mayor Berrett, the Corporation of Alexandria by Mayor Massey, and the Corporation of Georgetown by Anthony Hyde, Esq., besides various other interests being present.

After due considerations a bill to dispose of the State's interest in the canal and to incorporate the Potomac Canal Company, was unanimously adopted, to be submitted to the Maryland Legislature. The bill premises "that the indebtedness of the Chesapeake and Ohio Canal Company, incurred for its completion to Cumberland, and for repairs to the canal having precedence of its resources to the liens of the State, amount, with interest, to about three million seven hundred thousand dollars, and that other just and equitable debts, incurred for its construction, over which the State's mortgage has precedence, amount, with interest, to about two million three hundred thousand dollars. That its finances and credit are hopelessly exhausted, and that without some material change in its organization there can be no reasonable expectation that the work can become useful to the community, or that its numerous creditors can be relieved, nor is it probable that the State will ever derive any pecuniary advantage for the large interest held by it.

DE, Thu. 1/26/60, p. 2. **Another Railroad Project** – A bill has been reported in the House of Delegates of Virginia, granting a charter to the Martinsburg Railroad Company. The Martinsburg *Republican* says that the Company proposes to make a road from that town to some point on the Chesapeake and Ohio Canal, at or near Williamsport, and the privilege will be asked of an extension to some definite point 26 miles from Martinsburg.

DE, Fri. 1/27/60, p. 2. **Maryland Coal Trade** – The following corrected exhibit shows the extent of the Cumberland coal

trade for the past year, and its increase on the year 1858;

Coal Trade – 1858	
Shipped by Railroad	395,405
Shipped by Canal	<u>254,251</u>
Total	649,656
Coal Trade – 1859	
Shipped via Baltimore & Ohio Railroad	426,512
Shipped via Chesapeake & Ohio Canal	<u>297,842</u>
Total	724,354
Increase - 1859	
Baltimore & Ohio Railroad	31,107
Chesapeake & Ohio Canal	<u>43,591</u>
Total	74,698

*Sun*, Mon. 1/30/60, p. 2. **Maryland Coal Trade** – The Cumberland *Alleghanian* gives the following as the full and correct account of the Maryland coal trade for the past year:

The aggregate product of the mines was 724,351 tons, which, compared with the product of 1858 (649,653 tons) shows an increase of 74,698 tons. Of this amount 426,512 tons were shipped over the Baltimore and Ohio Railroad, against 395,405 tons in 1858 – and excess of 31,107 tons; and 297,842 tons were shipped over the Chesapeake and Ohio Canal, against 254,251 tons last year – an excess of 43,591 tons.

AG&VA, Tue. 1/31/60, p. 4. The SHERIFF'S SALE scheduled for Jan. 5, 1860 did not happen. The same advertisement was run starting Jan. 30 until the sale, scheduled for Tue., Feb. 21, 1860.

*Sun*, Wed. 2/8/60, p. 4. **Coal Trade of the Chesapeake and Ohio Canal** – I am indebted to Senator Stone, who is the Superintendent of the canal, for the following statement showing the current expenses for repairs, the tonnage of coal from Cumberland and the revenues of the canal for the years from 1854 to 1859, inclusive. The cause of the falling off of the trade in 1857 is to be attributed to the injury done to the dams by the ice freshet in that

year. It will be seen that the coal trade has steadily increased, and it is evident that if the stone dams were finished, the trade would soon enable the canal company to pay the interest on the preferred bonds:

Year	Expenses	Tons coal	Revenues
1854	\$106,079	145,319	4124,108
1855	106,085	188,023	143,182
1856	105,100	205,563	153,051
1857	132,818	121,518	99,590
1858	108,113	254,684	176,056
1859	102,200	300,560	193,323

DE, Sat. 2/11/60, p. 3. **The Chesapeake and Ohio Canal** – The canal Board, at their meeting last week, contracted with Messrs. Hassett and Herr to repair the breach at Dam No. 5, created by the late freshet. The Hagerstown *Herald* says: “We learn that there is no doubt but that the canal will be in good order as soon as the water becomes low enough to enable the work to be done. The contractor for the work at [Dam] No. 4, was ordered to complete it with the greatest possible dispatch. The New York coal companies refused to give the least aid unless the Canal Board would authorize their agent to let the work and permit him to give \$30,000 for the repairs at both dams. The board refused to transfer their powers to the agent of the coal companies, preferring to let the work to our own citizens, especially as they have agreed to do it for one-half the amount asked by the New Yorkers.”

AG&VA, Thu. 2/23/60, p. 4. AUCTION SALE – TRUSTEES SALE – By virtue of a deed of trust, executed to the subscriber by James H. Besant & Joseph G. Waters, trading under the name and firm of James H. Besant & Co., at the Point of Rocks, and Joseph G. Waters & Co., at Georgetown, D. C., I will at private or public sale, on the premises, at the Point of Rocks, on or before

FRIDAY, the TWENTY-FOURTH of FEBRUARY, 1860, commencing at 9 o'clock, A. M., the following valuable property, to wit: - ONE WAREHOUSE, 40 by 80 feet, capable of storing 20,000 bushels of grain, with horse-power Elevator for conveying grain to the second story. Also, BASIN attached, sufficiently large to hold four first class Boats; 3 STABLES, capable of holding 12 head of horses.

ONE BLACKSMITH SHOP and TOOLS; one new HOG-STY; 1 pair Fairbank's best six-tons test HAY SCALES; 2 pair GRAIN SCALES; about FIFTEEN HUNDRED GRAIN BAGS; two IRON SAFES; 1 eight-day Clock (new); 2 large Counting-Room Desks; 1 Table; a lot of Office Chairs; 1 Egg Coal Stove; 5 CORN and COB CRUSHERS; Buckets; Grain Shovels; Picks; Crowbars and Forks.

Also, THREE CANAL BOATS and fixtures, in good order; nine young MULES; TWO HORSES; 12 set of Boat and Plough Gears; six set of Leather Fly Nets; 2 Corn Shellers; a lot of Herring in barrels; about 10,000 feet of Plank; two Stubble Rakes, complete: about 75 tight hogsheads; 1 Water Cooler; Wash Stand; 4 Wheelbarrows; 1 Cart and gears; two set of light Wagon harness (new); one Cross-cut Saw; a lot of Carpenter's Tools and Chest; a lot of old Whiskey Barrels; 1 GONDOLA BOAT; 1 Long Ladder; 1 Hay Press; 2 Wheat Drills, with Guano attachment; 35 tons Coal; one Scythe and Cradle; about FIFTEEN HUNDRED BUSHELS of CORN; 1 harrow; 2 Double Shovel Ploughs; 1 Single Shovel Plough. Also, ONE HUNDRED and THIRTY-FIVE BUSHESL WHEAT; 2 Truck Wagons; a lot of Ground Plaster; and many other articles too tedious to mention.

This is the most valuable property of its kind on the Canal, having the advantage of all other points, that of a good bridge across the Potomac, and between two productive Valleys, one in Loudoun County,

Virginia, the other in Frederick County, Md.; also the nearest point to market on the Canal intersecting with the Railroad.

Terms of Real Property – One third cash, the balance in six and twelve months, the purchaser or purchasers giving their bonds with approved security, bearing interest from the day of sale.

Terms of Personal Property – A credit of six months will be given on all sums above \$5, the purchaser giving notes with approved security, bearing interest from the day of sale; all sums of \$5 and under, cash.

No property to be removed until the terms of sale are complied with.

LLOYD T. DUVALL, Trustee  
Wm. B. Tabler, Auctioneer

DE, Sat. 3/3/60, p. 2. **The Chesapeake and Ohio Canal** – His Honor Mayor Berrett returned yesterday morning from a brief visit to the seat of government of the State of Maryland, where he had a conference with the Attorney General and the House committee on the subject of this canal, which resulted in the framing of a bill to thoroughly protect our Corporation and individual interests in the same, with the hope and the promise that such efforts will be made as will insure the passage of the bill thus presented. – *Wash. States and Union*.

DE, Tue. 3/20/60, p. 2. **The Chesapeake and Ohio Canal** – The trade opens since the breaking up of the ice somewhat favorably. Within the week past, about twenty-five boats have arrived at Georgetown with cargoes of wheat, flour, corn, hay, &c., from various points in Maryland and Virginia. As yet no coal has come down from Cumberland, nor will any be expected for ten days to come. The ice freshet did considerable damage to Dam No. 5, removing two or three cribs. One of them was put in on Thursday last, and the others

will soon follow. – Dam No. 4 sustained no damage. The navigation, with this exception, is good throughout. – *National Intelligencer*.

*Sun*, Wed. 3/28/60, p. 1. **The Coal Trade at Alexandria, Va.** – This year there will be shipping from this port three coal companies in addition to the American, Cumberland, Borden Mining and Frostburg companies, which, for several years past, have added greatly to the activity of our wharves and prosperity of the city. The Swanton Coal Company, of New York, have rented the wharf property south of the Pioneer Mills, belonging to Mr. James Green, for \$1,000, for their shipping depot. The Midland company have secured the fish wharf for the coming season, for which they pay \$450, and the Alleghany company, which was not shipping last year, have resumed operations at the upper coal wharf, at the mouth of the canal. – *Gazette*.

WC, Thu. 3/29/60, p. 4. **Local Intelligence The Canal** – The Canal is so far repaired as that Boats will be able to pass by tomorrow or next day; a number have already left this port laden with Coal for the district cities. It is calculated that the Coal Companies will do a large business this Season. – We hope no untoward event will occur to interrupt Canal navigation.

WC, Thu. 4/5/60, p. 3. **Maryland Coal Trade** – For the week ending March 31<sup>st</sup>, 6,567 tons 18 cwt. of coal were shipped over the George's Creek Railroad.

For the month ending Saturday 31<sup>st</sup> ult., 10,519 tons 6 cwt. were shipped over the Cumberland and Pennsylvania Railroad.

Total shipments for the year from the entire region 32,396 tons 10 cwt.

During the week ending April 4, 1860, 53 boats cleared this port carrying 6,148 tons 8 cwt. [of coal.]

*Sun*, Fri. 4/6/60, p. 4. The directors of the Chesapeake and Ohio Canal Company held their monthly meeting today, when, from reliable sources, it was stated that the crib recently finished is complete and substantial in all its parts, and when filled in will stand the test of many years' service. The board has been somewhat delayed by the want of funds to carry on all their improvements, but the stream is now in fine order and the coal boats from Cumberland must soon arrive at Georgetown and Alexandria.

DE, Sat. 4/7/60, p. 3. **Chesapeake and Ohio Canal** – The Legislature of Virginia, having previously passed a joint resolution directing the Attorney General to proceed to foreclose any mortgages or liens held by the State of Virginia on the Chesapeake and Ohio Canal, on the last day of the sessions, which terminated on Monday, the Legislature passed the following additional joint resolution:

*Resolved by the General Assembly of Virginia*, That the Governor be and is hereby authorized to employ such additional counsel as may be deemed necessary in the prosecution of the claims of the Commonwealth against the Chesapeake and Ohio Canal Company, by suit or otherwise, and to make such agreement in respect thereto with such counsel as to him shall seem just and proper.

ES, Tue. 4/10/60, p. 3. **An Excursion** having been determined on, in which the Corporation of Washington shall convey the members of the Committees for the District of Columbia of both the Senate and House of Representatives all along the line of the Washington Aqueduct to the Great Falls of the Potomac, so that they may see and examine the same, we learn that Saturday next has been appointed for the purpose. The party will proceed partly in omnibuses

and partly by the steam canal boat *Flying Cloud*, visiting the distributing and receiving reservoirs, the tunnels, Cabin John bridge, and other prominent objects along the line to the commencement at Crommelins, after which they will partake of a collation to be spread in the building at the Falls belonging to the Government, and then return direct to the District. Should not the weather be fair, some other day will be designated for the trip. The *Flying Cloud* has given a trial of her new propeller attachment, and, without any swell in the least degree injurious to the banks of the canal, makes a rate of just eight miles an hour. She will be at her wharf on the Washington Canal, at the foot of Fourteenth street, on Friday afternoon, to make a further trial of her speed. - *Intelligencer*.

AG&VA, Wed. 4/11/60, p. 3. **CANAL COMMERCE** – Arrived, April 11.

Boats Union, Oliver Boley and M. Treiver, coal to Wm. H. Fowle & Son.

Boats R. P. Dodge, Ida Lee and Dutch Hen, coal to American Coal Co.

Boats T. W. McClary and Samuel Luman, coal to Borden Mining Co.

Boat V. Marmaduke, coal to Alleghany Coal Co.

Boat Juniata, coal to Frostburg Coal Co.

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*Ibid.* p. 4. **Arrival of Coal Boats**

Several boats from Cumberland, loaded with coal, arrived at this place yesterday. The Chesapeake and Ohio and Alexandria Canals are in fine navigable order, and we may now look for daily arrivals and a brisk coal trade.

AG&VA, Thu. 4/12/60, p. 3. **CANAL COMMERCE** – Arrived, April 12.

Boat Capt. A. King to Wm. H. Fowle & Son.

Boat E. Snyder to Alleghany Co.



Boats Jas. Crawford and John Savin, to American Co.

Boat John H. Shaw, to Frostburg Co.

Boat Wm. Borden, to Borden Mining Co.

AG&VA, Sat. 4/14/60, p. 3. **Coal Trade.**

For the week ending April 7<sup>th</sup>, 5,139 13 tons of coal were shipped over the George's Creek Railroad.

For the week ending Saturday 7<sup>th</sup> inst., 7,598 tons 11 cwt. were shipped over the Cumberland and Pennsylvania Railroad.

Total shipments for the year from the entire region 45,134 tons 14 cwt.

During the week ending April 11, 1860, 62 boats cleared this port carrying 7,192 tons 8 cwt.. – *Cumberland Civilian*.

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**CANAL COMMERCE** - Arrived, April 13

Boats Thomas Sammon, J.

Buchanan, Thomas Sheridan, T. P. Sherman and G. H. Moudy, coal to American Coal Co.

Boats Waynesboro, Helen May and Kate Barnes, coal to Borden Mining Co.

Boats John B. Hays and Mary Ellen, coal to Alleghany Mining Co.

Boat Three Brothers, coal to Frostburg Coal Co.

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**Bedford Water** – Just received per canal boat "John Beall," a full supply of fresh BEDFORD WATER, direct from the Spring, and in good order, for sale by  
**LEADBEATER & CO.**  
Nos. 5 and 7, South Fairfax street.

AG&VA, Mon. 4/16/60, p. 3. **CANAL COMMERCE** – Arrived, April 14.

Boats S. E. Carlisle, Rainbow, A. H. Poffenberger, W. B. Colston and J. A. Reinhard, coal to Borden Mining Co.

DE, Wed. 4/18/60, p. 2. **The Chesapeake and Ohio Canal** – The Chesapeake and

Ohio Canal, we are gratified to hear on the best authority, sustained comparatively little damage from the heavy rains and high waters of last week. Below Harper's Ferry there is no damage, and at Dam No. 4, which was reported to have been alarmingly handled by the freshet, the mischief done, was not to the dam proper, but to the guard-bank, making the third time within twelve months that the same structure has been more or less injured. We are informed that navigation will not be suspended. – *National Intelligencer*.

ES, Thu. 4/19/60, p. 3. The following advertisement first appeared on April 19, 1860 and ran daily for months thereafter. Note this steam packet would traverse on the canal or on the Potomac river to Alexandria.

**THE STEAM PACKET FLYING CLOUD**  
is now ready for excursions to the Great Falls or intermediate points, Arlington Springs and Alexandria, on moderate terms; will make trips to Alexandria on SUNDAYS, in time for divine service, and will lie over until after one o'clock. Apply to  
**Capt. JOHN MOORE,**  
ap 19 2m No. 36 Jefferson st., Georgetown.

WC, Thu. 4/19/60, p. 4. **Maryland Coal Trade** – For the week ending April 14<sup>th</sup>, 630 tons 18 cwt. of coal were shipped over the George's Creek Railroad.

For the week ending Saturday, 14<sup>th</sup> inst., 2,231 tons 9 cwt. were shipped over the Cumberland and Pennsylvania Railroad.

Total shipments for the year from the entire region 90,377 tons 19 cwt.

During the week ending April 18, 1860, 31 boats cleared this port, making 148 for the season, carrying 3,598 tons 8 cwt.

AG&VA, Fri. 4/20/60, p. 3. **LOCAL ITEMS – Chesapeake and Ohio Canal** – We learn that the coal companies engaged in mining and transshipping coal from the Maryland mines have promptly come forward to furnish means for proceeding at once with the repairs to the guard bank at

dam No. 4 of the canal, made necessary by the late flood in the Potomac. – *Natl. Int.*

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A letter from dam No. 5, in the Baltimore *Sun*, says:

“The water in the Potomac and Chesapeake and Ohio canal has subsided, and dam No. 5, which had just been finished, (by cribbing,) is not in the slightest injured. Dam No. 4 has also escaped, and the slight damage done to the entire line of the canal can be repaired in eight or ten days at a cost not exceeding a few thousand dollars. This freshet seems to prove that the canal has now attained to a more permanent condition, and that when the stone dams are completed a similar occurrence will not retard navigation forty-eight hours.”

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**The Canal** – It is with no ordinary feelings of pleasure that we are able to announce to our readers, that the Canal has suffered but little by the late freshet. The Dams have not been injured and but slight breaks have been made in the tow-path. Boats are now leaving this port for the District and it is confidently expected that all necessary repairs will be finished this week. – *Cumb. Civilian of yesterday.*

{A telegraphic dispatch, received in this city yesterday afternoon, from the President of one of the Coal Companies, states that Dam No. 4 had been carried away, but we hope there is some mistake in the report.}

WC, Thu. 4/26/60, p. 3. **The Canal** – We have been very much annoyed by the contradictory reports that have been in circulation in reference to the Canal, at one time it was confidently asserted that the damage done by the late freshet was but limited and would be fully repaired in a few day’s; then again we heard that some 200 feet of Dam number 4 had been washed away, and that it would take an indefinite

period of time to put the Canal in boating order. Last Saturday’s *Intelligencer* informed us that \$1,000 would complete the repairs. It is now very confidently stated that boats will be able to pass next week. If this be true, we look for a speedy resumption of business on this important thoroughfare of trade. Boatmen are busily engaged in loading at this point to be ready to start at the first opportunity.

DE, Sat. 5/5/60, p. 3. **Chesapeake and Ohio Canal** – At a general meeting of the stockholders of the Chesapeake and Ohio Canal, held at the office of the company in Washington city on Thursday, the following gentlemen, all from the State of Maryland, were elected as Board of Directors, viz: James Fitzpatrick, Cumberland, Allegany county; John M. Broome, St. Indigoes, St. Mary’s county; Victor Holmes, Monkton, Baltimore county; J. J. Heckert, Port Deposit, Cecil county; E. M. Mealey, Hagerstown; E. B. Hutton, Brookville, Montgomery county; Alfred Spates, Allegany county. After the election had been announced, Mr. N. S. Robinson, having been instructed so to do by the Board of Public Works of Virginia, was allowed to enter upon the journal of the proceedings a formal protest against the action of the stockholders just taken, in not having given a Director to the United States, to Virginia, the District of Columbia, or to any other stockholders out of the State of Maryland. A vote of thanks was then given to Mayor Berrett for his services as chairman, when the meeting adjourned. The next meeting of the stockholders will be on the first Monday in June.

AG&VA, Tue. 5/8/60, p. 4. The account in Saturday’s *Gazette* of the meeting of the stockholders of the Chesapeake and Ohio Canal Company in Washington, on Thursday last, was, in one particular,

somewhat incorrect, as has been already stated. Alexandria did not ask for a director, as was distinctly denied by Mr. Fowle when Mr. Roberts, of the Maryland Board of Public Works, made the assertion. Mr. Roberts asserted that a gentleman from Alexandria, whom he named, had been “pressed” on him. Mr. Fowle replied “that was a private application and not made by the city authorities;” and appealed to the only proxy of Alexandria who was present, and who also said that Alexandria did not ask for a director.

When the new Board was elected, Mr. Reynolds (as his name was reported) of the Maryland Board of Public Works, said “we mean only to elect them to serve till the first Monday in June, 1860, and to turn them out if they do not do as we want them.”

This oracular giving out of the controlling powers, led some who heard it to believe that the “doing as we want them” meant the raising of the tolls on the Canal, in order to drive the coal trade to the Railroad, whether the interest of the coal region of Maryland is injured or not. If the people of that part of the State stand tamely by and see themselves ruined, when they have the remedy in their own hands, they will have more forbearance than some in Pennsylvania. OBSERVER.

WC, Thu. 5/10/60, p. 3. **Maryland Coal Trade** – For the week ending May 5<sup>th</sup>, 6,619 tons 3 cwt. of coal were shipped over the George’s Creek Railroad.

For the week ending same date, 4,272 tons 6 cwt. were shipped over the Cumberland and Pennsylvania Railroad.

Total shipments from the entire region for the week, 10,891 tons 9 cwt.

Total shipment for the year from the entire region, 125,241 tons.

AG&VA, Sat. 5/12/60, p. 3. **Resumption of Canal Navigation** – The repairs on the

Chesapeake and Ohio Canal, at Dam No. 4, have been repaired, and the water let in. A number of boats arrived here yesterday, and many more are expected today, a large fleet having collected above the breach on the Chesapeake and Ohio Canal. The Alexandria canal is in excellent condition.

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**CANAL COMMERCE** – Arrived, May 11.

Boats P. R. Haldeman and Three Sisters, coal to Borden Mining Co.  
Boats Col. Young and T. Cookendorffer, coal to T. J. Mehaffey  
Boats A. L. Rohrback and E. Benner, coal to Alleghany Coal Co.  
Boat Six Brothers, limestone to Thos. Smith.

*Sun*, Mon. 5/14/60, p. 4. **Georgetown, D. C.** Since my Friday afternoon’s report of the arrivals from Cumberland by the canal, the following entries have been made at the collector’s officer: - J. P. Wright, coal for C. E. Detmold; Ambition, coal for Piedmont Coal and Iron Company; Douglas, coal for C. E. Detmold; W. McAtee, A. B. Snouffer, Thomas James, M. E. Stonebraker, A. J. Glossbrenner, S. Heidelberger, James H. Grove, coal for the American Coal Company; Mary Mertens and F. & S. H. Dodge, coal for the Cumberland Coal and Iron Company; J. A. Arnold and S. E. McDonald, coal for the Midland Coal and Iron Company; Young America, B. F. Stuffer, H. G. Ritter, James Fitzpatrick, Henry May and Major Robinson, coal for the Borden Mining Company.

AG&VA, Mon. 5/14/60, p. 3. **CANAL COMMERCE** – Arrived, May 12.

Boats J. L. Jorden, Sir John Franklin and C. F. Newman, coal to Alleghany Coal Co.

Boats G. L. Jacques, R. H. Alvey, Boyer Watson and B. F. Stanfer, coal to Borden Mining Co.

Boats J. C. Hieston, A. H. Bradt, Thos. James, Rebecca, Walter McAtee and M. E. Stonebreaker, coal to American Coal Co.

Boats J. Murray, Eliza Reid and J. Arnold, coal to Wm. H. Fowle & Son.

Boats C. F. Mudge and Mary Mertens, coal to T. J. Mehaffey.

AG&VA, Tue. 5/15/60, p. 3. **CANAL COMMERCE** – Arrived, May 14.

Boats F. & A. H. Dodge, John James, P. B. Petrie, John Humbert, Ann Eliza, O. W. Sturtevant, Mary Shaw, The Pilgrim, J. Floyd McCulloh and Mary R. Hale, coal to T. J. Mehaffey.

Boats A. J. Glossbrenner, S. E. McDonald, P. A. Hedley, S. Heidelberger, Eli Waide, H. A. Wise and M. E. McCoy, coal to American Coal Company.

Boats Gen. J. T. McKaig, Prince Rupert, Kate Bruce and John Vanlear, coal to Frostburg Coal Company.

Boats Henry May, Carrie Hancock and J. A. Inksminger, coal to Borden Mining Co.

Boat J. L. Jordan, coal to Alleghany Coal Co.

Boats Utica and E. H. Tracy, coal to Wm. H. Fowle & Son.

AG&VA, Wed. 5/16/60, p. 3. **CANAL COMMERCE** – Arrived, May 15.

Boats Emma Rinehart, Odd Fellow, George Lynn and Ann Gilleece, coal to T. J. Mehaffey.

Boats P. C. Haldeman, Lonaconing, Advance, coal to Alleghany Mining Co.

Boats R. R. Gregory, Jane Louisa, Smith Herd, Wm. E. Taylor and Bettie Maulsby, coal to American Coal Co.

Boat R. A. Powers, coal to Frostburg Coal Co.

Boats Uncle Sam and Martha Banks, coal to Borden Mining Co.

Boats J. R. Wilson, C. Ardinger, Old Dominion and Star of Hancock, coal to Wm. H. Fowle & Son.

Boat Mount Clement, lumber to Waters & Co.

AG&VA, Thu. 5/17/60, p. 3. **Scarcity of Coal Vessels** – Shippers of coal from this port, we understand, have unusually large orders this season, and since the opening of the canal the receipts have been good; but much complaint is made of the great and continued scarcity of vessels. This is unfortunate as the demand for them is extraordinary, owing to the recent bad condition of the canal preventing early business and the urgent character of the orders. Freights, in consequence, are much higher than is usual at this time of the year.

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**Chesapeake and Ohio Canal - No Advance in Tolls** – We learn from the most reliable source, that no damage has been done by the late heavy rains to Dam No. 4 nor to the canal anywhere, that cannot be repaired in three or four days. The new canal board was in session in Washington yesterday. It is not in contemplation, we learn, to increase the rate of tolls on coal this season.

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**CANAL COMMERCE** – Arrived, May 10.

Boats H. & C. & F. D. Turner, R. Gregory, Mrs. Biggs and Wm. Fisner, coal to American Coal Company.

Boats E. L. Boteler, Young America and Henry McCoy, coal to Borden Mining Co.

Boats Phoenix and Julia Ann McGraw, coal to Frostburg Coal Co.

Boats E. K. Huntley and Baltie, coal to Alleghany Mining Co.

Boats Martin Hoffman and H. T. Weld, coal to T. J. Mehaffey.

Boat Robert E. Violette, flour to Blacklock & Marshall.

*Dun*, Fri. 5/18/60, p. 4. **Maryland Coal Trade** – Last week 14,217 tons of coal were shipped from the Maryland coal mines, making for the season 139,192 tons. During the present year 259 canal boats have cleared at Cumberland, with 28,887 tons of coal.

AG&VA, Fri. 5/18/60, p. 3. **Chesapeake and Ohio Canal** – At a meeting of the President and Directors of the Chesapeake and Ohio Canal, held in Washington on Tuesday, A. K. Stake, esq., of Washington county, was elected general superintendent. John M. Miller, esq., of Cecil county, previously elected treasurer of the company, vice Hon. Henry W. Hoffman, resigned, appeared and qualified. – *Baltimore Sun*.

We learn that the late heavy rains added considerably to the damage already done to the canal by the spring freshets. The banks on the six-mile level are much washed. Between dams four and five the water was within four feet of being as high as at the last freshet. The water is running over the cribs from eight to ten feet deep, and the amount of damage done cannot be ascertained until the flood subsides. – *Balt. American*.

(Our accounts, as published in yesterday's Gazette, speak of the damage as slight, and very likely to be repaired in a few days.)

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**CANAL COMMERCE** – Arrived, May 17.

Boats H. G. Ritter, Leven Benton and J. Fitzpatrick, to Borden Mining Co.

Boats Kate McCormick, A. L. Boose and Union, to Alleghany Co.

Boat Charles Embrey, to T. J. Mehaffey.

AG&VA, Sat. 5/19/60, p. 3. **CANAL COMMERCE** – Arrived, May 18.

Boats Lauretta and M. Roberson, to Borden Mining Co.

Boat Wm. H. Crist, to Wm. H. Fowle & Son.

Boat Hercules, to Frostburg Coal Co.

WC, Thu. 5/24/60, p. 4. **Canal Appointments** – At a recent meeting of the Directors of the Chesapeake and Ohio Canal, we learn that the following appointments were made:

General Superintendent – A. K. Stake – Salary, \$1,200.

Supervisors (in place of Division Superintendents) – Emanuel Tice, Benjamin Bootman, Lawrence J. Murray, W. D. McCardle, Thomas Charlton, Geo. W. Grove, Lawson Poffenberger, Terrence Byrnes, Patrick Swain – Salary, \$600.

The Board adjourned till the 1<sup>st</sup> of June, without appointing collectors.

Joshua W. Offutt, of Montgomery county, has been appointed superintendent of the first division, and George W. Spates, of the same county, superintendent of the second division of the canal.

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**Maryland Coal Trade** – For the week ending May 19<sup>th</sup> 6,083 tons 16 cwt. of coal were shipped over the George's Creek Railroad.

For the week ending same date, 6,637 tons 9 cwt. were shipped over the Cumberland and Pennsylvania Railroad.

Total shipments from the entire region for the week, 12,721 tons 5 cwt.

Total shipments for the year from the entire region 154,496 tons 11 cwt.

During the week ending Tuesday 22<sup>nd</sup> of May, 94 boats cleared this port, carrying 11,667 tons 6 cwt. of coal.

During the season there were 353 boats cleared this port, carrying 40,564 tons 18 cwt. of coal.

AG&VA, Sat. 5/26/60, p. 3. **The Canal** – The Cumberland *Telegraph* states that the Chesapeake and Ohio Canal is in good navigable order for its entire length, also that it is in contemplation to eliminate the cost of finishing dam No. 4, and if the board should see their way clear, financially, it is probable the work will be done.

Boats from Cumberland, laden with coal, are again arriving in considerable numbers, as will be seen by reference to our report of the Canal Commerce.

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**CANAL COMMERCE** – Arrived, May 25.

Boats Wm. Borden, E. Stanhope and Kate Barnes, coal to Borden Mining Co.

Boat James Crawford, coal to Alleghany Mining Co.

Boat Oliver Boley, coal to T. J. Mehaffey.

Boats M. B. Bramhall, A. Stanhope and Jas. Buchanan, coal to American Coal Co.

Boats Joseph Knode, Renown and Excelsior, coal to Wm. H. Fowle & Son.

Boat Juanita, coal to Frostburg Coal Co.

Boat Six Brothers, limestone to Thos. Smith.

AG&VA, Mon. 5/28/60, p. 3. **The Storm of Saturday – Damage, &c.** – The canal boat Reindeer, loaded with 103 tons of coal, and lying at the Foundry wharf, careened, filled and sunk.

The canal boat Col. Young was swamped at the upper coal wharves, and a mule attached to her drowned.

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**CANAL COMMERCE** – Arrived, May 25.

Boats John Spencer, Lonaconing, Reindeer, Eugene and Gen. Simpson, coal to Wm. H. Fowle & Son.

Boats Catheart, John Savin, J. C. Hieston, T. P. Sherman, T. James and A. H. Bradt, coal to American Coal Co.

Boats A. H. Poffenberger and J. W. Barnes, coal to Borden Mining Co.

Boats Three Brothers and John H. Shaw, coal to Frostburg Coal Co.

Boats Eliza Snyder, M. Treiber, Mary Ellen, Dr. J. Robertson and Josiah Witt, coal to Alleghany Mining Co.

Boats Morgan Miller, D. Morrissey, C. F. Mudge, Mary Mertens, M. O. Shea and Col. Young, coal to T. J. Mehaffey.

AG&VA, Tue. 5/29/60, p. 2. **CANAL COMMERCE** – Arrived, May 28.

Boats Minnie Slack, S. M. Petrie and Liberty, coal to Frostburg Coal Co.

Boats S. E. Carlisle, Dutch Hen and John A. Reinhard, coal to Borden Mining Co.

Boats C. F. Porter, Mount Savage, T. Sheridan, Ask the Captain, G. W. Summers, G. H. Moudy and S. Strider, coal to American Coal Co.

Boats James Murry, F. & A. H. Dodge, Dicksey B., M. M. Claggett, Rebecca and May Fly, coal to T. J. Mehaffey.

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**Office of Chesapeake and Ohio Canal Company**, Washington, May 26, 1860. The ANNUAL general meeting of the stockholders of the Chesapeake and Ohio Canal Company will be held at the office of the Company on Monday, the 4<sup>th</sup> day of June next, at 12 o'clock M. S. RINGGOLD Washington, my29 – dtd. Secretary

AG&VA, Wed. 5/30/60, p. 3. **CANAL COMMERCE** – Arrived, May 29.

Boats John B. Hays and E. Benner, coal to Alleghany Mining Co.

Boats Capt. A. King and Wm. McMahon, coal to Frostburg Coal Co.

Boats Waynesboro, L. G. Junes and R. H. Alvey, coal to Borden Mining Co.

Boats M. E. Stonebraker and Waldo Hutchins, coal to American Coal Co.

Boat Clipper, coal to T. J. Mehaffey.

AG&VA, Thu. 5/31/60, p. 3. **Chesapeake and Ohio Canal** – An order has been issued stating that “no permits will be received for tolls at present, until further orders be given. The crippled condition of the canal, without a dollar in the treasury, compelled the board to refuse them in payment, in order to enable them to purchase provisions, and pay the laborer’ for work absolutely necessary to keep up navigation.”

Since Friday, sixty-four Canal boats, mostly with coal, have arrived at Georgetown, and quite a fleet has departed upwards. The revenue for the month of June may be set down at \$9,000.

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**CANAL COMMERCE** – Arrived, May 30.

Boats E. H. Tracy, Y. Cookendorfer and John James, Jr., coal to T. J. Mehaffey.

Boat Dr. B. A. Dougherty, coal to Wm. H. Fowle & Son.

Boats Lloyd Lowe and P. R. Halderman, coal to Borden Mining Co.

Boats E. Mose, V. Marmaduke and C. F. Newman, coal to B. M. Franks.

AG&VA, Sat. 6/2/60, p. 3. **Coal Trade**  
 For the week ending May 29<sup>th</sup>, 5,467 tons 18 cwt. of coal were shipped over the George’s Creek Railroad. For the week ending same date, 11,108 tons 19 cwt. were shipped over the Cumberland and Pennsylvania Railroad. Total shipments from the entire region for the week, 16,576 tons 16 cwt. Total shipment for the year from the entire region, 168,982 tons 7 cwt. During the week ending Tuesday, 22<sup>nd</sup> of May, 104 boats cleared, carrying 10,215 tons 2 cwt. of coal. During the season there were 457 boats cleared this port, carrying 50,770 tons of coal. – *Cumb. Civ.*

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*Ibid.* p. 4. **Shipwreck** – Yesterday afternoon, as the canal boat *John Van Lear*,

Capt. Martin, was attempting to enter the outlet lock of the Alexandria Canal, a flaw of wind blew her across the river to the Maryland flats. She would have grounded had not one of the “seamen” on board had the presence of mind to anchor her with the *cooking stove*.

WC, Thu. 6/7/60, p. 3. **Coal Trade for May.** – The following amount of coal was received at this place during the month of May, via the Alexandria Canal. The amount would have been larger, but from the fact that during a part of the month, the Chesapeake and Ohio Canal was not in operation:

	Tons
American Coal Co.	4,783
Wm. H. Fowle & Son	2,237
Cumberland Coal and Iron Co.	4,816
Alleghany Mining Co.	3,182
Borden Mining Co.	4,743
Frostburg Coal Co.	2,141
Total	21,902

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**Chesapeake and Ohio Canal**

The Directors of this Company met last Friday in Washington, and made some further changes in the officers of the Canal. The Collector at Georgetown, Mr. McHenry Hollingworth, was removed; the removal to take place on the 11<sup>th</sup> instant. His place is taken by Mr. Soper. We also learn that the lock-tenders all along the line have been changed. – *Nat. Int.*

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*Ibid.* p. 4. **Maryland Coal Trade** – For the week ending June 2<sup>nd</sup>, 10,033 tons 5 cwt. of coal were shipped over the George’s Creek Railroad.

For the week ending same date, 9,982 tons 19 cwt. were shipped over the Cumberland and Pennsylvania Railroad.

Total shipments from the entire region for the week, 20,016 tons 4 cwt.

Total shipments for the year from the entire region 148,784 tons 7 cwt.

During the week ending Tuesday 5<sup>th</sup> of June 92 boats cleared this port, carrying 10,489 tons 16 cwt. of coal.

During the season there were 549 boats cleared this port, carrying 61,269 tons 16 cwt. of coal.

AG&VA, Tue. 6/12/60, p. 3. **Valuable Property** – We announced a short time ago the decision of the Court of Appeals in the long-standing case of Cooper vs. Hepburn and others. That decision confirms the title of Cooper to the land in controversy. We have thus brought into a saleable condition a river front, adjoining the outlet of the Alexandria Canal, of over eleven hundred feet, with ample depth of water for the Coal Trade. We again notice this subject, because of the great value and importance of this land to that trade. Heretofore, the Coal Companies have been unable to obtain sufficient river accommodation for their shipments and stowage; but, presuming that this property will now be in market, we venture to say that this inconvenience need no longer exist. A better situation than this land possessed in regard to the business of the Canal, cannot be found; and it should not be overlooked that the Hampshire Railroad, which is being pressed on to the Coal Fields, binds it on the west. The area of the tract, independent of land which can easily and advantageously be formed in the river, is upwards of ten acres, deducting the space occupied by the Railroad.

AG&VA, Thu. 6/14/60, p. 3. **CANAL COMMERCE** – Arrived, June 13.

Boats John James, George Lynn and Thomas Devecmon, coal to T. J. Mehaffey.

Boat John R. Wilson, coal to Wm. H. Fowle & Son.

Boats Dr. A. Biggs, A. Kane and Mt. Savage, coal to American Coal Co.

Boats R. H. Alvey and Sarah Grimes, coal to Borden Mining Co.

AG&VA, Fri. 6/15/60, p. 3. **Coal Trade**

During the week ending Tuesday, 12<sup>th</sup> of June, 120 boats cleared this port, carrying 13,518 tons 4 cwt. of coal.

During the season there were 669 boats cleared this port, carrying 74,788 tons of coal. – *Cumb. Civilian*.

WC, Thu. 6/21/60, p. 4. **Maryland Coal Trade** – For the week ending June 16<sup>th</sup>, 8,898 tons 19 cwt. of coal were shipped over the George's Creek Railroad.

During the week ending Tuesday 19<sup>th</sup> of June, 60 boats cleared this port, carrying 6,644 tons 5 cwt. of coal.

During the season there were 729 boats cleared this port, carrying 81,432 tons 5 cwt. of coal.

DE, Tue. 6/26/60, p. 2. **Chesapeake and Ohio Canal**, owing to a break which occurred in a wing-wall at or very near dam No. 4, on Sunday, the 17<sup>th</sup> instant, did but little business last week. We learn, however, that the canal will be passable at the dam by Tuesday or Wednesday at the farthest, and that, as there has been an accumulation of boats laden with coal at that point, to a number exceeding one hundred and sixty, there will be a glut of arrivals at Georgetown and Alexandria towards the close of next week of more than usual extent. The canal is elsewhere in good condition. The shipments of coal coastwise from Georgetown during the past week were very large, and vessels are required now to carry coal to Eastern ports. – *National Intelligencer*.

AG&VA, Thu. 6/28/60, p. 3. It is supposed the Chesapeake and Ohio Canal will again be in navigable order today, and that upwards of one hundred and fifty boats with



coal, which have been accumulating above the break, will soon reach Georgetown and Alexandria.

AG&VA, Fri. 6/29/60, p. 3. **Coal Trade.**

For the week ending June 23<sup>rd</sup>, 9,351 tons 7 cwt, of coal were shipped over the George's Creek Railroad.

During the week ending Tuesday 26<sup>th</sup> of June, 92 boats cleared this port, carrying 10,057 tons 4 cwt. of coal.

During the season there were 821 boats cleared this port, carrying 91,489 tons of coal. – *Cumb. Civilian.*

AG&VA, Tue. 7/3/60, p. 3. **CANAL COMMERCE** – Arrived, July 2.

Boats Oliver Boley, O. W. Sturtevant, The Pilgrim and A. H. Bradt, coal to T. J. Mehaffey.

Boats E. Stanhope, Three Sisters and William Borden, coal to Borden Mining Co.

Boats Great Eastern, A. S. Rohrback, G. H. Moudy, Jane Louisa, James Buchanan and A. Stanhope, coal to American Coal Co.

Boats J. T. Arnold, Susan Baker, Boyer Watson, J. T. McCulloch and Old Dominion, coal to Wm. H. Fowle & Son.

Boats James Crawford, W. H. Bryon and M. Trieber, coal to B. M. Franks.

Boats Wm. McMahon, Juniata and John H. Shaw, coal to Frostburg Coal Co.

Boat Mt. Clemens, lumber to Waters & Co.

*Sun, Wed. 7/4/60, p. 4. At Alexandria, Va. –* During the month of June there was brought to this port via the Chesapeake and Ohio and Alexandria canal, 19,257 tons of Cumberland coal. For about half the month the canal was not navigable. Mercury.

AG&VA, Fri. 7/6/60, p. 3. **Chesapeake and Ohio Canal** – During the week ending Tuesday 2<sup>nd</sup> of July, 14 boats cleared this port, carrying 1,350 tons 18 cwt of coal

During the season there were 835 boats cleared this port, carrying 92,740 tons 7 cwt of coal.

We regret that it is our unpleasant duty to inform our readers that the canal is not yet in navigable condition. We hope, however, that by the last of the week the dam will be so far repaired as to admit of the passage of boats. – *Cumb. Civilian.*

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**CANAL COMMERCE** – Arrived, July 5

Boats P. E. Haldeman, Lonaconing No. 4, Ben Mitchell, Dr. G. Robertson, Eliza Benner and A. J. Boone, coal to B. M. Frank.

Boats E. Reinhard, D. Morrissey, A. T. Shouffer and Morgan Miller, coal to T. J. Mehaffey.

Boats Ambition, J. W. Copeland, S. E. McDonald and Martha Banks, coal to American Coal Company.

Boats Baltic, J. R. Sheary and Lynn, coal to Wm. H. Fowle & Son.

Boats Prince Rupert, P. M. Bettie and John Vanlear, coal to Frostburg Coal Co.

Boat Uncle Sam, coal to Borden Mining Co.

AG&VA, Sat. 7/7/60, p. 3. **CANAL COMMERCE** – Arrived, July 6.

Boats J. W. Grove, Wm. Kirner and L. G. Hough, coal to American Coal Co.

Boats J. L. Jacques, James Fitzpatrick and P. R. Haldeman, coal to Borden Mining Co.

Boats E. W. Dunham, Union, Mary E. McCoy and Right Bower, coal to T. J. Mehaffey.

Boat J. C. Hieston, coal to Wm. H. Fowle & Son.

Boat N. H. Smith, coal to Frostburg Coal Co.

DE, Tue. 7/10/60, p. 2. **The Chesapeake and Ohio Canal** during the month of June

obtained an income from tolls of \$12,500. During the week commencing the 1<sup>st</sup> of July the returns from tolls for ascending articles were \$436; for coal, grain and other articles descending, the tolls were \$4,971; in all, \$5,407. This was paid by 167 boats, of which about 160 were freighted with coal.

WC, Thu. 7/12/60, p. 4. **Maryland Coal Trade** – During the week ending July 2<sup>nd</sup>, there were shipped over the George's Creek Coal and Iron Company's Railroad 5,519 tons 1 cwt of coal.

No reports have been received from the Cumberland and Pennsylvania, of the Cumberland Coal and Iron Company's Road.

During the week ending Tuesday, 9<sup>th</sup> of July 76 boats cleared this port, carrying 8,820 tons 14 cwt. of coal.

During the season there were 911 boats cleared this port, carrying 100,309 tons 1 cwt. of coal.

DNI, Mon. 7/16/60, p. 3. **The Chesapeake and Ohio Canal** during the past week was quite busy. One hundred and twenty boats arrived from Cumberland, laden with coal for discharge at Georgetown and Alexandria. The ascending trade for the week at Georgetown paid about \$600 into the Canal treasury and the down trade at the same place about \$7,000 – making \$7,600 in all. This is exclusive of the receipts at other collection offices along the line, which will increase the amount to about \$10,000. We hear that the water was taken out of one of the levels near Dam No. 5, to complete some recent repair at a trunk; but elsewhere the navigation has been uninterrupted.

At Georgetown the shipping of coal has been so brisk as to exceed any week's work hitherto done there. From one shipping dock alone twenty-one sea going vessels were cleared with full weights. These vessels are bound to ports in

Pennsylvania, New Jersey, New York and New England, and bore a total tonnage of exceeding 4,800 tons; thus, showing the capacity of this shipping-dock alone to be eight hundred tons a day, which is the tonnage of between eight and ten canal boats. A considerable number of hands, from seventy to eighty, are employed in this work, which is thus becoming a valuable and important interest, though yet in its early infancy.

AG&VA, Mon. 7/16/60, p. 3. **CANAL COMMERCE** – Arrived, July 14.

Boats Eugene, H. T. Weld, Col. Young and Old Dominion, coal to T. J. Mehaffey.

Boat G. N. Rohrback, coal to B. M. Franks.

Boat T. James, coal to American Coal Co.

Boat Three Sisters, coal to Borden Mining Co.

AG&VA, Tue. 7/17/60, p. 3. **CANAL COMMERCE** – Arrived, July 16.

Boats Red Fox, May Fly, F. & A. H. Dodge, J. J. Watson and June, coal to T. J. Mehaffey.

Boat Chicago, coal to Wm. H. Fowle & Son.

AG&VA, Wed. 7/18/60, p. 3. **The Bell and Everett Demonstration at Farmington**

**Yesterday** – The Bell and Everett ratification demonstration at Farmington, Prince George's county, Md., yesterday, was indeed a grand affair.

About 8 o'clock, the Bell and Everett Club of this city, numbering about 200 persons, marched from their headquarters on Seventh street to the steamboat landing, where they took passage on the steamer *Phenix*. . . On the passage down, the *Phenix* stopped at Alexandria, to take those on board who had been unable to go on the

steamer *Gipsey*, which had left a short time before. Beyond Alexandria, crafts of numerous kinds were fallen in with, plying their way to the designated locality. Among other was the packed *Flying Cloud*, from Georgetown, engaged to bring the Bell and Everett Club of that city. . . On arriving at the mouth of Piscataway creek, near Fort Washington, where the *Gipsey* was to meet the *Phenix* after its (*Gipsey's*) first trip to Farmington, and convey the passengers up the creek, (the *Phenix* being too large a steamer to traverse the shallow stream,) great inconvenience was experienced. For fear the *Gipsey* might not be able to ascend the stream if too large a number were placed on her, it was deemed advisable by the committee to engage the *Flying Cloud*, which was at the time passing near, to convey a portion of them. . . But it was soon discovered that, even with the limited number on board, in consequence of the low state of the tide it was impossible for the boat [*Gipsey*] to make any headway. All were now in a quandary as to what course to pursue. The *Flying Cloud* had left with its passengers, and in all probability would not return until evening, unless speedily sent for. . . By this time the *Flying Cloud* having heard through some of those in the smaller craft which had reached Farmington, of the condition of the *Gipsey*, was seen heaving in sight. This of course put an end to the various projects which had been conceived of reaching the place of destination otherwise than in the *Gipsey*. It was not long before the *Flying Cloud* was alongside and filled with passengers. The *Gipsey*, being relieved of a portion of its weight, was enabled to ascend the stream, together with the packet. [Transcriber's Note: The above story has been edited for brevity; the interesting part was how a Canal packet boat helped convey passengers up Piscataway creek.]

AG&VA, Fri. 7/20/60, p. 3. **Coal Trade.**

During the week ending July 14 there were shipped over the George's Creek Coal and Iron Company's Railroad, 11,391 tons 8 cwt. of coal.

No reports have been received from the Cumberland and Pennsylvania, or the Cumberland Coal and Iron Company's Road.

During the week ending Tuesday, 16<sup>th</sup> of July, 88 boats cleared this port, carrying 9,569 tons 16 cwt. of coal.

During the season there were 999 boats cleared this port, carrying 109,878 tons 17 cwt. of coal. – *Cumb. Civilian*.

DE, Mon. 7/23/60, p. 2. **The Chesapeake and Ohio Canal**, we regret to learn, is again under the weather. The *Cumberland Civilian* says: "Dam No. 5 has given away to another break. When the leak will be stopped and the canal be again in navigable order is hard to tell. The prospect before us is of the gloomiest character. We understand that nothing is doing at the dams. The water in the Potomac and Will's creek is getting low, and there is almost an entire suspension of boating on the canal. In the meantime, several of our coal companies have large contracts to fill, and were about making others, but from the uncertainty of being able to get it to the market will have to decline any new contracts. This is an unfortunate state of things for Allegany county.

AG&VA, Fri. 7/27/60, p. 3. **Boats Passing Dam No. 5.** – The repairs at Dam No. 5, on the Chesapeake and Ohio canal, having been completed, two hundred boats are reported to be on the way down. This is good news to those interested in the coal trade, and indeed to all our citizens.

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*Ibid.* p. 4. **Coal Trade.**

During the week ending July 21 there were shipped over the George's Creek Coal and Iron Company's Railroad, 10,983 tons 3 cwt. of coal.

No reports have been received from the Cumberland and Pennsylvania, or the Cumberland Coal and Iron Company's Road.

During the week ending Tuesday, 24<sup>th</sup> of July, 90 boats cleared this port, carrying 8,762 tons 17 cwt. of coal.

During the season there were 1,089 boats cleared this port, carrying 128,664 tons 14 cwt. of coal. – *Cumb. Civilian*.

AG&VA, Wed. 8/1/60, p. 3. **Scarcity of Laborers** – We are informed that in consequence of the recent suspension of navigation on the Chesapeake and Ohio Canal, a number of laborers on the coal wharves, left this city in search of employment. A large quantity of coal is now arriving, and being shipped, and it is expected that for the remainder of the season, the operations of the Canal and coal trade will be more regular than heretofore. It is hoped that in view of this fact a sufficient number of men will soon return to meet the demand of shippers, as laborers are scarce.

DE, Thu. 8/2/60, p. 2. Since Sunday morning sixty boats have arrived by the Chesapeake and Ohio Canal at Georgetown with coal, about two-thirds of which continued on to Alexandria. The tolls will amount to about \$15,000.

WC, Thu. 8/2/60, p. 4. **Maryland Coal Trade** – During the week ending July 28, there were shipped over the George's Creek Coal and Iron Company's Railroad 6,962 tons 10 cwt. of coal.

No reports have been received from the Cumberland and Pennsylvania, of the

Cumberland Coal and Iron Company's Road.

During the week ending Tuesday, 31<sup>st</sup> of July, 31 boats cleared this port, carrying 3,403 tons 12 cwt. of coal.

During the season there were 1,120 boats cleared this port, carrying 32,065 tons 6 cwt. of coal.

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**The Canal** – Everything connected with this great channel of transportation, is of deep interest to the people of this county, and indeed of many in other portions of the county, who have a large amount of capital interested in our coal beds. It is therefore with pleasure that, upon the most reliable authority, we announce that, the Canal is now in good navigable condition its entire length. – that there is a large force engaged upon Dam No. 4, and that the gap on the Virginia side will be entirely closed up in eight or ten days, and the Dam finished at the time contracted. At some future time, we may direct attention to the cost of the Dam – at present we have another object in view.

The new Board of Directors took possession of the Canal on the first of May, shortly thereafter the Board of Public Works suggested to them the propriety of raising the tolls which the Canal directors promptly refused to do. The Board of Directors are to meet again on the 13<sup>th</sup> of August, at Berkeley Springs. On the 15<sup>th</sup> of August, the Board of Public Works are to meet at the same place. We have understood that the Board of Public Works have determined that the tolls *shall* be raised, and rumor has it, that , four members of said Board have signed a written agreement to insist upon this policy, and if the Directors shall refuse, to turn them out and appoint others in their place. It is also said, that the Board of Public Works have, in a written communication, informed the Directors of the canal, that they will take the

responsibility, as the guardians of the interest of the State, and that the tolls must be raised at their next meeting. The object of their raising the toll is to turn the Coal trade on the Baltimore & Ohio Rail Road. We hear so it will to the Rail Road, as our whole course since our editorial career in this city commenced will show, but we assume the president and directors of this great and important work, that the policy pursued will not insure to their advantage, for is the tolls on the Canal shall be raised, it is more than probable that mining in this county will cease, for with the freight as it now is on the Canal, our companies are not able to compete with the Pictou coal in the Northern market.

If mining should cease, or be seriously curtailed in this county, who can imagine the amount of suffering to which our people will be subjected.

Something than should be done to counteract the influence that is operating to our disadvantage, and what is it? We propose that some of our leading men, who are interested in this matter should call a convention of all the counties through which the Canal passes and the different mining companies, to be held, say in Cumberland next week, to consult on this matter, and to devise such means as our exigencies demand.

Since writing the above, we learn that a paper is going the rounds receiving the signatures of leading citizens making a call for a public meeting to be held in this city on the 10<sup>th</sup> of August, for the purpose of taking into consideration measures to prevent an increase of tolls upon the Canal. This call has our hearty concurrence, and we hope the meeting will be an imposing one, and will adopt such measures as will tend to impress the Canal Directors and the Board of Public Works of the fatal and ruinous effect that will follow such an ill advised policy as that of raising the toll on the Canal.

DNI, Thu. 8/2/60, p. 3. **Canal Boat Sunk** – On Tuesday afternoon, we understand, a loaded stone scow accidentally came into collision with the boat “Lynx,” in the canal just above Georgetown, and the boat being loaded deeply with coal, was sunk. The damage is said to be slight, and the boat not being entirely submerged, will, it is thought, be raised without drawing the water from the level.

AG&VA, Sat. 8/4/60, p. 2. A letter from an Agent in Boston, of the coal companies operating near Cumberland, says: - “So long as the Canal is so badly managed, the Cumberland Coal Trade can never succeed or prosper, but in proper hands we believe its resources could be developed so as to allow the Coal to be sold much lower and leave a profit to the companies. If something of the kind is not done the Cumberland Coal cannot compete here with other Coals, and particularly the English (Pictou,) coming in here free of duty, and sold twenty-five percent lower per ton than the Cumberland, and hence it is that we see such Works as the Bay State Iron Co., using three tons of Pictou to one of Cumberland in an aggregate of over 20,000 tons per annum.”

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The subject of the intended increase of tolls on the transportation of coal on the Chesapeake and Ohio Canal, so as to divert the coal trade to the Baltimore and Ohio Railroad, referred to in yesterday’s *Gazette* naturally attracts much attention. The Cumberland *Civilian* assures the managers of the Railroad company that the proposed policy will not inure to their advantage, for if the tolls on the canal shall be raised, it is more than probable that mining in Allegany county will cease, for with the freight as it now is on the Canal, the companies are not able to compete with the Pictou coal in the

Northern market. If mining should cease, or be seriously curtailed in Allegany county, who can imagine the amount of suffering to which the people there will be subjected. Something then should be done to counteract the influence that is operating to our disadvantage, and what is it? The *Civilian* proposes that those who are interested in this matter should call a convention of all the counties through which the Canal passes and the different companies, to be held in Cumberland next week, to consult on this matter, and to devise such means as the exigencies demands.

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*Ibid.* p. 3. **Coal Trade.**

During the week ending July 28, there were shipped over the George's Creek Coal and Iron Company's Railroad 6,962 tons 10 cwt. of coal.

No reports have been received from the Cumberland and Pennsylvania, of the Cumberland Coal and Iron Company's Road.

During the week ending Tuesday, 31<sup>st</sup> of July, 31 boats cleared this port, carrying 3,403 tons 12 cwt. of coal.

During this season there were 1,120 boats cleared this port, carrying 132,065 tons 6 cwt. of coal. – *Cumberland Civilian.*

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**CANAL COMMERCE** – Arrived, Aug. 3.

Boats Col. Young, Susan Baker, J. F. Sterling, Young America and Ann Gilleece, coal to T. J. Mehaffey.

Boats Uncle Sam, Anna Marion and D. W. McClary, coal to Borden Mining Co.

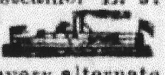
Boat W. H. Byron, coal to B. M. Frank.

Boats A. T. Shoufer and Old Dominion, coal to American Coal Co.

Boat Liberty, coal to Frostburg Coal Co.

ES, Wed. 8/6/60, p. 1. The following advertisement first appeared on June 21, 1860 and ran daily for 3 months thereafter.

**FOR HARPER'S FERRY.**  
**ON** And after July 3d, 1860, the steamer L. J. Brengle, Captain W. H. Ritter, will leave Georgetown **EVERY TUESDAY, THURSDAY, and SATURDAY,** at 7 o'clock a. m., and return every alternate day, at 6 o'clock a. m. On the Saturday trip from Georgetown the boat will run through to Shepherdstown. je 21 3m



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**Increase of Tolls on the Chesapeake and Ohio Canal** – The *Cumberland Civilian* says: “Upon the most reliable authority, we announce that the Chesapeake and Ohio Canal is now in good navigable condition its entire length, that there is a large force engaged upon Dam No. 4, and that the gap on the Virginia side will be entirely closed up in eight or ten days, and the dam finished at the time contracted. The new Board of Directors took possession of the canal on the first of May, shortly thereafter the Board of Public Works suggested to them the propriety of raising the tolls which the canal directors promptly refused to do. The Board of Directors are to meet again on the 13<sup>th</sup> of August, at Berkeley Springs. On the 15<sup>th</sup> of August the Board of Public Works are to meet at the same place. We understand that the Board of Public Works have determined that the toll *shall* be raised, and rumor has it that four members of said board have signed a written agreement to insist upon this policy and if the directors shall refuse, to turn them out and to appoint others in their place. It is also stated that the said Board of Public Works have, in a written communication, informed the Directors of the Canal, that they shall take the responsibility as the guardians of the interest of the State, and that the tolls must be raised at their next meeting. The object of their raising the toll is to turn the coal trade to the Baltimore and Ohio Railroad. We learn that a paper is going the rounds receiving the signatures of leading citizens, making a call for a public meeting to be held in this city on the 10<sup>th</sup> of August, for the purpose of taking

into consideration measures to prevent an increase of tolls upon the canal. This call has our hearty concurrence, and we hope the meeting will be an imposing one and will adopt such measures as will tend to impress the Canal Directors and the Board of Public Works with the fatal and ruinous effect that will follow such an ill-advised policy as that of raising the toll on the canal.

WC, Thu. 8/9/60, p. 3. **Chesapeake and Ohio Canal.** - All friends of the Chesapeake and Ohio Canal, who are interested in its prosperity, are earnestly requested to meet in Convention, to be held in the city of Cumberland, on Friday, Aug. 10, at 11 A.M., at the Court House, to take into consideration the present and prospective condition of said Work, and to consult as to the steps proper to be taken for the advancement of its interests. - J. M. Schley, Jno. G. Lynn, Geo. W. Clabaugh, Wm. W. McKaig, Pres. Frostburg Coal Co., C. M. Thurston, Geo. A. Pearre, Wm. O. Sprigg, Jas. W. Jones, Jno. T. Edwards, Geo. E. Leonard, A. C. Green, E. K. Huntley, Geo. F. Gephart, J. & H. Korns, Geo. Stubblefield, R. S. McKaig, D. W. McCleary, Jacob Brown, P. A. Henley, Jno. Beall, John H. Shaw, A. M. L. Bush, Thos. Devecmon, C. Slack, O. W. H. Stull, Alex. King, F. Mertens, Jno. Snider, Wm. Evans.

DE, Thu. 8/9/60, p. 3. **Chesapeake and Ohio Canal** – A convention of parties interested in the Chesapeake and Ohio Canal has been called to assemble at Cumberland, Md., on the 10<sup>th</sup> instant, to adopt measures to oppose the proposed increase on canal tolls. A letter on the subject, published in the *National Intelligencer*, says: “The notice is short, but it was necessary to anticipate the meeting of the Canal Board at Berkeley Springs on the 13<sup>th</sup>, and of the State’s agents on the 15<sup>th</sup>. This call is signed by the most respectable men of the county. It would

have been signed by the whole county had there been time to circulate it and had it been necessary. We are again threatened with an increase of tolls, (no doubt at the instance of the Baltimore and Ohio Railroad Company,) and, even if they are not increased, the impending threat is just as ruinous, for no new contracts will be made, nor a boat built, nor a horse bought during this feeling of insecurity. The Mayors of Washington, Georgetown and Alexandria, or some representative of their interests, ought to be here, as also Mr. Tucker, of Richmond, and also some one to represent the government interest.”

DE, Fri. 8/10/60, p. 3. **Chesapeake and Ohio Canal.** – A meeting of those most interested in the management of the Chesapeake and Ohio Canal will be held in Cumberland today. The Convention “will take into consideration the present and prospective condition of the work, and consult as to the steps proper to be taken for the advancement of its interests.”

AG&VA, Fri. 8/10/60, p. 3. We have received the last Annual Report of the President and Directors of the Chesapeake and Ohio Canal. The record of the past few years shows the difficulties that have beset this ill-managed work – its debts and its mishaps, &c. But the present Board think that upon the completion of the Dams, a day of prosperity will arrive. Just at this time, comes the proposition to increase the tolls on the Canal – which the present managers of work say they will oppose – but they are in the power of the Maryland Board of Public Works. Virginia has so much interest in the Canal, that our State ought to leave nothing undone to place it under new auspices, to secure its future usefulness as an outlet from the coal region to tide water, and to prevent it from being injured that the Baltimore and Ohio Railroad may reap the

benefits of a profitable trade directed from its cheapest channel.

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### **A Walk among the Black Diamonds**

The magnitude of the Coal trade, of this city may, in some sort, be estimated by the statement of the receipts of coal, *via* the Alexandria Canal, which are from, time to time, published in the *Gazette*; or in the increased length of our Marine list. But, a visit to the coal wharves, during business hours, will best afford an idea of the extent of the trade, and its importance to the commercial and industrial interests of the city.

Idle men are out of place among the Black Diamonds of the coal wharves. Every man there, especially at this season of the year, earns his bread, literally “by the sweat of his brow.” It is not too much to say that more hard work is done at the coal wharves of Alexandria, in one week, than in ten rural Court-houses in a month.

Passing through a herd of mules and horses that gather near the outlet lock in any part which happens to be shaded from the sun, you reach the elevated platforms which have been built above the wharves, and may survey the busy scene around. At this one wharf six vessels are receiving their cargoes. The whirl of the “running tackle,” and the noise of the coal as it is “dumped” into the hold of the vessel, mingles with the roar of the waters, that – after an inland travel of many miles – tumbles over the outer lock-gate, and, after a long separation, rejoins the Potomac. Now and then, comes up the laughter, of the songs of the never-tiring workmen, of the crack of the whip that urges up the laziness of some horse that does not move fast enough for the busy trade.

Below, close to the wharf, lies a canal boat, whilst immediately outside the boat is moored a sea-going vessel. A tackle arranged either on the wharf, or in the rigging of the vessel, affords a “purchase”

for the heavy iron buckets which convey the coal from the boat to the vessel, whist a horse, driven to and fro upon the wharf, gives the power which hoists and lowers the buckets. The coal heavers are divided into “gangs” of nine persons each; a “driver,” who attends the horse; a “guys man,” who adjusts the tackle and gives the order to hoist or lower; a “hooker-on,” who “hooks on” the buckets when filled; two “dumpers,” who empty the coal into the hold of the vessel, and four “fillers,” who labor with shovels in filling the empty buckets. To each loading-vessel there are two “gangs,” one employed at each hatchway, so that hundreds of tons of coal speedily change places, under these busy hands, from the boat to the vessel. From the moment the driver cracks his whip and starts his horse, till the load is transferred, there is no intermission of work. Occasionally, one of the workmen may stop to “wet his whistle” with a bit of potheen, that lies “convenient,” taking care to wipe the mouth of the bottle with his coal-grimed shirt sleeve, before he, with genuine hospitality, and a smack of his lips, hands it to his neighbor. This is repeated at every vessel, and there is sometimes forty loading at a time.

So, work on these honest men from sun to sun, handling no dollar that is not earned by honest labor, and on Saturday night turning into circulation through a thousand channels, their hard-earned gains to add to the general wealth, and contribute to the general prosperity.

DE, Sat. 8/11/60, p. 3. The City Councils of Alexandria adopted resolutions on Thursday protesting against the increase of tolls on the Chesapeake and Ohio canal.

AG&VA, Sat. 8/11/60, p. 3. **Coal Trade.**

During the week ending Aug. 4, there were shipped over the George’s Creek



Coal and Iron Company's Railroad 9,746 tons 10 cwt. of coal.

No reports have been received from the Cumberland and Pennsylvania, or the Cumberland Coal and Iron Company's Road.

During the week ending Tuesday, 7<sup>th</sup> of Aug., 82 boats cleared this port, carrying 9,902 tons 12 cwt. of coal.

During the season there were 1,202 boats cleared this port, carrying 141,367 tons 18 cwt. of coal. – *Cumb. Civilian*.

DE, Tue. 8/14/60, p. 2. **The Chesapeake and Ohio canal**, after another mishap in the bursting of a culvert above Shepherdstown, is again in navigable order, if low water on one or two levels does not interfere. A fleet of canal boats may be expected down to tide-water about tomorrow, Tuesday. The tolls at Georgetown for July were \$18,275, to which add about one-fourth for other tolls, and a total of \$23,000 results. – *National Intelligencer, Aug. 13*.

WC, Tue. 8/16/60, p. 3. **VERY LARGE MEETING** *Of the citizens of Allegany County in regard to the affairs of the Chesapeake and Ohio Canal*. Agreeably to public notice a convention of the citizens of Allegany County was held at the Court House in Cumberland on the 10<sup>th</sup> inst., at which Col. CHARLES M. THRUSTON was appointed President, and Samuel M. Semmes and John Humbird, Vice Presidents; and *C. Slack* and *Thomas F. White*, Secretaries; and at which the following proceedings were had.

On motion of George A. Pearre, the President was authorized to appoint a committee of nine persons to prepare business for the convention; in pursuance of which the following were named: - Geo. A. Pearre, Chairman; H. Thomas Weld, Robert Bruce, Albert C. Greene, J. H. Gordon, Geo.

Lynn, Alex. King, Thomas Devecmon and A. M. L. Bush.

The committee, after a brief absence reported the following preamble and resolutions which were submitted to the convention and unanimously adopted:

**Whereas**, there is reason to believe that the Commissioners of Public Works have expressed themselves in favor of raising the tolls upon the Chesapeake and Ohio Canal, with a view, as alleged, to equalized the price of transmission between the Canal and Railroad; and whereas it is said that the reasons assigned by the said Commissioners, are, that it is made their constitutional duty to use all their powers to obtain the establishment of rates of tolls "which may prevent an injurious competition" between the Public Works of the State, in which the State is interested, to the detriment of the interests of the State. – Now it is declared to be the sense of this meeting that the raising of tolls on the Canal would be highly injurious to the interests of that work and destructive to the very large interests of the coal trade of Allegany county invested in and with that trade, and utterly ruinous to the citizens of Washington, Frederick and Montgomery counties, in this State, and of Alexandria and the District cities, who have invested their means in boats, horses, &c., for the transportation of coal on the Canal.

*Resolved*, That it is well known to every intelligent man in Maryland, that the State has and can have at present no *pecuniary* interests in the Canal; that there is and can be no expectation that any dividends on the stock held by her in the Canal can be made for many years, and until the coal trade is more fully established; and that, therefore, there is and can be no reason to adopt the policy proposed, for the purpose of realizing anything to the mere Treasury of the State.

*Resolved*, That the only interests, in fact, which the State has in the Canal, is not in her corporate capacity, as a State merely, but

in the interests of her people and citizens – and that those interests would be damaged instead of being promoted by the raising of the tolls on the Canal.

*Resolved*, That inasmuch as the Railroad, during the year 1859, has carried to market 426,512 tons of coal, and the Canal but 297,842 tons, and during the present year up to 1<sup>st</sup> of July 1860, the Railroad has carried 221,832 tons, and the Canal but 92,832 tons; and inasmuch as the Railroad has general freight and passengers to such an amount as to sink the transportation on the Canal into comparative insignificance, That to raise the tolls on the Canal with the avowed object of preventing a competition injurious to the interest of the State between these works, has not even the semblance of a foundation.

*Resolved*, That the proposed action of raising the tolls on the Canal, would not only be destructive of the immense interests which the citizens of this State have invested in canal boats, horses, mules, gearing, &c., and throw hundreds of its citizens out of employment, and leave their heavy investments dead in their hands, but would give to the Baltimore and Ohio Railroad Company, in addition to the advantages already possessed by it in the coal trade, a discrimination in its favor to the detriment of the interests of the Canal and all connected with its trade.

*Resolved*, as the sense of the Convention, That it is not just to the citizens whose interests are connected with the Canal and its trade, that the State “representatives” in the Canal, in which the State has the controlling power, should raise tolls to the destruction of their interests, when in that work, to whose benefit such action must accrue, the State “representatives” are powerless to take any action in relation to tolls. That it would be more judicious in the Commissioners to direct their efforts to the reduction of freight on coal on the Railroad, which according to a report made in behalf

of the Baltimore City Directors in that work in September, 1859, yielded that Company a net profit of \$1.01 per ton.

*Resolved*, That a committee of ten be appointed by the Chair to prepare a remonstrance to the Commissioners of Public Works and to the President and Directors of the Chesapeake and Ohio Canal Company, which shall urge on them the impolicy, injustice and wrong of the proposed action on the subject of tolls on the Canal.

*Resolved*, That a committee of ten be appointed by the Chair to proceed with said remonstrance, and lay it before the Canal Board on the 13<sup>th</sup> instant, and before the Commissioners at the proposed meeting at Bath on the 15<sup>th</sup> instant; and shall also verbally express to the said Commissioners the opinions and views in full entertained by this Convention.

*Resolved*, That, in the opinion of the Convention, misrepresentations as to the state of the coal trade on the Canal and Railroad, and as to the just and proper course to be pursued by the Commissioners in relation to the Canal, have been made by those connected with the Baltimore and Ohio Railroad Company, and more especially by those who are interested in its stock speculations, whose interest in that way strongly urge them to make false and unfair statements.

*Resolved*, That, as under existing rates of transportation from the coal region of Maryland, the aggregate increase of the coal trade of this region since 1856 has been but 18,000 tons, whilst from the other coal regions of the United States yielding bituminous coal, the increase has been from 25 to 50 percent, per annum; and that the only means of increasing this trade from the Maryland coal fields, is to make the transportation on coal to the seaboard at rates as low as possible.

*Resolved*, That in the opinion of this Convention, the only effect of raising the tolls on the Canal would be to force the parties interested in the coal trade to seek some other avenue to market, which will enable them to put it into the markets of the seaboard at rates which will enable them to compete, on more favorable terms, with other bituminous regions of the United States.

Pertinent and forcible addresses in advocacy of the objects and purposes of the convention, were delivered by George A. Pearre, J. H. Gordon and Thomas Devecmon, Esqs.

Pursuant to the sixth resolution, the following committee was appointed to prepare the remonstrance to be laid before the President and Directors of the Chesapeake and Ohio Canal Company, and the Board of Commissioners of Public Works: J. H. Gordon, Chairman; A. C. Greene, E. K. Huntly, C. Slack, W. W. McKaig, Thomas F. White, H. T. Weld, John G. Lynn, W. O. Sprigg and James Smith.

On motion it was resolved, that the officers of this convention sign the remonstrance to be presented to the officers of the Canal Co., &c.

The President appointed the following committee to execute the order contained in the seventh resolution of the series: George A. Pearre, chairman; Alexander King, Geo. W. Clabaugh, J. H. Gordon, John Humbird, Thomas Devecmon, Wm. O. Sprigg, Henry Thomas Weld, John T. Edwards and J. W. Magruder.

On motion, the President of this Convention was added to the committee.

It was ordered, that the proceedings of this meeting be signed by its officers, and published in the papers of the county, and National Intelligence, Washington city, and such papers in Baltimore as will do so.

On motion, the Convention adjourned. C. M. THURSTON, President  
S. M. Semmes, Vice  
John Humbird Presidents  
C. Slack Secretaries  
Thomas F. White

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*To the commissioners of Public Works of the State of Maryland, and the President and Directors of the Chesapeake and Ohio Canal Company:*

**Gentlemen:** - The people of Allegany County, having understood that an effort was making to induce the Canal Company to increase the tolls upon coal, transported on that work; and that the Commissioners of Public Works conceived it to be their duty, to require such an increase to be made, for the purpose of *preventing an injurious competition between the Canal and the Baltimore and Ohio Railroad*. A large meeting was held at Cumberland on the 10<sup>th</sup> inst., by which the undersigned were instructed respectfully to submit for your consideration, the following reasons why such an increase of tolls ought not to be made.

The Chesapeake and Ohio Canal was constructed at a cost amounting in 1857, to 22,000,000 of dollars, of which sum the State had furnished in stock, loans and interest, about 13,000,000, and the balance had been supplied by other corporations and individuals, in the shape of stock subscriptions, produce and labor. At an early day, in the history of this work, the State had become the owner of a majority of its stock, and it has kept the control of its affairs in the hands of its own agents continuously from that to the present. Sometimes pursuing a liberal and generous policy towards it, and at others adopting a course directly the reverse, owing to the character of the individuals, who happened for the time to represent the State.

This uncertain and vacillating line of policy led greatly to the difficulties and embarrassments under which the work was carried forward, and increased very much the cost of its construction, and the repairs that have been made upon it.’

In consequence of this policy, the indebtedness of the Canal Company is now so large and the canal itself so much out of repair, and requiring a large amount of means to put it in good navigable order, that there is no hope of its being able to pay anything into the treasury of the State, for many years to come.

This condition of things has also destroyed the confidence, which the shippers of coal ought to have in the canal, and has prevented them to a great extent, from making contracts for the delivery of coal, and other arrangements necessary for securing an increase of its trade.

Under these circumstances, it was found necessary some years ago, for the Co., to reduce the tolls on coal to the present rate, for the purpose of building up a trade, that would develop the coal region of Allegany, establish a market for its products, and enable the Company to put the work in good navigable order, and enable it in the end, to pay its debts, and return something to the State.

This reduction had the desired effect. The parties engaged in the coal trade, commenced active preparations for an increased business, and the revenues of the canal indicated a state of rapid improvement. But its prospect was suddenly blighted by a freshet, which destroyed a large portion of the work, before its means had sufficiently increased, to meet the demand again made for repairs. This threw it into a worse condition than it was in before, and from which it has never since recovers.

These facts alone ought to satisfy any reflecting mind, that there can be no

danger of injurious competition between this Company and the Railroad, in the transportation of coal. A bankrupt company, whose work is greatly out of order, and therefore liable to continual interruptions in its trade, which necessarily destroys confidence in its ability to furnish an outlet for coal, to supply the demand of a market, that has to be made by active competition with other coal regions, is not likely to be an injurious competitor, with a company like the Baltimore and Ohio Railroad Company, in the height of prosperity, making large profits and declaring regular dividends. But we do not rest on the probabilities of the case; the facts show that there is no such competition, and that there can be none.

The history of the coal trade, shows that the Railroad has always had the largest and only profitable share of its transportation. – During the year 1859 the Railroad carried 426,512 tons to market, and the canal 297,842. During the first half of the present year the Railroad has carried 220,832 and the canal 92,832, showing that the advantage is decidedly with the Railroad, and against the canal.

It is alleged however that the canal has a great advantage in the low price at which it can deliver coal in the Eastern market. But this is not the fact. The cost of transportation on the canal is as follows:

BY CANAL	
Freight from Cumberland to Alex.	\$1.08
Wharfage and dumping at Cumb.	.08
Ches. & Ohio Canal Tolls	.46
Boat tolls average	.07
Alex. Canal Tolls	.02½
Average cost of transshipment at Alex.	.25
Wharfage at Alexandria	.06
Superintendence & Commissions at Alex.	.06
	<hr/>
	\$2.09½
BY RAILROAD	
Freight from Cumb. to Locust Point	\$2.25
Wharfage at Baltimore	.06
Average cost of transshipment	.08
Superintendence and Commissions	.06
	<hr/>
	\$2.45

making a difference in favor of the canal of thirty-four and a half cents.

But it must be remembered that the coal is not at market when it reaches Baltimore and Alexandria, and the cost of transportation from those points to Philadelphia and New York or Boston, have been added before we have the cost of delivery as follows:

To cost of delivery at Alexandria	\$2.09½
Add transportation to Philadelphia	<u>.95</u>
	\$3.04½

and it leaves only 19½ cents difference.

The difference between Baltimore and Alexandria in sending to New York is about the same. It must be remembered too that the Railroad Co., is responsible for all losses when the coal is sent by that route, and the loss falls on the shipper when it goes by canal, and that the coal sent by Railroad is less liable to injury, and reaches the market in better condition by Railroad than by canal, these advantages are fully equal to the 19½ cents difference in the cost of transportation.

But assuming that the present rates of tolls on the canal, and the restoration of confidence in it among shippers and consumers of coal, should at some future day make it the preferable channel of transportation, there are many reasons why the State of Maryland should prefer a reduction of tolls on the Railroad, rather than an increase on the canal.

A committee on the part of the City of Baltimore after a careful examination of the subject last year, reported, that the cost to the Railroad Co., of carrying coal from Cumberland to Baltimore, did not exceed \$1.24 per ton, leaving a net profit of \$1.01 per ton to the Railroad Co., and the Railroad Co., must therefore have derived a net revenue from this branch of its trade alone of \$426,000 while the whole revenue of the Canal Co., amounted only to the sum of \$198,328.43.

The State of Maryland has many other interests, which it is the duty of the Commissioners of Public Works to regard, in establishing the rate of tolls on the public

works, as required by the constitution. The agricultural interest is mentioned, by way of example, but the Commissioners in acting for the State, should have respect to all its interests.

The increased value of the real estate, and other property, along the line of the Canal and its terminus in Allegany county, resulting from the construction of that work, and the prospect of its success in carrying coal to the Eastern market, would, if it could be fairly estimated, amount to more than the whole investment which the State has made in it, and there are now in Allegany county alone, about 1,200 persons who are immediately connected with the coal trade, and entirely dependent upon it for their subsistence.

In addition to these, there are about 1,200 boatmen owning boats and other property to the value of about \$450,000, all of whom are depending on the canal for a support for themselves and their families.

The coal trade on the canal during the last year, amounted to 297,842 tons, requiring an expenditure of \$750,000; which at an average of \$1 per day represents 750,000 days work in the trade upon the canal. On the other hand, the Railroad carried 426,512 tons to market.

But when we take into consideration the low cost at which it can transport coal the fact that all its machines and workshops except those at Baltimore have been placed in the State of Virginia, and that for more than half its length it passes through that State, it will be evident that the citizens of Maryland, especially the Western part of it, derive comparatively little advantages from the trade.

It cannot be denied that the wealth and prosperity of a State derived from its active industrious and energetic population, and it is the interest as well as the duty of the State by all legitimate means to foster every improvement which tends to increase

the number of its industrious and law-abiding citizens.

In this respect then the State has a much larger interest in caring for the canal than the railroad. It ought to be remembered too, that this expenditure of money goes directly to the laboring and agricultural portion of our population, and not to stock-jobbers and speculators.

The Railroad Company also, discriminates against the Canal, and against other roads in Maryland, for the purpose of forcing the coal trade to Piedmont in Virginia, and upon its own road, by refusing to carry coal for some of the largest companies, unless they would send their coal by the longest route through Virginia, rather than by the shortest route in Maryland. And by charging thirty-five cents more from Piedmont to Cumberland on coal to go by canal, than on the same coal to go by railroad, to Baltimore. But the main question is, will the increase of the toll increase the revenue of the canal? To this question, we reply: Cumberland coal has to compete with Broad Top coal, in Philadelphia, and New York, and with Pictou, and Sidney coal in Boston. Broad Top sells in Philadelphia at \$3.80, and in New York at \$4.60 per ton.

Under the present rates of transportation by the railroad and canal, the trade from Broad Top increased fifty percent in 1859, sending 132,000 tons, and is increasing at the rate of fifty percent, in 1860, while the increase of the Cumberland coal trade in 1859 over 1858, was about eleven percent, and the most sanguine do not expect as large an increase this year. Showing, conclusively, that Broad Top has great advantages over Cumberland, notwithstanding, the difference in quality in favor of the latter, which are enabling it to work its way to market, and take the place of Cumberland coal.

The anthracite trade, also increase, nearly 800,000 tons in 1859, and is estimated at an increase of 1,000,000 tons in 1860. These facts show that Cumberland coal is laboring under some disadvantages, which ought to be removed rather than place others in its way and we respectfully ask whether a reduction might not be made of the freights on the railroad, which would turn greatly to the advantage of the State, the Railroad Company, and especially to the city of Baltimore. Such a reduction would send to that city, a portion of the trade which she ought to have and which she never can have by an increase of tolls on the canal.

The railroad now carries coal to supply its own consumption, the city of Baltimore, points along the road, and manufacturing and other establishments in the neighborhood of Baltimore, besides the Cunard steamers and other parties who prefer Cumberland coal to Broad Top at higher prices, while the trade by canal supplies a different class of consumers, to whom the difference in quality is not of so much importance, and who would not pay an advance over the present prices, unless there should be a corresponding increase in the price of Broad Top and Anthracite coal, of which there is no probability.

The increase of the Anthracite trade over ours, which has already been noticed, is owing to the fact that a very large portion of our coal goes to furnish the European steamers, running from New York, whose boilers are built and adapted to its use, while all the steamers, built, or owned in New York, consider Anthracite coal the more economical fuel, and prefer it to Cumberland at the present prices.

If this cause continues to operate, the consumption of Cumberland coal must decrease, and the consumption of Anthracite increase, in proportion as the commercial marine of this country is enlarged, and takes the ocean trade from foreign vessels.

It has been contended that the present rates of toll will not produce revenue enough to keep the canal in repair, but we most respectfully dissent from that conclusion.

There are now 280 boats on the canal, with an average of 112 tons, and allowing 9 months of navigation per annum, they can carry 500,000 tons of coal to Alexandria.

At 46 cents per ton this would yield \$230,000, to which add seven cents per ton for boat tolls, \$35,000, and you have an annual revenue of \$265,000.

The Company's estimate of annual expenses does not exceed \$120,000; if we add to this for breaks, etc., \$50,000, it gives us \$170,000, and leaves a surplus of \$95,000, and in corroboration of this, we may here observe, that in the spring of 1857, when the ice-freshet destroyed Dams 4 and 5, (the cause of all subsequent troubles,) that the Company had at the same rate of tolls, and a much less tonnage of coal, actually accumulated a large sum of money in their treasury.

From all these considerations, we are led to the inevitable conclusion that an additional export duty of 25 cents per ton imposed on coal carried on the canal, would diminish the trade by that avenue to the full extent of the capacity of Broad Top and other coals, to supply the demand for that fuel in the Northern cities, without any corresponding advantage to the railroad, the city of Baltimore, or the State of Maryland.

But on the other hand, it would drive the capitalists who are interested in the coal fields of Allegany, to find a new outlet for their trade, by connecting themselves with the railroads of Pennsylvania, by means of a railroad from Cumberland to Bedford, which will require the construction of about 23 miles of road, over an easy route, and when adopted, will enable them to deliver their coal in Philadelphia and New York on terms

of equality with Broad Top and other Northern coals.

The difference in the cost of transshipments, handling, commissions and the condition of the coal on its arrival in the market, would more than pay for transportation from Cumberland to Broad Top. And it is a matter for your serious consideration, whether you will drive this trade from the public works of Maryland, and deprive her citizens of the benefits of the large sums of money that are annually expended within her limits, to gratify the railroad company in its ambition to make large profits, or to enable the stockholders to obtain better prices at the stock board, without any permanent or real advantage to any of the great interests of the State.

We respectfully hope that no such motive could govern you in your action, and we appeal to you because we have an abiding confidence in your disposition to perform your duty independently of all such considerations, and with a view to the great interest committed to your charge by the State.

It is also of importance to the coal trade that the policy of the Canal Co., should be settled, and not held in a state of uncertainty, for the agitation of the question of a change in the tolls has already operated against the trade, and the number of boats now on the canal has decreased from 337 last year, to 280 the present season.

Very respectfully, &c.

C. M. THRUSTON, President

S. M. Semmes Vice

J. Humbird President

C. Slack Secretaries

T. F. White

DE, Thu. 8/16/60, p. 3. **Proceeding of the Canal Board on the Coal Tolls** –

Berkeley Springs, Aug. 14, 1860.  
*Messrs. Editors*: - Being in the neighborhood of Martinsburg, Va., on

Monday, (yesterday) I concluded to follow up here, the numerous persons coming to see the great fight in relation to their raising the toll on coal on the Chesapeake and Ohio Canal.

There is quite a number of persons in attendance here at the present time, and all seem to enjoy themselves, some by walking, some card-playing, some talking, others bowling and quite a number drinking. It appears to me there is more whiskey drank than water. The bathing, however, is delightful, and all participate in that. At night the ball room is well attended, and dancing is carried on until midnight.

The Directors of the Chesapeake and Ohio Canal met yesterday at this place, and without doing anything of importance adjourned over until today. This morning at ten o'clock they again met, when the President, Dr. James Fitzpatrick, took the Chair, and every Director answered to his name, being all present. Then commenced the tug of war. Now that your readers may understand the question, I will say that the Commissioners of Public Works some time since wrote to the Directors of the Canal, requesting (or demanding) that the freight on coal on the canal should be raised twenty-five (25) cents per ton, and as it is believed by many that this proceeding would destroy the canal, break up the boatmen, and to a great extent injure the coal companies, it has caused no little stir and [illegible] the State of Virginia and in Alexandria, Georgetown and Washington City, and especially so because they believe that the whole program has been arranged and concocted by John W. Garrett, the President of the Baltimore & Ohio Railroad, for the purpose of compelling all the coal to pass over that road.

The Corporation of Alexandria was represented by S. W. Taylor and W. T. Booth, Esqs. Mr. Taylor addressed the Board in a very able manner fore about half

an hour, contending, among other things, that all that the State of Virginia had done for the canal was done at the instance and through the instrumentality of the Corporation of Alexandria, and she ought to be heard and her counsels respected. He concluded by presenting to the Board the memorial of the Corporation against the proposed advance of freight.

The next appeal was from the citizens of Allegany county, represented by George A. Pearre, Chairman; C. M. Thurston, T. Devecmon, J. H. Gordon, J. W. Magruder, Wm. O. Sprigg, G. W. Clabaugh, John Edmonds, Alexander King, John Humbird, Henry T. Weld.

Mr. Pearre addressed the Board and commenced by saying he had the honor to represent the people of Allegany county, and had been appointed at a public meeting, held in Cumberland on the 10<sup>th</sup> instant, and a copy of the proceedings of the meeting and the memorial he begged leave to present. Mr. P. then went into a brief history of the canal, its operations, &c., and contended that great injustice would be done to all the people concerned if the toll was raised. He said that the canal ought not to be considered as being in competition with the Baltimore and Ohio railroad, that the receipts on the canal were only \$198,000, whilst that of the railroad was near five million. He made (as he usually does) an able argument, and was followed by a remonstrance from the city of Georgetown. This city was represented by J. A. Magruder, E. Pickerel and H. Caperton, Esqs.

Mr. Magruder, the Chairman, addressed the Board, and asked that the Corporation of Georgetown might be heard. He would not trouble them with a speech, but would remind them that when the canal was almost destroyed by the freshet of '52, and the Canal Board was poor and unable to borrow money upon the faith of that work, Georgetown loaned them \$30,000, and more



recently \$5,000 more, and not a cent of either principle or interest had been paid her, but she did not complain, all she asked was justice. He concluded by presenting the petition of her corporate authorities against the proposed advance of freight.

It was then stated that the city of Washington would be represented tomorrow by her delegates, as she, too, had remonstrated against the advance.

The Board was next addressed by Mr. Wills, of Allegany county, on behalf of the boatmen – representing that there were 280 boats on the canal, and that the boatmen had an interest of about \$200,000 in them, they owning about 200 of the boats; but that most of them were mortgaged, and if the advance took place, it would materially affect their interest, and would most probably break the most of them – that all they had in the world was invested in the boats. On their behalf he asked that the advance might not be made. One of the members inquired what number of mules each boat would average. He answered, four; that some had six, some five, and few only three.

On motion the Board adjourned until this afternoon at 4 o'clock.

#### **Afternoon Session**

The President (Dr. Fitzpatrick) took the chair and called the Board to order. The meeting was then addressed by C. E. Detmold and Col. Wm. Borden on the part of the Coal Company of Allegany [illegible], I will simply say that they opposed the advance on freight. After they had concluded, the Board proceeded to take the vote, and it resulted as follows:

Affirmative – Messrs. Victor Holmes, of Baltimore county; J. J. Heckert, of Cecil county.

Negative – Dr. James Fitzpatrick, (President,) of Allegany county; Alfred Spates, of Allegany county; E. M. Mealey, of Washington county; E. B. Hutton, of

Montgomery county; J. M. Broom, of St. Mary's county.

The Board, therefore, by a vote of 5 to 2 refused to advance the freight on coal.

Tomorrow the Commissioners of Public Works meet here, when it is rumored and expected that they will remove all the directors who voted in the negative, and put others in their places who will do the work. It is rumored that Mr. Garrett has given the word "off with their heads," and whatever he says, must be done.

I regret to same that in Western Maryland the worst possible feeling exists against the railroad. Mr. Garrett is blamed for the whole of it. I've heard many persons say that if this thing was done that the track would be torn up and the bridges burnt down. They say it will turn out of employment ten thousand persons, ruining many of them now in comfortable circumstances, and there is no telling what they will do. I herewith enclose the memorial and proceedings of the meeting of the citizens of Allegany county, held at Cumberland.

It appears to me to be bad policy to make this advance in any aspect, as it will injure the Railroad, as well as the Canal – the Railroad by arraying the citizens of Western Maryland against it and the Canal by stopping its operations in freighting. It is hoped the next Legislature of Maryland will be called upon to investigate the whole affair – by whose influence it was brought about – and I have heard enough to convince me that it will be done. Yours, Baltimore.

AG&VA, Sat. 8/18/60, p. 3. **Coal Trade.**


During the week ending Tuesday, 14<sup>th</sup> of Aug., 48 boats cleared this port, carrying 5,816 tons 8 cwt. of coal.

During the season there were 1,250 boats cleared this port, carrying 146,684 tons 6 cwt. of coal. – *Cumb. Civilian.*

DE, Mon. 8/20/60, p. 3. **The Chesapeake and Ohio Canal and the Coal Question** – The *National Intelligencer*, of Saturday, says: “Wednesday was appointed for the meeting of the four Commissioners of the Public Works of Maryland, viz., Messrs. Roberts, Reynolds, Duke and Schley, but we learn that no meeting took place. The general inference seems to be that the proposed increase of tolls on coal is not considered desirable for the canal, and as the Baltimore and Ohio railroad interest evince no wish that such increase should take place, it will not probably be further agitated. We hear that the canal is in good navigable order throughout, and coal is constantly arriving down at tide-water.

ES, Thu. 8/20/60, p. 3. The following advertisement first appeared July 3, 1860 and ran daily for months thereafter. Note the variety of destinations in addition to those on the canal.

**THE STEAMER FLYING CLOUD HAVING**  
 undergone a thorough examination by the government inspector, is now ready for Excursions to the Great Falls or to any points on the river not over 20 miles distant.  
 She will run to Arlington from Fourteenth street, or any wharf in Washington at 20 cents for the round trip, or 15 cents for the single trip, or from Georgetown, by way of the canal, for 15 cents round trip; 10 cents single trip.  
 Excursions to the Insane Asylum every WEDNESDAY AFTERNOON, starting from Georgetown at 12 o'clock m., and stopping at Stone Mill Wharf and other wharves in Washington, so as to reach the Asylum by 1 o'clock.  
 jy 3 colm JOHN MOORE, Proprietor.



AG&VA, Tue. 8/21/60, p. 3. **CANAL COMMERCE** – Arrived, Aug. 20.

Boats E. H. Tracey, John James, H. G. & J. D. Turner, E. W. Sturtevant, Black Bear, H. T. Weld, Henry Clay, Newport, Thomas Devecmon, L. Shriver, Union and General Simpson, coal to T. J. Mehaffey.

Boats Clementine, Emperor, J. P. Sherman, S. E. McDonald and Jane Louisa, to American Coal Co.

Boats Capt. John Short and Advance, to Wm. H. Fowle & Son.

Boats H. C. Fraisure, W. E. Webster and M. J. Robertson, to Borden Mining Co.

Boats John Beall, Prince Rupert, Juli Ann McGraw, Juniata, Three Brothers, S. M. Petrie and John Shaw, to Frostburg Co.

Boats P. E. Haldeman, Express and M. Treiber, to B. M. Franks.

Boat Clipper, Railroad iron to Wm. H. Fowle & Son.

WC, Thu. 8/23/60, p. 4. **Maryland Coal Trade** – During the week ending Aug. 18, there were shipped over the George’s Creek Coal and Iron Company’s Railroad 10,420 tons of coal.

No reports have been received from the Cumberland and Pennsylvania, of the Cumberland Coal and Iron Company’s Road.

During the week ending Tuesday, 21<sup>st</sup> of Aug., 104 boats cleared this port, carrying 13,725 tons of coal.

During the season there were 1,354 boats cleared this port, carrying 160,409 tons of coal.

AG&VA, Thu. 8/23/60, p. 3. **LOCAL ITEMS – Passing Counterfeit Money** –

On Tuesday night last, soon after Diffenderffer & Co. had closed their evening auction, two men entered their establishment on Fairfax street, appearing to be much intoxicated, stated that they had arrived down the canal late, and they wished the auction re-opened in order that they might make some purchases. The auction was partially re-opened for their benefit, when in the purchase of some articles, half a dozen or so counterfeit half dollars were passed on the firm. The cheat was soon discovered, and upon information being given to the Watch house, Watchmen J. P. Whitemore and Henry Jefferson, arrested the parties, who gave their names as Bertram Steinrock and David Jenkins, and their occupation as canal boatmen.

On yesterday morning, Steinrock and Jenkins had a hearing at the Mayor's Court. D. L. Smoot appeared for Jenkins, and Albert Stuart for Steinrock. A number of witnesses were sworn for the Commonwealth, and three for the defense of Jenkins.

J. F. Diffenderffer, sworn – Accused entered the store of witness on Tuesday night, about 9 o'clock, and asked that the auction which had been closed should be re-opened. To please them several articles were put up and cried and finally knocked down to them. Steinrock bought a hat for 80¢, a box of cigars for two dollars, and some other articles, for all of which he paid in counterfeit half dollars. Jenkins, also, bought a bottle of cologne for which he paid with two quarters, (which afterwards proved to be genuine.) Upon examining the money, he found it was counterfeit and so told the men, but they insisted that it was genuine, and when he demanded good money, declared that he must go with them to find the man of whom it was received at the canal. He at once closed the doors and had them arrested.

C. L. Crown, sworn – Corroborated the testimony of his partner, Mr. Diffenderffer.

R. Loveless and Arthur Davis, sworn – Witnesses were in the auction store, and stated the same facts as given in the evidence of Mr. Diffenderffer.

Albert Conway, sworn – Witness confirmed the testimony of Mr. Diffenderffer – and said that when he asked Steinrock where he got the money, he said he got it on Clay-hill. When Mr. Crown asked where he got it, he said he got it from a canal boatman in exchange for a five-dollar note.

Jas. Eveleth, sworn – Witness was in the auction store and saw the transaction as testified by other witnesses – saw Steinrock borrow three or four half dollars from

Jenkins, and pass them over to Crown, when the latter pronounced them counterfeit. – Hear Steinrock say he got the money from Clay-hill.

Henry Jefferson, sworn – Is a city watchman, and in company with J. P. Whitemore, arrested the parties. Witness took charge of Steinrock. When passing by the residence of Mr. J. L. Smith, Steinrock wished to stop and knock at the door. Witness told him it was no use; and as witness caught Steinrock's arm to draw him away, there fell from Steinrock's hand a counterfeit half dollar which he tried – when he saw witness stoop down to pick it up – to cover with his foot.

The evidence for the defense was then produced.

Captain Davis, sworn – Is captain of a canal boat. Jenkins is a hand on board. As the boat on her downward trip was near the four locks, Steinrock halted her, and asked to be taken on board, as he said he had just left a boat because the captain treated him badly. On the boat he observed no unusually intimacy between Steinrock and Jenkins. Witness did not think Jenkins had money, as several times he had advanced him small sums to buy tobacco. Witness had never heard anything against Jenkins, except that he drank too much.

A. H. Bradt, sworn – Witness keeps store near the canal. On Tuesday about 7 o'clock, Jenkins came into the store sober, and borrowed five quarter dollars. Has known Jenkins some time, never heard anything wrong of him, except excessive drinking.

Several other witnesses were sworn who testified to the general good character of Jenkins.

Mr. Smoot, stated that Jenkins desired him to say that he met Steinrock on the boat, and afterwards, at night, went down the street with him, being "Pretty tight." – On the way Steinrock handed him

three or four half dollars and asked him to keep them until he wanted them. These were the half dollars he gave him in the auction store.

The Mayor committed the parties to jail to appear at Court and answer the charge.

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**CANAL COMMERCE** – Arrived, Aug. 22

Boats T. Cookendorffer, Safety Clark, George Lynn and J. Berston, coal to T. J. Mehaffey.

Boat Liberty, coal to Frostburg Coal Co.

Boat Waynesboro, coal to Borden Mining Co.

Boat J. R. Sheary, coal to American Coal Co.

DE, Fri. 8/24/60, p. 3. **The Affairs of the Chesapeake and Ohio Canal** - George's Creek, Allegany Co., 18<sup>th</sup> August, 1860. Messrs. Editors: I was present at Berkeley during the meeting of the Directors of the Chesapeake and Ohio Canal Company, and I cannot refrain from expressing my sorrow and indignation that the interests of this State should be in such hands as they are at present. I allude particularly to one of the Commissioners of Public Works.

Sir, under the form of an extreme democracy, the people of this State are ruled by a despotism as abominable as that of Austria or Naples, and by men who care as little for the interest and welfare of the people as the sbirri of the fatherly Bombay.

There were assembled at Berkeley man of all classes, and representing many interests and an immense amount of property – coal miners, canal boatmen, store keepers, farmers and representatives of towns – drawn together by the knowledge that an action was proposed, and would be decided on there, which, if carried into effect, would be ruinous to them, destroy three-fourths of the value of their property,

and drive thousands to seek another livelihood – men who, trusting in this unfortunate Canal, had hitherto encountered nothing but disappointment and loss, but have been struggling on, hoping against hope, and how this hope was about to be crushed out, and their ruin completed by the raising of the tolls on the Canal, which the Commissioners of Public Works called upon their nominees, the Canal Directors, instantly to effect in order to benefit a wealthy and prosperous corporation, which desired to see a feeble rival utterly extinguished, in order that it might rule supreme. The Canal Directors could not resist the overwhelming amount of evidence that was brought before them as to the impolicy and injustice of the measure, and notwithstanding they knew that their own removal would probably be the consequence, they acted like honest men and refused to accede to the requisition of the Commissioners. One would have supposed that the men upon whose fiat depended so much, would have been “potent, grave and reverend signors,” who would give the subject their patient and painstaking attention, and in their decision be above party or personal motives.

But no such thing. When the coach arrived, by which some of the Commissioners were expected, a man tumbled out of it with a demijohn of whiskey in one hand and part of a loaf of bread in the other. The place was instantly converted into a pandemonium, and for some days, as long as he remained, there was the scene of the lowest conduct. His oaths and foul-mouthed language were heard continually, and could nowhere be shut out from [illegible] in contact with, and many were tempted to present a remonstrance to him, the force of which he would feel. It was no use approaching such a man; he was not in a condition, if he had the will, to listen to reason, and he was

swayed by other motives and had other objects than the welfare of this great work, and said as much. The other Commissioners present proved themselves more worthy of their position, listened to a statement of the case, and showed a willingness to judge according to its merit, and by their action prevented the perpetration of a great wrong.

Hoping that the day will come when all our governors will be men we can look up to and respect, I remain,

Your obedient servant, G.

*Sun*, Fri. 8/24/60. p. 1. **Maryland Coal Trade** – During the week ending August 18<sup>th</sup>, there were shipped over the George's Creek Coal and Iron Company's railroad 10,420 tons of coal. No reports from the other roads. During the week ending Tuesday, 104 boats cleared at Cumberland, carrying 13,725 tons of coal. During the season there were 1,351 boats cleared, carrying 160,409 tons of coal.

AG&VA, Thu. 9/6/60, p. 3. **Local Intelligence**

During the week ending Tuesday, 4<sup>th</sup> of Sept., 119 boats cleared this port, carrying 12,110 tons 5 cwt. of coal.

During the season there were 1,578 boats cleared this port, carrying 84,202 tons 14 cwt. of coal.

AG&VA, Fri. 8/31/60, p. 3. **Coal Trade.**

During the week ending Tuesday, 28<sup>th</sup> of Aug., 100 boats cleared this port, carrying 10,688 tons 8 cwt. of coal.

During the season there were 1,454 boats cleared this port, carrying 171,092 tons 9 cwt. of coal. – *Cumb. Civilian.*

AG&VA, Sat. 9/1/60, p. 4. Freighters are inactive, and vessels in demand, especially for the Coal trade, which is now very brisk, and a large amount is piled up at the depots of the various Companies, awaiting

shipment. We append the rates of freights to various ports: - To Portland, \$2.10 per ton; Portsmouth, \$2.15; Boston, \$2.; Cohasset Narrows, \$1.90; Wareham, \$1.85; New Bedford, \$1.80; Providence, \$1.80; Fall River, \$1.80; Norwich, \$1.80; New Haven, \$1.70; Bridgeport, \$1.70; New York, \$1.55; Albany, \$1.90; Troy, \$2.00; Philadelphia, 90 cents.

AG&VA, Fri. 9/7/60, p. 4. **Coal Trade.**

During the week ending Tuesday, 4<sup>th</sup> of Sept., 119 boats cleared this port, carrying 18,410 tons 8 cwt. of coal.

During the season there were 1,573 boats cleared this port, carrying 184,202 tons 14 cwt. of coal. – *Cumb. Civilian.*

DE, Mon. 9/10/60, p. 2. **The Chesapeake and Ohio Canal** – The *National*

*Intelligencer* says: The Board of Directors of the Chesapeake and Ohio Canal, at their August meeting, issued an order to stop the navigation of the canal to all steamboats. This took effect on the 1<sup>st</sup> of the present month, but has not been well received by the owners of the canal steamboats, and a considerable portion of the community who found those boats an accommodation. At the Board, which has been sitting within the last two or three days, the whole subject has been again brought up, and the Board have decided, at least for the present, that only boats exceeding a draught of three and a half feet water shall be excluded. This relieves some of the steamboat parties, but not all of them.

AG&VA, Fri. 9/14/60, p. 3. **Coal Trade.**

During the week ending Tuesday, 11<sup>th</sup> of Sept, 122 boats cleared this port, carrying 13,604 tons 8 cwt. of coal.

During the season there were 1,695 boats cleared this port, carrying 197,806 tons 17 cwt. of coal. – *Cumb. Civilian.*

DNI, Fri. 9/21/60, p. 3. **The Chesapeake and Ohio Canal** has received no injury from the pouring and persistent rain of yesterday morning between one and three o'clock, so far as heard from. Boats, however, were not coming in so rapidly to the Georgetown Collection Office, and this circumstance was deemed rather unfavorable. Still it is to be hoped that the exceedingly heavy rain did not extend far up the lines, and thus that no serious, if any, mischief has been done. On Wednesday evening a lock-tender on one of the lower locks of the canal, about six miles from Georgetown, was accidentally drowned. He was on his return homeward from Georgetown on a canal boat, from which he fell, and could not be recovered before life was extinct.

AG&VA, Fri. 9/21/60, p. 3. **Coal Trade.**

During the week ending Tuesday, 18<sup>th</sup> of Sept, 115 boats cleared this port, carrying 13,404 tons 2 cwt. of coal.

During the season there were 1,810 boats cleared this port, carrying 210,701 tons 19 cwt. of coal. — *Cumb. Civilian.*

AG&VA, Thu. 9/27/60, p. 2.

**NOTICE.**  
**SALE OF**  
**Canal Boats**  
**AND**  
**MULES.**

BY virtue of a deed of mortgage executed to me by Charles Reichter, dated on the 19th day of May, 1859, and duly recorded, I will sell at public sale, at A. J. Goss's Store, near the Canal Basin, in the city of Cumberland, on **Saturday, 29th of September, 1860,** at 10 o'clock, a. m. of said day, the Canal Boat

**S. M. PETRE**

for default of payment of purchase money, and for failure to run the boat as required by the mortgage.  
Terms of Sale—Cash, to be paid at the time of sale.

Also,

At the same time and place, by virtue of two deeds of mortgage executed to me by R. C. Bamford, dated on the 5th day of April, 1859, and duly recorded, I will sell at public sale, the Canal Boats called

**'Robert Stewart,'**  
**AND**  
**R. A. POWERS**

and 1 Bay Mare Mule, one Sorrel Horse Mule, one light Sorrel Horse Mule and four sets of Harness, for default of purchase money, and failure to run the boats as required by the mortgages

Terms of Sale—Cash, to be paid at the time of sale.

Also,

At the same time and place, by virtue of a deed of mortgage executed to me by James T. Merchant, dated on the 14th day of March, 1859, and duly recorded, I will sell at public sale, the Canal Boat called

**HERCULES**  
**AND**  
**Three Horses,**

for default of payment of purchase money and failure to run the boat as required by the mortgage.

Terms of Sale—Cash, to be paid at the time of sale.  
**ROBERT S. McKAIG.**  
Sept 13—ts

[Transcriber's Note: The above advertisement also ran 10/4/60, p. 2. indicating the 9/29/60 public sale was rescheduled.]

AG&VA, Fri. 9/28/60, p. 3. **Coal Trade.**

During the week ending Tuesday, 25<sup>th</sup> of Sept, 112 boats cleared this port, carrying 12,397 tons 5 cwt. of coal.

During the season there were 1,922 boats cleared this port, carrying 223,108 tons 5 cwt. of coal. – *Cumb. Civilian.*

DE, Sat. 9/29/60, p. 2. **The Chesapeake and Ohio Canal** is now doing a prosperous business. The current month will foot up one of the heaviest in the history of the canal. At the Georgetown collection office, the receipts for the month up to this exceed \$21,000, which will probably be increased before tomorrow night to \$23,000. This, with the receipts at the up-country offices, will amount to about \$30,000. Navigation is good throughout, and boats arrive at Georgetown, are discharged, and return up stream the same day. This is a great saving of time and expense as compared with what has hitherto prevailed. – *National Intelligencer.*

AG&VA, Fri. 10/5/60, p. 3. **Coal Trade.**

During the week ending Tuesday, 2<sup>nd</sup> of Oct, 120 boats cleared this port, carrying 13,669 tons 5 cwt. of coal.

During the season there were 2,042 boats cleared this port, carrying 237,867 tons 8 cwt. of coal. – *Cumb. Civilian.*

DNI, Mon. 10/8/60, p. 4. The condition of the western section of the Canal at the present time calls for the immediate attention of the proper officers. Two or three little bars have been formed therein which at a minimal expense can be removed, and which seriously affect the navigation of

that section of the Canal. Besides laden with lumber, stone, coal, fuel and other materials, in coming down the Chesapeake and Ohio Canal, are in consequence compelled, in order to connect with the city canal, to go down the western channel of the Potomac to its junction with the eastern channel and then come up the eastern channel to Seventh street. Probably a judicious expenditure of one hundred dollars would remove the above-mentioned difficulties, and that without having occasion to use the Corporation dredging machine.

AG&VA, Fri. 10/12/60, p. 3. **Coal Trade.**

During the week ending Tuesday, 9<sup>th</sup> of Oct, 86 boats cleared this port, carrying 9,463 tons 15 cwt. of coal.

During the season there were 2,185 boats cleared this port, carrying 247,334 tons 3 cwt. of coal. – *Cumb. Civilian.*

AG&VA, Mon. 10/15/60, p. 1. **LOCAL ITEMS – The Canal** – The Williamsport *Ledger*, of the 6<sup>th</sup>, says: - "There is an unusual brisk trade passing on the Canal. Boats are now running to and fro with their three-mule power engine without interruption of cessation. We are glad to perceive a growing confidence in this concern. We hope this confidence may still increase; it will be well for the canal and well for our farmers. The Hagerstown *Mail* says: - We understand that the Canal Board have paid off debts to the amount of \$50,000, contracted by the late board."

AG&VA, Fri. 10/19/60, p. 4. **CANAL COMMERCE** – Arrived, Oct. 18.

Boats G. W. Birdsall, Col. Young, Rebecca, Newport and John James, coal to T. J. Mehaffey.

Boats Mrs. E. Biggs, G. H. Mundy, Susquehanna and Jane Louise, coal to American Coal Co.

Boat Sir John Franklin, coal to B. M. Franks.

Boats Waynesboro and Samuel Lemen, coal to Borden Mining Co.

Boat Juniata, coal to Frostburg Coal Co.

AG&VA, Sat. 10/20/60, p. 3. **CANAL COMMERCE** – Arrived, Oct. 18.

Boats J. H. Grove, Wm. R. Chaplin and Emperor to American Coal Co.

Boats Phoenix and J. R. Wilson to Frostburg Coal Co.

Boats John T. Sterling and Buena Vista to T. J. Mehaffey.

Boat C. F. Newman to B. M. Branks.

Boats Anna and H. G. Ritter to Borden Mining Co.

DE, Tue. 10/23/60, p. 2. **The Chesapeake and Ohio Canal** during the past week has been quite busy. As many as one hundred and one boats had arrived at the Georgetown collection office at Saturday noon, and more than six thousand dollars had been received for tolls there since our report of the previous Saturday. We learn that so far as heard from no damage has been sustained by the canal from the exceedingly heavy rains of Friday night.

The favorable prospects for the future of the canal, are inducing capitalists to extend the navigation upon it. This is particularly the case in reference to steam navigation, which is proposed to augment so as even to do away with resort to animal power altogether. What makes this hope the more feasible is the eminent success of the Cathcart propeller, which, we are informed, makes an average of four trips per month between Cumberland and the District, and under favorable circumstances will make five. As it is, she is clearing \$200 per month. – *National Intelligencer*.

AG&VA, Fri. 10/26/60, p. 3. **Coal Trade**.

During the week ending Tuesday, 23<sup>rd</sup> of Oct, 115 boats cleared this port, carrying 13,224 tons of coal.

During the season there were 2,427 boats cleared this port, carrying 255,045 tons 15 cwt. of coal. – *Cumb. Civilian*.

AG&VA, Sat. 10/27/60, p. 3. **CANAL COMMERCE** – Arrived, Oct. 26.

Boats Right Bower, Chicago, P. B. Petrie, John Humbert, M. O'Shea, T. Cookendorffer and May Fly, coal to T. J. Mehaffey.

Boats John Savin and S. K. Hensell, coal to American Coal Co.

Boats Maj. Robertson and Laurretta, coal to Borden Mining Co.

Boats James Crawford and G. W. Rohrback, coal to B. M. Franks.

Boat M. J. Woods, coal to Frostburg Coal Co.

DE, Tue. 10/30/60, p. 2. **The Chesapeake and Ohio Canal** for the past week was not quite so busy as on the previous week, yet the tolls collected at Georgetown amounted to almost \$5,500. A detention of boats occurred above Williamsport, owing to the sinking of a boat at a guard lock, which has caused considerable delay and a collection of many boats above the spot. No other difficulty is known of throughout the line. – *National Intelligencer of Monday*.

AG&VA, Thu. 11/1/60, p 3. **Chesapeake and Ohio Canal** – The tolls collected on the Chesapeake and Ohio Canal this month up to Monday, amounted to more than \$22,000. As the boats detained by a sunken craft near Williamsport are now coming in rapidly, the tolls will probably amount this month to about the same as in September, that is about \$30,000,

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**CANAL COMMERCE** – Arrived, Oct. 31.



Boats G. W. Birdsall, Buffalo,  
Thomas Sheridan, to T. J. Mehaffey.  
Boats Wm. E. Taylor, C. Slack,  
Democrat and John Hill, to American Coal  
Co.

Boat Dutch Hen, to Borden Mining  
Co.

Boat John B. Hays, to B. M. Franks.  
Boat Six Brothers, lime stone to  
Thomas Smith.

AG&VA, Fri, 11/2/60, p. 3. **Coal Trade.**

During the week ending Tuesday,  
30<sup>th</sup> of Oct, 108 boats cleared this port,  
carrying 11,841 tons 15 cwt. of coal.

During the season there were 2,535  
boats cleared this port, carrying 256,888  
tons 10 cwt. of coal. – *Cumb. Civilian.*

AG&VA, Mon. 11/5/60, p. 3. **CANAL  
COMMERCE** – Arrived, Nov. 3.

Boats Wm. McAtee, Wm. Chaplin,  
Maria Thompson, G. H. Grove, Joseph J.  
Graham, Eliza Reid and Clementine, coal to  
American Coal Co.

Boats Thomas Sammon, Gen.  
Simpson and F. Bloodgood, coal to T. J.  
Mehaffey.

Boat Waynesboro, coal to Borden  
Mining Co.

Boats Kate McCormick and Sir John  
Franklin, coal to B. M. Franks.

Boat Julia Ann McGraw, coal to  
Frostburg Coal Co.

Boat Baltic, coal to Wm. H. Fowle &  
Son.

AG&VA, Tue. 11/6/60, p. 4. **Cumberland,  
Md.** – Nov. 4, P.M. – During Friday and  
Friday night, the Alleghenies, particularly on  
their Eastern slopes, in Western Maryland  
and Virginia, were visited by rains of  
extraordinary steadiness and volume. All  
the streams forming the sources of the  
Potomac, as well as those emptying into it,

near this place and Piedmont, rose to a great  
height on Saturday.

During the day, yesterday, the rain  
ceased, and the skies became clear, but the  
quantity of water that had fallen was so great  
as to swell the Potomac, for a brief period,  
to a height almost unprecedented. The  
South Branch of that river, which unites  
with the principal stream some twelve miles  
east of this place, seems to have swollen  
more rapidly and to a greater height than the  
other fork. Great quantities of drift wood,  
including fences, etc., were floated down all  
night on Saturday, and it is feared that  
considerable damage may be done in  
Hampshire and Hardy counties, Va., through  
which the South Branch flows.

It is across the mouth of this river  
that the Baltimore and Ohio railroad is now  
erecting one of its new and substantial iron  
bridges, to replace the large wooden bridge  
at that point. This work had made  
considerable advancement towards  
completion, and the bed of the river was  
occupied by some of the temporary props  
required for the use of the workmen in  
putting up the new bridge. These offered  
some obstruction to the great volume of  
water and drift wood borne down by the  
freshet; and at one time on Saturday night it  
was feared that a part of the superstructure  
of the incomplete bridge might be destroyed,  
and thus cause considerable interruption to  
the movement of trains upon the road. Mr.  
Wilson, however, master of the road, and his  
Eastern assistant, Mr. Quiney, repaired to  
the spot with a large additional force of  
laborers, and, by their extraordinary efforts,  
gave such directions and control of the drift  
wood as to prevent any serious damage.

The waters continued to rise  
fearfully during the afternoon and night of  
Saturday and until 2 o'clock this (Sunday)  
morning, when they began to fall. By eight  
o'clock they had fallen some eight feet, thus  
relieving the officers of the road from all

anxiety about the threatened serious difficulties to the bridge. With the view of receiving and conveying definite information, and orders at the scene of danger, Mr. Diffey, one of the Supervisors of trains, also proceeded there, and established a temporary station, by means of instruments placed in his car. No interruption to the tonnage trains of the road, (which are now unusually large,) was suffered during the period of alarm. The night express trains, as a measure of prudence, were not allowed to attempt the crossing of the bridge until this morning. The passengers coming East, stopping here, and those going west, at Hancock.

The bridge is reported to have escaped without any injury whatever.

The most serious consequences of this freshet, appear to have fallen upon the coal mining interests in the vicinity of this place and Piedmont. The Will's Creek emptying into the Potomac at Cumberland and George's Creek, at Piedmont, both seem to have risen to an unprecedented height, attended with serious damage to the lateral railroads which bring coal from the mines to the Baltimore and Ohio Railroad, and the Chesapeake and Ohio Canal. One of the engines of the Mount Savage Railroad is reported to have fallen through a bridge, on its way to this city. – the foundations having been impaired by the waters. It is thought that but little coal can be brought to Cumberland for several days. At Piedmont, the damage to the George's Creek Road is expected to be probably greater, and a like interruption to the large coal trade concentrating at that point.

We have been unable to gather further details of damage by the freshet, which on account of its steadiness, may have occasioned much loss to private property along some of the streams. On the Western slope of the mountains there was also much rain, but it does not seem to have been

attended with any vary unusual damage in nay quarter.

Information has been received from the Chesapeake and Ohio Canal, one of whose officers is understood to have reported that the grand bank, at Dam No. 3, is entirely washed away, and further serious injuries are apprehended.

There being no telegraph stations near the line of the canal, at its principal dams, no fuller information can be had as yet. During yesterday the waters, generally, abated very much, and no further damage at any point seems to ne apprehended. We have not heard of any lives being lost, or any personal injuries sustained.

DNI, Fri. 11/9/60. p. 4. **Collision of the Steamer *George Page* with a Canal Boat.**

– Yesterday, as the steamer *Geo. Page* was making her 11 o'clock a.m. trip from Washington to Alexandria, while passing the mouth of the Anacostia branch, she came in contact with a canal boat towed by the steam-tug Belle Haven, the visual signal to avoid collision, it seems, having been given by both boats. The channel here is extremely narrow, and in it lay a schooner at anchor. The pilot of the *Page* steered to the right side of the anchored schooner, the passage on either side being very narrow, and when too late, discovered that the steam-tug was heading in the same direction. The engine of the *Page* was instantly stopped and reversed, and the steamer headed as far as possible to the west, in order to allow room for the tug and canal boat to pass between her and the schooner. When opposite each other, however, the steamer struck the ground and veered from her course, coming in contact with the stern of the canal boat, and carrying away her cabin. The collision was so great that it knocked a small child of the captain of the canal boat overboard. The child immediately sunk, and never rose to the

surface afterwards, giving rise to the probability that it was struck by a plank. Every effort was made to recover it, but in vain.

Guardsman Browsers was on the *Page* at the time and upon his return to this city he went before Justice Donn and made an affidavit, upon which warrants were issued for the arrest of Capt. Gedney, of the *George Page*, and Capt. Levin Duke, of the *Belle Haven*. The *Page* being a licensed steamer, comes under the recent law of Congress for the regulation of licensed steamers, which requires an investigation before the Examiner's Court in the case of that steamer. The tug does not come under the same regulation. The justice, to allow the regular Examiner to arrive from Baltimore, set the case for a hearing on Monday next, at 12 o'clock. The two captains were held to bail in \$500 each for their appearance. Chief Engineer Riley, of the United States mail line, became the security for Capt. Gedney, and, Mr. Davidson, of Georgetown for Capt. Duke. The arrests were made by Officers J. F. King and J. Belt, of the police.

Tue. 11/13/60, p. 3. **Before Justice Donn** – The case of the United States against Captains Gedney and Duke. John Brown testified that he was on board the *George Page*; when below the arsenal saw the "Belle Haven" coming up; heard whistle blow from both boats; the *Page* stopped; the tug stopped also, and started again, when she struck the *Page*; saw no effort from either boat to see what damages was done; there was room to pass when the collision took place; a child was thrown from the boat overboard and drowned; the *Page* was on the larboard side; the captain told him at the time that he had backed the engine and got aground again; they were two or three hundred feet apart when the *Page* stopped.

Edward Taylor next sworn: Testifies that the boats struck while witness was in the cabin getting the children out; the cabin was entirely torn off, and parts of her rudder lost; the *Belle Haven* was running towards the arsenal; the *Page* was out towards the "flats;" cannot say whether the *Page* slackened her speed or not; heard the whistle blow.

G. T. Whittington: Was on board of the *Page* when the collision occurred. Heard the whistle of the *Page*; afterwards heard the bell on the *Page*, then witness thought some boat was in the way; saw the canal boat and tug. The *Page* stopped and reversed her wheels; did not see the collision. One whistle means for the opposite boat to go to the right. The one bell is for slacking the speed, and two for reverse.

J. Restine sworn: Saw the *Page* coming down; she had slackened her speed. Thinks that if the *Page* had been ordered to back from the time she sounded her whistle, the collision would not have occurred.

Mr. Lehman was engineer of the "Belle Haven;" towed up a canal boat; don't know whether or not he was in the middle of the channel.

The case was here postponed until Thursday next, at 10 o'clock.<sup>1</sup>

AG&VA, Wed. 11/14/60, p. 3. **The Steamboat Collision** – Our readers will recollect that last week a collision occurred on the river between the steamboat *George Page* and the small tug-boat *Belle Haven*, during which a child fell overboard and was drowned. On Monday the case came up on a criminal prosecution, and Captains Gedney and Duke were on trial before Justice Dunn.

The first witness called was John Brown, who testified that when on the *Page*, below the arsenal, he saw the *Belle Haven* coming up; he heard the whistle blow from

<sup>1</sup> *Constitution*, Washington, D.C., newspaper.

both boats. The *Page* stopped; the tub stopped also, and started again, when she struck the *Page*. – Saw no efforts from either boat to see what damage was done. There was room to pass when the collision took place. A child was thrown from the boat overboard and drowned. The *Page* was on the larboard side; the captain told him at the time that he had backed the engine and got aground again. They were two or three hundred feet apart when the *Page* stopped.

Edward Taylor testified that the boats collided while he was in the cabin of the canal boat getting the children out; the cabin was torn entirely off, and part of the rudder lost; the *Belle Haven* was running towards the arsenal; the *Page* was out towards the “flats;” cannot say whether the *Page* slackened her speed or not; heard the whistle blow.

George T. Whittington testified that he did not see the collision.

J. Restine testified that he saw the *Page* coming down; she had slackened her speed. Thinks that if the *Page* had been ordered to back from the time she sounded her whistle, the collision would not have occurred.

Mr. Lehman was engineer of the *Belle Haven*; towed up a canal boat; don't know whether or not he was in the middle of the channel.

The case was here postponed until Thursday next, at 10 o'clock. – *Stars*.

AG&VA, Sat. 11/17/60, p. 3. **The Collision Case Concluded in Washington** –

Yesterday at 11 o'clock, justice Donn resumed the examination of the witnesses in the case of Capt. Samuel E. Gedney, of the steamer *George Page*; the witnesses in behalf of the prosecution and Captain Dukes, of the *Belle Haven*, having been examined at the hearing published in the *Star* last week. At the hearing yesterday, Messrs. Hugh Hammill, W. H. Cawood,

William Carr, passengers on the *Page*, and G. W. Moran, engineer, and J. W. Jett, pilot of the *Page* were examined. The testimony tended to show that all that could be done to prevent a collision was done by the officers in charge of the *George Page* and the tug. This case had particular reference to the course pursued by Captain Gedney, and the evidence fully exonerated him from blame. In addition to the witnesses in the case, Captain Gedney, Deputy Inspectors Farlow and Curran were present, to examine into the conduct of John W. Jett, the pilot in charge of the *George Page*, and took the evidence of Capt. Dukes, of the tug, and Captain Gedney, of the *Page*. The evidence of these gentlemen was given clearly and without equivocation, merely telling the facts without any apparent endeavor to cast blame upon each other. This morning Justice Dunn decided to dismiss both the cases against Capt. Gedney and Dukes, gathering from the evidence that the object of the tug was to reach the schooner *Gen. Cameron* to take her in tow before the *Page* reached the point of collision, but mistook the speed at which she was going. It was a collision which could not have been avoided under the circumstances.

The Deputy Inspectors having heard all the evidence in the case of the pilot then before them retired, requesting the Justice to send the record evidence of the first hearing to them in Baltimore. Their examination has to do with the *George Page* and her officers, as a licensed passenger steamer under the United States law. The discovery of neglect or incompetency on the part of licensed officers would be sufficient cause to revoke their commissions. The decision of the inspectors has not been given, of course; and with the evidence in both hearings before them, they will fail to report favorably of Capt. Gedney and his pilot. It may be they will suggest an improvement in the signals

of the steamboats on the river. – *Washington Star*.

DE, Thu. 11/29/60, p. 2. **Chesapeake and Ohio Canal** – A letter received in this city yesterday morning, from along the line of the Chesapeake and Ohio Canal says: “The water was let in at dam No. 4, on Wednesday last, but a leak was discovered in the Trunk at Mercerville; and the water let out again to prevent a break there. It is probable that they re-commenced “feeding” the level on Thursday or Friday, and that you will have boats on Wednesday next.”

A report was in circulation here on Monday, that the guard bank at dam No. 4 had been again carried away, but we think the leak mentioned above occasioned the rumor. – *Alexandria Gazette, Nov. 28<sup>th</sup>*.

NR, Sat. 12/1/60, p. 2. **GEORGETOWN ITEMS** – The Chesapeake and Ohio Canal is doing very little business. Owing to the damage done by the freshet above Harper’s Ferry, the coal trade is checked; and, on this side, by reason of the state of the markets for grain and farm produce, the farmers are sending forward scarcely anything for sale. The whole receipts at the canal collection office in Georgetown, during the week ending on Wednesday, amounted to only \$271.47, of which \$57.40 were to the up-trade, leaving a balance of \$214.07 for the trade downwards. There is, nevertheless, a feeling of improvement in general business. Nothing but the turmoils arising from politics, which probably receive a good deal more than their due weight of importance in the business world, keeps mercantile and general affairs back from a very high degree of prosperity. Sooner or later, it would appear, this must come.

*Sun*, Mon. 12/3/60, p. 2. **The Canal** – The damage to the Chesapeake and Ohio Canal, occasioned by the late destructive freshet,

has been so far, repaired as to allow the resumption of navigation. The coal wharves at Cumberland, Md., are said to have presented a scene of brisk activity last week.

NR, Mon. 12/3/60, p. 3. **ALEXANDRIA ITEMS – The Coal Trade** – The *Alexandria Gazette* of this morning says, that during the month of November, notwithstanding an interruption in the navigation on the Chesapeake and Ohio canal, on account of a break in that work, there were received at this place, viz the Alexandria canal, 10,438 tons of Cumberland coal, as follows:

American Coal Company	3,088
Cumberland Coal & Iron Company	3,286
Alleghany Coal Company	1,251
Borden Mining Company	1,401
Frostburg Coal Company	956
W. H. Fowle & Son	114
Sundries	342
Total	<hr/> 10,438

NR, Sat. 12/8/60, p. 3. **Canal Boat Robbed** – Last night, the canal boat Great Western, lying at Twelfth street bridge, was robbed of articles to the amount of over ninety dollars – consisting of about sixteen Corporation of Georgetown notes, two Corporation of Alexandria notes, one hunting-case silver watch without a crystal, one small gold watch with the minute hand broken, and one Colt’s revolver. No arrest.

DE, Mon. 12/10/60, p. 2. **The Canal Board** – At a meeting of the Commissioners of Public Works of Maryland, held in Washington, on Thursday, at the office of the Chesapeake and Ohio Canal Company, the following gentlemen were elected President and Directors of that work, to serve until their successors shall take their places, viz: President, Dr. J. Fitzpatrick, Cumberland. Directors, Alfred Spates, Allegany county; Victor Holmes, Baltimore

county, J. J. Heckart, Cecil county; Edward Mealy, Hagerstown; Col. John Johnson, Martinsburg, Va.; Robert Vandiver, Harford county, Md.

AG&VA, Mon. 12/10/60, p. 3. **CANAL COMMERCE** – Arrived, Dec. 8.

Boats M. Banks, S. K. Hensell, Mrs. E. Biggs, R. Gregory and Dr. A. Biggs, coal to American Coal Co.

Boats Major Robertson, John Humbert, P. B. Petrie, G. G. Watson and Morgan Miller, coal to T. J. Mehaffey.

Boat Helen May, coal to Borden Mining Co.

Boat E. Mose, coal to B. M. Franks.

AG&VA, Tue. 12/11/60, p. 3. **CANAL COMMERCE** – Arrived, Dec. 10.

Boats Wild Cat, M. O. Shea, H. T. Weld, David Shriver, Black Bear, Hopewell, Newport and C. F. Mudge, coal to T. J. Mehaffey.

Boats John S. Durtrow, Chas. W. Harper, Geo. Ardinger, Davidson, Ambition and S. E. McDonald, coal to American Coal Co.

Boat A. King, coal to Frostburg Coal Co.

Boats Dr. Boteler and P. R. Haldeman, coal to Borden Mining Co.

Boats G. W. Rohrback and A. J. Moore, coal to B. M. Franks.

AG&VA, Thu. 12/13/60, p. 3. **CANAL COMMERCE** – Arrived, Dec. 12.

Boats Buena Vista, H. J. Berston and Mary R. Hale, coal to T. J. Mehaffey.

Boat Wm. McMahan, coal to Frostburg Coal Company.

Boats C. Ardinger, T. P. Sherman and S. B. Harrison, coal to American Coal Co.

Boats W. E. Webster and Dutch Hen, coal to Borden Mining Co.

DE, Mon. 12/17/60, p. 3. **Caving in of a Canal Lock – Close of Canal Navigation** –

The fears of those interested in the operations of the Chesapeake and Ohio Canal, have for a few days been excited by the non-arrival here, and at Georgetown, of boats overdue. Yesterday the unwelcome information was received that the detention was caused by the caving in of lock No. 21, and that it could not be repaired while frost is on the earth, consequently transportation on that thoroughfare is over for the season. Lock No. 21 is about sixteen miles above Georgetown, between Crommelin and Seneca, and has been in a dilapidated condition for some time. – *Alexandria gazette of Saturday.*

NR, Mon, 12/17/60, p. 3. **Close of Navigation** – On Friday last, information was received in Alexandria that lock No. 21 on the Chesapeake and Ohio canal, about sixteen miles above Georgetown, between Crommelin and Seneca, had cave in, and could not be repaired until a thaw. This accident will, it is feared, put an end to navigation on the Chesapeake and Ohio canal for this season.

NR, Wed. 12/19/60, p. 3. **Chesapeake and Ohio Canal** – The injuries to lock No. 21, on the Chesapeake and Ohio canal, are not as extensive as at first reported, and there is a probability that the boats now detained may be able to come down before the close of navigation for the winter.

DNI, Mon. 12/24/60, p. 3. **The Chesapeake and Ohio Canal** trade has suffered some impediment from the breaking in of a lock between Crommelin and Seneca. The consequence is that boats with flour are compelled to cart around their cargoes to boats below the place of stoppage.

AG&VA, Fri. 12/28/60, p. 3. **LOCAL ITEMS – Ice Gathering** – The cold weather of the past three or four days, has caused the formation of ice of considerable thickness, and yesterday the ice gatherers in respectable numbers were at their work on the Canal. Some of our ice house proprietors fearing a mild winter, availed themselves of this opportunity, and the ice we saw being dumped into several ice houses was of tolerable thickness. Some of our ice dealers have so arranged one of the locks at the Canal basin, that on each day of the cold weather an extra quantity of water can be let in, and the successive layers thus formed produce ice of almost Northern thickness.