

COMPILATION OF
CANAL TRADE ARTICLES FROM
ALEXANDRIA GAZETTE
AND
VIRGINIA ADVERTISER
AN ALEXANDRIA NEWSPAPER
1/1848 TO 5/1851
ARLINGTON COUNTY, VA

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

JULY 2013

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. In 1848, the *ALEXANDRIA GAZETTE* was published daily by Edgar Snowden. The microfilm boxes indicated that the contents went from Jan. 1, 1848 through May 30, 1851 which is true as regards the first and last edition. However, every edition between those two dates was not found, and every edition found did not contain articles about the C. & O. Canal.

This compilation follows the format of the other compilations; specifically, the articles are transcribed in a two-column format as in the newspaper.

Normally, articles from page 2 are not transcribed because they tend to be editorial or opinion pieces, which was also true for this newspaper. However, by 1848 the Alexandria Aqueduct had been built and there was some discussion about development of the Alexandria waterfront, north and south of the mouth of the Alexandria Canal. How many feet should the coal wharves be extended; should the development be with public funds or private funds; should the necessary lands be condemned with the attendant angst of loss of property rights, etc.? The editorials tend to be wordy vice concise; I made no condensation of them. Readers are encouraged to read: "THE ALEXANDRIA CANAL: Its History & Preservation" by Thomas Swiftwater Hahn & Emory L. Kemp, West Virginia University Press, 1992. Of particular interest is: Chapter 3, The Excavation and Rehabilitation of the Alexandria Canal Tide Lock and Basin. From Georgetown to Alexandria there were no locks; then there were four locks to the waterfront through the city. It was at the basins, between the locks, and on the waterfront where the commercial activity took place.

There was also considerable competition between Alexandria, Georgetown and Washington city for the prospective coal trade, which was discussed in the editorials. Readers must bear in mind that these editorials were the thoughts and opinions of publisher Edgar Snowden; an opposing view has not been found.

Also note that the canal boats mentioned under **Canal Commerce** were not likely the big coal freighters subsequently built by the hundreds in Cumberland. The origin of these boats (i.e. the boat yard in which they were constructed), their owner and even their captain remain to be found. Many more boats were coming down the canal than are recorded herein; their destination was Georgetown or Washington city and thus were of no interest to Alexandrians.

I have also included several advertisements concerning steamboats operating from Alexandria. By the time the canal opened in 1850, the concept of steam-powered canal boats was not a new concept.

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
Transcribed July 2013
wdbauman@visuallink.com

Sat. 1/1/48, p. 1. [Transcriber's Note: While the following advertisement has little to do with the C. & O. Canal it does illustrate that the citizens of Alexandria, Georgetown and Washington City were familiar with steam powered, passenger carrying boats in 1848.]

THROUGH TICKETS TO NORFOLK, OLD POINT COMFORT &c. via RICHMOND AND PORT WALTHALL.



WHOLE FARE \$5 50 ONLY!

The Public is advised, that through tickets continue to be given on board the Potomac Steamboat, to the above places, at the low rate of five dollars and fifty cents only, including meals on the James River boat.

Passengers leaving Washington at 9 A. M. or Alexandria at 9½ A. M. on Sundays, Tuesdays, and Thursdays, reach Richmond at 5 P. M. (in time to see its beautiful scenery) where they lodge, and the next morning go by the Richmond and Petersburg Rail Road, and Port Walthall Steamboat line to Norfolk, which place they reach by 1 P. M.

For further information apply to Capt. J. W. ROGERS, on board the Potomac Steamboat, or to GEO. MATTINGLY, Agent. Washington, jy 9--1y



RAILROAD AND STEAMBOAT LINE TO RICHMOND AND PETERSBURG, VA., CHARLESTON, S. C., &c., CHANGE OF HOURS.

The public are advised that the steamer *POBHATAN* now leaves Bradley's wharf, Washington, daily, at 3 o'clock, a. m., instead of 9. a. m. as hitherto. Passengers by this line reach Fredericksburg in five, Richmond in eight, and Petersburg in ten hours after leaving Washington.

For further particulars apply to the Captain, on board, or to GEORGE MATTINGLY, Agent. Washington, dec 11 - dtf



WASHINGTON AND ALEXANDRIA BOAT.— The hours of departure of the steamboat *PHENIX*, will be as follows, until further notice:

Leave Alexandria at 8½, 10½, 1½, and 3½ o'clock
 Leave Washington at 9½, 11½, 2½, and 4½ o'clock.
 dec 28 — 1w JAS. GUY, Captain.

Mon. 1/10/48, p. 3. CHESAPEAKE AND OHIO CANAL. - The Georgetown *Advocate* learns that there has been another break in the Chesapeake and Ohio Canal at the Seneca which it will take eight or ten days to repair.

Wed. 1/12/48, p. 2. COMMUNICATION.

I perceive that the following resolution has been offered in the Common Council, and will probably be acted on at the next meeting of that body:

"Resolved, That in the opinion of the Common Council of Alexandria, the business of providing facilities for the shipment of Coal, brought down by the Canal, should be left to private enterprise; and to that end, that the Council will grant the right of way to any persons or companies not using Locomotives, who may desire to lay down railways through the streets of this Town, under the direction of Council, to conduct the Coal to the Southern end of town, at or near Keith's Wharf."

This proposition, even if its adoption were desirable, comes too late. At the annual meeting of the stockholders of the Alexandria Canal Company, held in the month of May, 1846, in which the Common Council was represented, the following resolution, on motion of H. C. Smith, Esq., was unanimously passed:

"Resolved, That it is of the greatest importance to the interests of this Company and community that proper and ample accommodations for the Alleghany Coal trade should be provided at the outlet of the Alexandria Canal, either by the resources of this Company or in connection with the coal mining companies; and that, in order to an early and efficient action in this business, the President and Directors, in case they should consider it necessary, be authorized to appoint a Committee of the Stockholders to confer with the managers of those Companies on the subject."

In accordance with this resolution, M. C. Ewing, Esq., Engineer of the Alexandria Canal Company, at the request of the Board of Directors, visited Cumberland, and conferred with a number of the officers and agents of the different mining Companies, and made a written report to the Board of Directors of the Alexandria Canal Company, which report was submitted, with the Annual Communication of the President and Directors, to the Stockholders, at their general meeting in May last. Since then, the directors of the Canal Company have received applications from three mining Companies to know upon what terms the

Alexandria Canal Company would furnish facilities, for the shipment of Coal. The Directors, believing that they were acting in compliance with the wishes of the stockholders, and in conformity with the views of our citizens generally, have made propositions to those companies to accommodate them, by erecting works at the mouth of the Canal, to the extent required for the shipment of 600,000 tons per annum, supposed to be the capacity of the water front (650 feet,) at present owned by the Canal Company. Should those Companies, or any one of them, on or before the 1st of February next, the extent of time granted, accept the terms, the Canal Company will be bound to honor and in law to comply with its engagement, and of course, to that extent, prevent the shipment of Coal by private enterprise. But suppose the Coal companies decline the offers, and the Common Council pass the resolution now under consideration, what policy are the Canal directors to pursue in that event? Must they consider themselves instructed by the Common Council, or still make further efforts to carry out the expressed views and wishes of the stockholders? Should they adopt the former course, will any individual, individuals, or company, bind themselves to conduct the Coal through the town on railways, *with* or *without* *Locomotives*, and place it on board vessels at Keith's Wharf, in as short a time and on as favorable terms as the Canal Company can afford to deliver it on board of vessels at its wharves? I think all will answer in the negative. I understand that the mining Companies are now sending from 80 to 100,000 tons of Coal per annum to Baltimore, which may be gradually increased by a gradually increased expenditure. If they select the Canal for the transportation of their Coal, they will be immediately subjected to the necessity of expending large sums in preparing boats, &c., and they very naturally, before making such a change, desire to know upon what terms and at what cost they can be accommodated, either in Georgetown, Washington or Alexandria. Will

any Company at Alexandria, other than the Canal Company, be prepared *in season* to enter into such an engagement? And should anyone be, will that Company be one in which the citizens of the town generally are as deeply interested as they are in the Canal Company? And why may not one company accommodate the trade on the north side of the town as well as another on the south side? Especially if the former can do it on more reasonable terms. I feel, and trust the directors of the Canal Company feel, no partiality for either the north side or the south side of town, but have been and will be influenced, in all that they have done or may yet do, by higher considerations and are looking solely to the interest of the Canal Company and the *whole of the Town*, which it was intended to benefit. I fear that the increased distance to the south side of the town, will prevent any Company that may be formed from entering into engagements satisfactory to the mining Companies; and what I still more fear is, that, should the canal company abandon its contemplated work, and we doubt and hesitate with distracted counsels, every man wishing the coal to come to his own door, we shall finally lose the trade entirely. We have powerful and vigilant rivals. I doubt not we have natural advantages for the accommodation of the trade over any other place; and I have always looked upon Alexandria at *the place*, and almost the only *place*, from which much of the Cumberland coal would be shipped; yet we should not be too confident. I have heard of these *natural advantages* for more than a quarter of a century, which we have too long relied upon, whilst works have been constructed all around us leading to other cities; and, but for this very canal, and retrocession to our good old mother, we should soon have expired, with "natural advantages" upon our breath. But I trust a brighter day has dawned, and I now look forward with pride and pleasure to the day when Alexandria will again take her proper rank amongst seaport towns.

I think our proper course is a very plain one but I am open to conviction; and as the subject is before the Common Council, I make this communication with the hope of eliciting the views of others. I would respectfully propose that, as the Canal Company own but 650 feet water front, not enough to accommodate the anticipated trade, and cannot at present acquire a right by purchase to any more land adjoining theirs, the land being owned on one side by minors, and that on the other being in litigation, application be made to the Virginia Legislature for power to condemn so much of the land above and below the outlet of the Canal, as may be necessary to accommodate the coal trade - probably 1,200 to 1,500 feet more would be as much as will be required for many years - that liberal terms be offered to the mining companies, and contracts entered into with them for furnishing facilities for the shipment of coal to any extent that they may desire; and that the applications be forthwith made to the Legislature of Virginia and the Common Council of Alexandria to furnish, as they may be wanted, the necessary funds for the construction of the contemplated works; and should these bodies refuse the aid asked, which is not probable when we consider how deeply they are interested, then that the money be procured elsewhere by loan upon the pledge of the tolls of the Company, and the work be commenced and finished in time to commence the transportation of coal so soon as the Chesapeake and Ohio Canal shall be completed to Cumberland.

Objection has been made by some to the condemnation of land, because of the oppressive character of that mode of acquiring title. The difference between condemning land for the purpose now asked, and that for constructing the Canal is imaginary; in either case individuals are made to yield a private right for a public good; but it must not be forgotten that in *all* such cases they are amply compensated. I will venture to predict that no owner of land, which may be condemned for

the purposes of the Canal will receive less for it than double what its value would have been had not the Canal been constructed. Others have exposed fears that if the Canal Company acquired the right to condemn land to the extent of a water front of from 1,000 to 3,000 feet, it might hereafter extend its limits to the improved part of the town, and occupy all the vacant land between the Canal and the town. It will be soon enough to discuss that matter when the Company makes the application for such extensive powers. If I recollect right, the water front of the works at Port Richmond is about 2,000 feet. We shall certainly not require over 3,000 feet, while the capacity of the Chesapeake and Ohio Canal remains as at present; and should we acquire the power of condemning more land, it is probable that it will not be resorted to soon, if ever, to any considerable extent. A few hundred feet on the north, added to the Company's present water front, would be sufficient for present purposes; and should one of the parties litigant in the suit for the land on the south side succeed within the next year or two, we shall then have already secured by purchase five-sixths of that land, (say five-sixths of about 176 feet immediately adjoining ours, and five-sixths of other ground not immediately adjoining ours,) and the other sixth we might readily purchase. Should the other party succeed, it may become necessary to condemn, or we may be able to purchase at a fair price, not only the 176 feet, but other land adjoining, if required. What I desire is to be prepared to meet any demand for water front that may arise.

It has been suggested that the sum the Canal directors propose charging for the use of the wharves and fixtures, necessary for the accommodation of the shipment of Coal, is too small - say one cent or one and a half cents per ton. If the improvement of the present front should cost \$10,000, and its capacity be 600,000 tons the charge of one cent per ton would yield 15 percent on the outlay, which would net 6 percent per annum, should the

repairs cost 9 percent. The Company, in the terms proposed, has provided that should the capacity of the work be less, or the cost more, than estimated, then the rate of charge for wharfage, &c., shall be proportionally increased, so that in no event shall the income be less than 15 percent on the contemplated outlay. We have a canal now completed, which has cost *upwards of one million of dollars*, upon which the charter authorizes us to charge toll of two cents per ton per mile, which upon the whole line of our canal amounts to 14 cents per ton, and in order to act in conformity with the Chesapeake and Ohio Canal Company, and to induce trade, we have reduced our rates of toll to those of the Chesapeake and Ohio Canal, say one half of a cent per ton per mile, or 3½ cents per ton for the whole line of our Canal. Of this reduction I have never heard the slightest complaint. After this liberality on our part and effort to bring the trade to our town, would it not be very inconsistent and impolitic to attempt to charge an exorbitant interest on any future expenditure which may be necessary to render available the great investment heretofore made. Should the transportation of coal upon the canal reach one million of tons per annum, the tolls on the coal, not counting the tolls on the boats and assuming that the other trade would pay all expenses (which it will doubtless more than do) would yield a fraction over five percent per annum upon \$680,000, the capital Stock of the Alexandria Canal Company. Why, then, charge a higher rate on any additional outlays than will keep the works in repair, and yield an interest of six percent per annum, which is more than the most sanguine expect to realize on the capital stock for the first few years after the completion of the Chesapeake and Ohio Canal? Our charge for tolls on coal will be 3½ cents per ton, and say for wharfage 1½ cents, making 5 cents per ton; to this extent (3½ cents per ton) Georgetown, if not Washington, all other things considered equal, would have the advantage over us, but this additional cost, and much more, we suppose

will be counterbalanced by the superiority of our location, conveniences and facilities. But there is a point beyond which we cannot go. We may, with a charge for tolls and wharfage of five cents or ten cents, be able to compete with other places, when we could not, were we to charge 12 or 15 cents. Better that we should act liberally and promptly, and even lose something for the next ten years than in grasping for too much, to lose it all. We should show the Mining Companies that we are *ready and willing* to accommodate them and that we *will* do it on liberal and fair terms.

These views and opinions, though hastily thrown together, are the result of mature deliberation, and as careful an investigation of the subject as I am capable of making, but I am not wedded to my opinions, and if anyone will propose a more feasible plan; or one better calculated to attain the end desired, I will very cheerfully acquiesce and unite in endeavoring to accomplish what may be deemed most for the public good. My great and only object in this matter is to SECURE the trade, without making any unreasonable sacrifice.

Mon. 1/17/48, p. 3.

Cumberland Coal Trade.

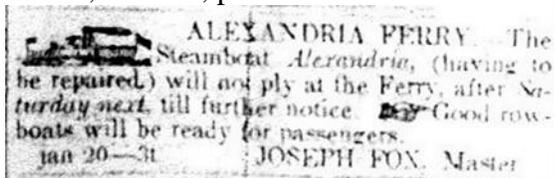
The Washington Union says: - "We have as great facilities for the shipment of coal and other produce, if not greater, than either Alexandria or Georgetown; yet we do not hear that any movement has been made in relation to the great improvement which must, eventually, be of so much importance to Washington city. With a comparatively small expense, added to what nature has already done for us, we can have one of the best canals from Georgetown to the Potomac, as well as one of the *largest and most secure basin for canal boats and vessels of from one hundred to five hundred tons* that can be found in the country."

The Canal.

The work on the Canal is at length fairly under way. On Monday morning last, Messrs. Solomon McCullough & Co., commenced

operations at the tunnel, by far the heaviest job on the line and will press them forward with all dispatch. The following contractors are now steadily at work: - Messrs. W. W. Buell & Co., at the locks below the tunnel; - Messrs. Bruce and Haughey, preparing stone for various culverts on the line; - Messrs. Pater Ritner & Co., getting materials out for construction of locks and culverts; - Messrs. Sterret & Co., excavating dirt and getting out rock for culverts; - Mr. William Whitman excavating dirt; - Mr. John McManus, excavating dirt; - and Mr. William Lockwood, preparing timber and rock for the dam at Cumberland. Hands are abundant on the entire line. - *Cumberland Civilian*.

Thurs., 1/20/48, p. 3.



Sat. 1/22/48, p. 3. The Monongahela river, between Pittsburg and Brownsville, a distance of fifty six miles, has been made navigable for steamboats, by means of locks and dams, and at the cost of a little less than \$500,000, or about \$9,000 per mile. Two years only have elapsed since that work was completed, and at the end of the second year the company divided 8 percent on their capital stock! This fact is encouraging in view of the contemplated improvement of the Shenandoah river.

Sat. 1/29/48, p. 3. **Canal Commerce.**

Arrived, January 28.

Boat Hornet, Harper's Ferry, Cumberland Coal to J. L. Pascoe.

Mon. 1/31/48, p. 3. We understand an arrangement has been made between the Maryland Mining Company, and the Alexandria Canal Board, providing for the shipment of two hundred thousand tons of Coal from this place.

Tues. 2/1/48, p. 3. **Canal Commerce.**

Arrived, Jan. 31,

Boat C. Eldridge, 350 bbls. of flour from Elizabeth Mills to D. F. Hooe.

Thur. 2/3/48, p. 3.

Chesapeake and Ohio Canal.

We are informed that the Canal is now opened to Harper's Ferry, and will be navigable in its whole extent on the 8th instant.

p. 3. LOOK AT THIS! - What a splendid opportunity to make an immense and princely fortune! The subscriber, proprietor of the land and water rights for two or three thousand feet on the left and adjoining the Alexandria Canal property at its terminus in the river Potomac, respectfully informs the public that he will lease the same for twenty years or more to a responsible individual or company, who will make the necessary improvements or fixtures for the trade to be done at this place. The Alexandria Canal, which is a continuation of the Chesapeake and Ohio Canal, runs along its entire length from North to South, directly in its rear, until it reaches the large and commodious basin designed to receive the immense fleet of boats that will be engaged on these public works. This basin is elevated thirty-six feet above the river Potomac, affording ample water power for any purposes that may be required. The Locks, four in number, intersect this basin running east to the river, and constitutes within a few feet of the southern boundary of the property and separates the county from the corporation of Alexandria. The subscriber's land embraces from eight to ten squares, as laid off by the corporation of Alexandria, and his water rights cover a space of thirty acres, more or less, an important consideration connected with the coal and other trade, as two ranges of wharves running along in front can be made, one on the inside where a depth of twelve or fourteen feet water can be had in thirty or forty steps from the shore, and the other one on the outside along the channel, where the water is

thirty-six feet deep, forming between the two wharves a basin or smooth surface of water two thousand feet long and three hundred feet wide, protected by individual right, and capable of holding several score of coal or produce boats at one time, while on the outlet of the other wharf schooners, brigs and ships, of the largest size, can load with ease and security. The Alexandria Custom-house, Post office and market-house are located on streets running through the premises, and in addition to other advantages, it is on the county, and consequently free from corporate taxation.

In order to form some conception of the vast amount of business that will be done on the canal when completed to Cumberland, and as a matter of course the great demand there will be for wharves and shipping accommodation, the public is reminded that the largest steamboats ascend the Ohio and Monongalia rivers to Brownsville from which place to Cumberland there is only 70 miles of land portage or wagoning, over one of the best roads in the power of the central government to make in that section of country. A large amount of tonnage will be received from that source. The Baltimore and Ohio railroad, when completed to Wheeling, will be an important feeder. Our good old State, having happily secured the interest of this important work, three hundred square miles of coal and iron lands, of a superior kind, estimated to contain 100,000 tons of coal per acre, and within its limits 3,237,000,000 tons of iron ore, without penetrating below the level of the Potomac river. Besides, limestone, hydraulic lime and fire-clay, granite, marble, lumber and all the varied products of the rich and flourishing valley of the Potomac and Shenandoah, to obtain which immense treasure the Canal has been made at a cost of thirteen or fourteen millions of dollars. Surely the land and water rights adjoining the outlet of such a place must be of immense value, and the shrewd and sagacious and enterprising capitalist, will at once perceive its advantages and secure it

immediately. I will lease this property as above, in order to have it improved, at a price far below its value. The title which the subscriber can convey is unquestionable, for proof of which application may be made to F. L. Smith, Esq. For further particulars please address;

MOSES HEPBURN
Alexandria, Va.
feb 3 - wtf

[Transcriber's Note: The above ad ran regularly through July 1848. It appears to be for the Basin above Lock No. 1.]

Tue. 2/8/48, p. 3. **Canal Commerce.**
Arrived, Feb. 7.

Boat C. Eldridge, 220 bbls. flour from Elizabeth Mills to D. F. Hooe.

Wed. 2/9/48, p. 3. **Canal Commerce.**
Cleared February 8.

Boat Liberty, Knoxville, Md., plaster from Fowle & Co.

Boat John C. Garrott, Knoxville, plaster from Fowle & Co.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co. and mill castings from Smith's Furnace.

Boat Tip & Tyler, Harper's Ferry, plaster from Fowle & Co.

Thu. 2/10/48, p. 3. **Canal Commerce.**
Arrived, Feb. 9.

Boat Mill Boy, from Loudoun Valley, 107 bbls. of flour to Daniel F. Hooe.

Sat. 2/12/48, p. 2.

The Coal Trade to Georgetown.

The following article on the subject of the Coal Trade contains suggestions in reference thereto of much importance, and presents apparently so easy and economical a model of accommodating that trade, that we cannot but invite the attention of the public thereto, with the hope that, if the writer's views be correct, and his plan practicable and efficient, as we

may suppose them to be, at any rate for the early stages of the trade, that they may be adopted, in preference to any more magnificent and costly schemes, involving great expense and outlay. And if not found efficient, experience, that surest of guides, will by the time it has been tried, enable us to adopt some other scheme which may be more ample and convenient, with greater knowledge and skill, and therefore with less hazard of abortion. At any rate, we hope that the public debt may not be further increased until absolute necessity should demonstrate that it should be so. - *Georgetown Advocate*.

What is Georgetown doing to secure the coal trade which will shortly be down upon us? This is a question which we have often heard asked by one and another, among our citizens and sometimes it is asked by strangers, who are not so well informed about our situation as we ought to be ourselves. We are a people remarkable in our fertility in schemes and plans to meet the prospective benefits and turn them to the best advantage; thus we live very much in the future and need very little the things that are present.

It is quite curious to hear the multiplied ways and modes which have been suggested on this subject, and insisted upon the various projectors of them, and to hear how earnestly each one argues in support of his own project and how clearly he demonstrates that no other plan but his own can succeed. These various plans of preparing to receive and accommodate the coal trade are too familiar with us all, to need particular notice; it is only necessary to say that some of them are utterly impracticable, others would be entirely useless for the purpose proposed, and a third class would *double the debt of the town* without effecting anything. I will not say better, but even as good as the work already constructed at our hands! What! It will be asked, is anybody going to say that we are prepared to give the coal trade the facilities of rest and shipment which it will require? Yes, I am going to say so; and I hope to prove too that

no mode that we could adopt, even at the enormous cost proposed by some, would be half as suitable as the work already done!

What is it that will be required to accommodate this coal trade? Let this question be fairly answered, then we proceed to the investigation understandingly. Two things are required of us to accommodate the coal trade. First, A suitable place of deposit for the coal which may come down when vessels are not in readiness to receive it from the canal boats; and secondly, An easy and safe mode of laying the canal boat alongside of the vessel which is to receive her cargo.

The first measure requires a *suitable* depot for the coal. Its suitability consists in its being where vessels can at all times approach it, and where the coal lies so near the vessel as to be placed on board of her with facility and economy. Just such a place is afforded by the *Mole of the Basin!* There is a perfectly level surface of ground supported by an unfailing wharf of solid heavy stone work, an abundant depth of water at the lowest tide, and where, by the structure of a portable crane with a long lever, vessels may receive their cargo in less time than they could take it out of a canal boat. But is there room on the mole for such a quantity of coal as will come down the canal? Not if it is to lay at the depot and accumulate for years without any of it being shipped; but if vessels take it off at the rate of shipping coal from similar depots, there will be more than room enough. And if the space should be thought too limited, there is the whole of Washington street from Water street to the mole which might be added to this area by docking the west side of that street, equal with the extent of the basin on the opposite side of the street; but I do not believe any additional space will be required.

The second thing to be secured is the means of placing the canal boat by the side of the vessel with ease and safety. This will be done by passing the boats through the outlet lock at the Basin already constructed where she is at

once ready to deliver and the vessel ready to receive her cargo. No winds can make the water there so rough as to endanger the safety of the canal boat, or interrupt the work of transferring her cargo to the vessel. There too, coal vessels may gather any number, and find ample room without at all interfering with the other branches of commerce in our harbor.

It will be objected perhaps that the Basin is continually filling up and that this Mole belongs not to the town, but to the canal company. As it regards the Basin, it has filled up because there has been no call for its use. The trade on the canal has accommodated itself at various points within the town so as to obviate the necessity of passing through the basin. But when the coal trade comes down, the basin will be in boat-able order from the very necessity of the case. The canal company will be compelled to keep it free of obstructions. It is true the Mole does not belong to the town nor do the boats that bring the coal, nor the vessels which carry it away. From the experience we have had with such property being owned by the town, I see no reason to desire its increase.

The Tobacco Warehouse, the Fish Wharf and even the Market house admonish us to keep our hands off, and let individual enterprise own and manage such things. But the canal company have as much, if not a greater interest in drawing the coal trade to this port than Georgetown has and would have no reason for discouraging it by heavy charges for wharfage at the Depot. Indeed I think it quite probable that individuals might contract with that company to keep the basin clear for the use of the Mole, under suitable instructions as to rates of charging for coal and other things deposited.

Under no circumstances ought this town to embark in the debt-swelling business of building basins and locks with railroads *in the air*; to accommodate a trade, which can be accommodated by the works already constructed, to the utmost extent of its need.

Let it be known far and near, at home and abroad, that Georgetown is now in a state of

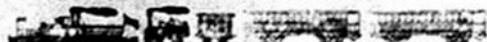
readiness to receive and ship all the coal that the mines of Alleghany may turn out, provided vessels can be had in sufficient numbers in freight. In every other respect Georgetown is in a more comfortable condition to accommodate the Cumberland coal trade with more safety and economy than either of her neighboring cities can ever be.

Fri. 2/10/48, p. 1.

WASHINGTON AND ALEXANDRIA BOAT.—The hours of departure of the steamboat PHENIX, will be as follows, until further notice:—

Leave Alexandria at 8½, 10½, 11½, 3½ o'clock.
 Leave Washington at 9½, 11½, 2½, 4½ o'clock;
 Feb 7—1w JAMES GUY, Captain.

THROUGH TICKETS TO NORFOLK, OLD POINT COMFORT, &c. via RICHMOND AND PORT WALTHALL.


WHOLE FARE \$5.50 ONLY!

THE public is advised, that through tickets continue to be given on board the Potomac Steamboat, to the above places, at the low rate of five dollars and fifty cents only, including meals on the James River boat!

Passengers leaving Washington at 9, A. M. or Alexandria at 9½ A. M. on Sundays, Tuesdays and Thursdays, reach Richmond at 5 P. M. (in time to see its beautiful scenery) where they lodge, and the next morning go by the Richmond and Petersburg Railroad, and port Walthall Steamboat line to Norfolk, which place they reach by 1, P. M.

For further information apply to Capt. J. W. ROGERS, on board the Potomac Steamboat, or to **GEO. MATTINGLY,**
 Washington, jy 9—1y Agent.

RAILROAD AND STEAMBOAT LINE TO RICHMOND AND PETERSBURG, VA., CHARLESTON, S. C. &c.


CHANGE OF HOURS.

THE public are advised that the steamer POWHATAN now leaves Bradley's wharf, Washington, daily, at 3 o'clock, A. M., instead of 9, A. M., as hitherto. Passengers by this line reach Fredericksburg in five, Richmond in eight and Petersburg in ten hours after leaving Washington. For further particulars apply to the Captain on board, or to **GEO. MATTINGLY,**
 Washington, dec 11—1f Agent.

The above advertisements illustrate the continued steamboat traffic between Alexandria, Washington and Richmond. When

steam-powered canal boats were introduced, the concept was not new.

Thu. 2/17/48, p. 3. **Canal Commerce.**

Arrived.

Boat Henrietta, Big Spring Mills, wheat to Cazenove & Co.

Fri. 2/18/48, p. 3. **Canal Commerce.**

Cleared, Feb 17.

Boat Henrietta, Leesburg, plaster from Cazenove & Co.

Mon. 2/21/48, p. 3. **Canal Commerce.**

Cleared, Feb. 19.

Boat Col. Crockett, Harper's Ferry, plaster from Lambert & McKenzie.

The Canal.

The Cumberland Mountaineer says: We are pleased to learn that the regular estimate of the Canal Contractors was paid over to them on Tuesday last. This is very encouraging indeed, both to our citizens and those engaged in the work.

Wed. 2/23/48, p. 3. **Canal Commerce.**

Arrived, Feb. 22.

Boat Thomas G. Harris, _____, flour for T. M. McCormick & Co.

Thu. 2/24/48, p. 2. **Sudden Death.**

A Mr. Crumer, who came down the canal with a canal boat, and who lives near Seneca, died in Georgetown on Monday, - it is supposed from intemperance. - *Georgetown Advocate.*

p. 3. **Canal Commerce.**

Cleared, Feb. 23.

Boat Oregon, Bushville, plaster from Cazenove & Co..

Boat Thos. G. Harris, Mercerville, plaster from Cazenove & Co.

Fri. 2/25/48, p. 2. **Canal Commerce.**

Arrived, Feb. 24.

Boat C. Eldridge, Brook's Ferry, flour to D. F. Hooe and wheat to Cazenove & Co.

Cleared.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co.

Boat Ohio, Harper's Ferry, plaster from Fowle & Co.

Boat John P. Garrott, Knoxville, plaster from Fowle & Co.

Sat. 2/26/48, p. 3. **Canal Commerce.**

Cleared Feb. 25

Boat Eldridge, Leesburg, lumber from James Green.

Boat Susan Harris, Mercerville, plaster from Fowle & Co.

Tue. 2/29/48, p. 3. **Canal Commerce.**

Cleared Feb. 28.

Boat Ann Elizabeth, Sharpsburg, Md., plaster from Fowle & Co.

Boat Louisa, Shepherdstown, plaster from Fowle & Co. and groceries from McVeigh Bro. & Co.

Wed. 3/1/48, p. 3. **Canal Commerce.**

Arrived Feb. 29.

Boat Mill Boy, from Leesburg, wheat to Cazenove & Co.

Fri. 3/3/48, p. 3. **Canal Commerce.**

Cleared March 2.

Boat Susan McCoy, Eachelvanger, Millstone Point, groceries, boots, shoes, hats, caps, &c. for Warren Township, Va., from McVeigh, Bro. & Co.

Mon. 3/6/48, p. 3. **Canal Commerce.**

Arrived March 4.

Boat Ben. Franklin, Williamsport, 200 bbls. family and extra flour to T. M. McCormick & Co.

Cleared.

Boat Ben. Franklin, drugs, paint, oils, &c., from Wm. Stabler & Bro. and plaster from Fowle & Co.

Tue. 3/7/48, p. 3. **Virginia Legislature.**

The Committee on Roads and Internal Navigation have decided that the application from the Alexandria Canal Company, for the confirmation of the grant by the Common Council, of certain extended streets, cannot be acted on until notice is given to the owners of the property binding on said street, according to the rule of the House of Delegates.

Canal Commerce.

Cleared March 6.

Boat Thos. G. Harris, Mercerville, plaster from Fowle & Co.

Boat Oregon, Leesburg, plaster from Cazenove & Co.

Wed. 3/8/48, p. 3. **Canal Commerce.**

Arrived, March 7.

Boat W. Cost Johnson, Leesburg, corn and flour to Chas. Wilson.

Boat Eagle, Honeywood Mills, 550 bbls. flour to Lambert & McKenzie.

Cleared.

Boats Experiment, Col. Crockett and Dan Gett, all with plaster from W. L. Powell & Son for Harper's Ferry.

Boat Susan Harris, for Mercerville, plaster from Fowle & Co.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co.

Thu. 3/9/48, p. 3. **Canal Commerce.**

Cleared March 8.

Boat Eagle, Hancock, Md., groceries, boots, shoes, hats, &c., for Honeywood Mills, from McVeigh & Co.

Upwards of twenty thousand barrels of flour have been received in Georgetown within the last sixteen days.

Mon. 3/13/48, p. 3. **Canal Commerce.**

Arrived.

Boat Napoleon Bonaparte, with limestone, from Jefferson County to Thomas & Dyer.

Cleared.

Boat Ellen Douglas, Leesburg, Va., groceries, &c., from McVeigh, Bro. & Co.

Tue. 3/14/48, p. 3. **Canal Commerce.**

Arrived, March 13.

Boat C. Eldridge, 150 bbls. flour from Elizabeth Mills, to Daniel F. Hooe.

Boat Hornet, Dowling, Cumberland Coal to John L. Pascoe.

Boat Mermaid, Honeywood Mills, 350 barrels flour to Lambert & McKenzie.

Wed. 3/15/48, p. 3. **Canal Commerce.**

Cleared March 11.

Boat Mermaid, Honeywood Mills, plaster from Fowle & Co., and groceries from McVeigh, Bro. & Co.

Boat Col. Clay, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

The steamer Columbia, having been thoroughly repaired and put in complete order, has resumed her trips between Baltimore and Alexandria and the District of Columbia. The Columbia is one of the safest and pleasantest boats the public have ever been accommodated with, and her worthy Captain, and excellent clerk (Mr. Kavanagh) leave nothing undone to make the passengers comfortable. In truth with Guyther in command, and Kavanagh to "make all snug" a trip on the Columbia is something to be remembered. At all the different landing places on the Potomac, passengers and freight are deposited or taken off by the Columbia.

Thu. 3/16/48, p. 3. **Canal Commerce.**

Cleared, Mar. 15.

Boat Henrietta, Leesburg, groceries from McVeigh, Bro. & Co.

Boat Hornet, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.

Sat. 3/18/48, p. 3. **Canal Commerce.**

Arrived, March 17.

Boat W. C. Johnson, Noland's Ferry, corn to Master.

Boat Hugh Smith, Harper's Ferry, flour to P. H. Hooff.

Cleared.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co.

Mon. 3/20/48, p. 2. **The Canal.**

Wednesday was payday with the contractors. Each man got his money. We understand that there are between 4 and 500 hands at work on the Canal, and that as soon as the weather will permit, operations will progress upon a very enlarged scale. - *Cumberland Civilian.*

Tue. 3/21/48, p. 3. **Canal Commerce.**

Arrived, Mar. 20.

Boat Ohio, Old Furnace, wheat to Fowle & Co.

Wed. 3/22/48, p. 3. **Canal Commerce.**

Arrived, March 21.

Boat C. Eldridge, Edwards Ferry, flour to D. F. Hooe.

Boat Experiment, Conrad's Ferry, corn to Cazenove & Co.

Cleared.

Boat Ohio, Old Furnace, plaster from Fowle & Co., and groceries from McVeigh, Bro. & Co.

Thu. 3/23/48, p. 3. **Canal Commerce.**

Cleared, March 22.

Boat C. Eldridge, Goose Creek, plaster from Cazenove & Co.

Sat. 3/25/48, p. 3. **Canal Commerce.**

Arrived, March 24.

Boat Sarah Ellis, Point of Rocks, flour to Daniel F. Hooe.

Cleared.

Boat Sarah Ellis, plaster from Chas. Wilson.

Mon. 3/27/48, p. 3. **Canal Commerce.**

Cleared March 25.

Boat Frances, Seneca Mills, plaster from Fowle & Co.

Boat John P. Garrott, Knoxville, plaster from Fowle & Co.

Tue. 3/28/48, p. 3. **Canal Commerce.**

Arrived, March 27.

Boat Ben. Franklin, Williamsport, flour to T. M. McCormick & Co.

Cleared.

Boat Ben. Franklin, Williamsport, plaster from Fowle & Co.

We learn from the Hagerstown News that T. Whittier, commission merchant, of Frederick, delivered to the canal office, in that place, a day or two ago, *a million and a half of dollars* - the money negotiated for the completion of the canal, with the safe transportation of which he was entrusted. This, the News thinks, puts to rest effectually and forever all doubts as to the completion of the canal - the work in which Western Maryland is more deeply interested than any other. We think, it says, we can now see through our troubles - forward to a happy relief from taxation.

Wed. 3/29/48, p. 3. **Canal Commerce.**

Arrived, March 28.

Boat W. Cost Johnson, Noland's Ferry, corn to Cazenove & Co.

Fri. 3/31/48, p. 3. **Canal Commerce.**

Arrived, March 30.

Boat Rough & Ready, Frederick county, Md., flour and corn to Wm. L. Powell & Son.

Cleared.

Boat Rough & Ready, Berlin, groceries, &c., from McVeigh, Bro. & Co. and dry goods from Gregory & Adams.

Boat Phineas Janney, groceries, boots, shoes, hats, caps, &c., for Harper's Ferry,

Shepherdstown and Clearspring, from
McVeigh, Bro. & Co.

Wed. 4/5/48, p. 3. **Canal Commerce.**

Arrived, April 4.

Boat Capt. Walker, Cedar Point,
Washington Co., Md., lime to Waters &
Zimmerman.

Cleared.

Boat Charlotte, Big Springs, plaster from
Fowle & Co.

Thur. 4/6/48, p. 3. **Canal Commerce.**

Arrived, April 5.

Boat Potomac, Shepherdstown, flour to
Fowle & Co.

Cleared.

Boat, Neptune, Hancock, groceries, boots,
shoes, hats, caps, &c. from McVeigh, Bro. &
Co.

Boat Potomac, Williamsport, groceries,
boots, shoes, hats, &c., for Shepherdstown, Va.,
from McVeigh, Bro. & Co.

Fri. 4/7/48, p. 3. **Canal Commerce.**

Arrived, April 6.

Boat Rambler, Noland's Ferry, corn to
Lambert & McKenzie.

Cleared.

Boat Tonoloway, Hancock, groceries, &c.,
from McVeigh, Bro. & Co., dry goods from
Brent & Bryan, Hardware from R. Crupper, and
Queensware from Hugh Smith & Co.

Boat Capt. Walker, Harper's Ferry,
groceries, boots, shoes, hats, caps, &c., for
Staunton, Va., from McVeigh, Bro. & Co.

Sat. 4/8/48, p. 3. **Canal Commerce.**

Arrived, April 7.

Boat Belle, Shepherdstown, wheat to
Cazenove & Co.

Boat Sarah Ellis, Point of Rocks, corn to
Charles Wilson.

Cleared.

Boat Belle, Shepherdstown, plaster by
Fowle & Co.

Mon. 4/10/48, p. 2. The *Cumberland Civilian*
says: "The Hon. John Davis, Nathan Hale, Esq.,
and Horatio Allen, Esq., Trustees of the late
canal negotiation, arrived in Cumberland on
Tuesday evening, and on Wednesday evening,
started on a tour of observation down the line of
the canal. They were accompanied by the canal
engineers and contractors."

Tues. 4/11/48, p. 3. **Canal Commerce.**

Arrived, April 10.

Boat Col. Crockett, Harper's Ferry, flour to
Wm. L. Powell & Son.

Gondola, from Shenandoah, flour to Wm. L.
Powell & Son.

Boat Chesapeake, Berlin, wheat and corn to
Cazenove & Co.

Cleared.

Boat Col. Crockett, Harper's Ferry,
groceries, for Knoxville, Md., from McVeigh,
Bro. & Co.

Boat John P. Garnett, groceries, &c., for
Knoxville, Md., from McVeigh, Bro. & Co.

Wed. 4/12/48, p. 3. **Canal Commerce.**

Cleared April 11.

Boat Henrietta, Leesburg, groceries, boots,
shoes and hats, from McVeigh, Bro. & Co.

Boat Alleghany, Knoxville, groceries,
boots, shoes, hats, caps, &c., for Burkettsville,
Md., from McVeigh, Bro. & Co.

Thu. 4/13/48, p. 3. **Canal Commerce.**

Cleared, April 12.

Boat Charles, Williamsport, plaster from
Fowle & Co., and groceries from T. M.
McCormick & Co.

Fri. 4/14/48, p. 3. **Canal Commerce.**

Cleared, April 13.

Boat Gen. Washington, Harper's Ferry,
plaster from Fowle & Co.

Mon. 4/17/48, p. 3. **Canal Commerce.**

Arrived, April 15.

Boat Virginia, Leesburg, wheat to Cazenove & Co.

Tue. 4/18/48, p. 2. **Alexandria Trade.**

The Valley trade with the good old City of Alexandria is on the increase. Business men in that place are alive to their interests, and are no ways backward in offering inducements to the Valley people. Give them a helping hand. The advantages will be mutual to dealer and purchaser. - *Charlestown Free Press.*

p. 3. **Canal Commerce.**
Cleared April 17.

Boat Virginia, Leesburg, groceries, &c., from McVeigh & Co.

Wed. 4/19/48. p. 3. **Canal Commerce.**

Cleared, April 18.

Boat Eagle, Hancock, plaster from Fowle & Co.

Boat Eagle, groceries, boots, shoes, hats, caps, &c., for Hancock and Orleans, Md., from McVeigh, Bro. & Co.; also Queensware from R. H. Miller; Dry Goods from Brent & Bryan; and Hardware from R. Crupper.

Thu. 4/20/48, p. 3. **Canal Commerce.**

Cleared April 19.

Boat Tecumseh, Hancock, Md., groceries, &c., from McVeigh, Bro. & Co.; and dry goods from Gregory & Adams.

Boat Henrietta, plaster for Williamsport, from Fowle & Co.

Fri. 4/21/48, p. 3. **Canal Commerce.**

Arrived, April 20.

Boat Belle, Shepherdstown, wheat and lime to order.

Cleared.

Boat Neptune, Hancock, groceries, &c., from McVeigh, Bro. & Co.; and Dry Goods, from Brent & Bryan.

Mon. 4/24/48, p. 3. **Canal Commerce.**

Cleared, April 22,

Boat Susan McCoy, Millstone Point, groceries, boots, shoes, hats, caps, &c., for Clearspring, Md., and Warren Township, Penn'a., from McVeigh, Bro. & Co. - Also, dry goods from Gregory & Adams, and Brent & Bryan; Queensware from R. H. Miller, and Hardware from R. Crupper.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co. - Also, dry goods from Gregory & Adams, and varieties from C. C. Berry.

Boat Mermaid, groceries, boots, shoes, hats, caps, &c., for Honeywood Mills and Sharpsburg, Md., from McVeigh, Bro. & Co.

CHINA, QUEENSWARE AND GLASS.

Robert H. Miller.

Importer, has just received per ship Emigrant, from Liverpool, and has opened and ready for sale a very complete and desirable assortment of goods in the above line, particulars of which it is unnecessary to enumerate, as those wishing to be supplied at either wholesale or retail will find his assortment complete. County merchants, may rely upon purchasing upon as good terms as from any other Importing wholesale house, and have the goods selected sound and perfect.

To merchants on the line of the Chesapeake and Ohio canal, the saving of freight on purchases in Alexandria is well worthy their attention upon bulky goods of light value.

R. H. M. keeps constantly on hand Window Glass of all sizes, Putty in Bladders, Pipes in Boxes, Girandoles and Solar Lamps, Gilt, Silver and bronzed Britannia Castors, cut, pressed and Molded Glass Ware in all their varieties.

Tue. 4/25/48, p. 3. **Canal Commerce.**

Arrived, April 24.

Boat Ben. Franklin, Williamsport, 150 bbls. flour to T. M. McCormick & Co.

Departed.

Boat Ben. Franklin, plaster and fish from T. M. McCormick & Co.

Wed. 4/26/48, p. 3. **Canal Commerce.**

Arrived, April 25.

Boat Henrietta, Loudoun county, wheat to Fowle & Co.

Boat Virginia, Loudoun Valley, 150 bbls. flour, 1,500 bushels wheat to Daniel F. Hooe.

Cleared.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Wed. 5/3/48, p. 3. **Canal Commerce.**

Arrived, May 1.

Boat Ann Elizabeth, Harper's Ferry, lime to James Green.

Thu. 5/4/48, p. 3. **Canal Commerce.**

Arrived, May 3.

Boat Hugh Smith, Harper's Ferry, flour to D. F. Hooe.

Boat Decatur, Berlin, flour to Chas. Wilson.
Departed.

Boat J. P. Garnett, Knoxville, shingles from Waters & Zimmerman.

Boat Hugh Smith, Harper's Ferry, plaster from Lambert & McKenzie.

Boat Decatur, Berlin, plaster from Lambert & McKenzie.

Fri. 5/5/48, p. 3. **Canal Commerce.**

Cleared, May 4.

Boat Charlotte, Big Spring, plaster from Lambert & McKenzie, and groceries, &c., from McVeigh, Bro. & Co.

Boat Honeywood, Harper's Ferry, plaster from Lambert & McKenzie.

Sat. 5/6/48, p. 3. **Canal Commerce.**

Cleared, May 5.

Boat Bob Locke, Shepherdstown, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., and dry goods from Gregory & Adams.

Mon. 5/8/48, p. 3. **Canal Commerce.**

Arrived, May 6.

Boat Henrietta, Big Springs Mill, flour to Wm. L. Powell & Son, and wheat to Cazenove & Co.

Cleared.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co., and Queensware from R. H. Miller.

Wed. 5/10/48, p. 3. **Canal Commerce.**

Arrived, May 9.

Boat Virginia, wheat to Cazenove & Co., and flour to P. H. Hooff and D. F. Hooe.

Cleared.

Boat Ohio, Old Furnace, plaster from Cazenove & Co.

Boat Virginia, Goose Creek, plaster from Cazenove & Co.

Thu. 5/11/48, p. 3. **Canal Commerce.**

Cleared, May 10.

Boat Ohio, Harper's Ferry, shingles and lathe from Waters & Zimmerman.

Boat Eagle, plaster from Cazenove & Co., fish from Jas. Irwin, dry goods from Brent & Bryan, groceries from McVeigh, Bro. & Co.

Fri. 5/12/48, p. 3. **Canal Commerce.**

Cleared, May 11.

Boat Eagle, herring for Williamsport, Md., from T. M. McCormick & Co.

Mon. 5/15/48, p. 3. **Canal Commerce.**

Cleared, May 13.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, &c., for Hard Scrabble, Va., from McVeigh, Bro. & Co.

Boat Virginia, Hancock, groceries, &c., from McVeigh, Bro. & Co.

Boat Neptune, Hancock, Md., groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and dry goods from Brent & Bryan.

Tue. 5/16/48, p. 3. **Canal Commerce.**

Arrived, May 15.

Boat Experiment, Conrad's Ferry, corn & wheat to Wm. L. Powell & Son.

Boat W. Cost Johnson, Noland's Ferry, corn and flour to Chas. Wilson.

Wed. 5/17/48, p. 3. **Canal Commerce.**

Arrived, May 16.

Boat Henrietta, Leesburg, flour and corn to Cazenove & Co.

Cleared.

Boat Hugh Smith, Harper's Ferry, plaster from Cazenove & Co., and shingles from Waters & Zimmerman.

Boat Henrietta, Leesburg, groceries, &c. for Sharpsburg, Md., from McVeigh, Bro. & Co.

Mon. 5/22/48, p. 3. The work on the Chesapeake and Ohio Canal, is progressing under such circumstances as render it certain that it will be completed by the fall of 1849. Wages on the line are now \$1 per day and hands are coming in rapidly. The estimates are paid regularly and promptly and no complaint exists in any quarter.

Wed. 5/24/48, p. 3. **Canal Commerce.**

Arrived, May 23.

Boat Henry Clay, Shepherdstown, corn to Cazenove & Co.

Boat Mill Boy, Leesburg, corn and wheat to Cazenove & Co., and flour to D. F. Hooe.

Cleared.

Boat Mill Boy, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Henry Clay, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Fri. 5/26/48, p. 3. **Canal Commerce.**

Arrived, May 25.

Boat Charlotte, Williamsport, wheat to Cazenove & Co.

Cleared, May 25.

Boat Virginia, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., and shingles from Waters & Zimmerman.

Boat John P. Garrott, Knoxville, plaster from Fowle & Co., and shingles from Waters & Zimmerman.

Sat. 5/27/48, p. 3. **Canal Commerce.**

Arrived, May 26.

New Boat, from Catoctin Creek, corn to Cazenove & Co.

Mon. 5/29/48, p. 3. **Canal Commerce.**

Arrived, May 27.

Boat Henrietta, Leesburg, flour to D. F. Hooe, and wheat to Cazenove & Co.

Cleared.

Boat Gen. Cass, Catoctin, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Tue. 5/30/48, p. 3. **Canal Commerce.**

Arrived, May 29.

Boat Eagle, Harper's Ferry, flour to W. L. Powell & Son.

Boat Virginia, Goose Creek, flour to D. F. Hooe, wheat to Cazenove & Co., and corn to Fowle & Co.

Boat Mermaid, wheat and cornmeal to Lambert & McKenzie.

Wed. 5/31/48, p. 3. **Canal Commerce.**

Cleared, May 30.

Boat Virginia, Goose Creek, plaster from, Cazenove & Co.

Boat Neptune, Hancock, plaster, fish, &c., from Fowle & Co.

Thu. 6/1/48, p. 3. **Canal Commerce.**

Arrived, May 31.

Boat Potomac, Williamsport, flour to Fowle & Co.

Cleared, May 31.

Boat Mermaid, Dam No. 5, fish from Fowle & Co.; sack salt from Cazenove & Co.

Boat Neptune, Hancock, groceries, &c., from McVeigh, Bro. & Co.; and dry goods from Gregory & Adams.

Sat. 6/3/48, p. 3. **Canal Commerce.**

Arrived, June 2.

Boat Mill Boy, Big Spring Mills, flour to R. G. Violet, and P. H. Hooff, and corn to Cazenove & Co.

Boat Hugh Smith, Harper's Ferry, flour to Cazenove & Co.

Mon. 6/5/48, p. 3. **Canal Commerce.**

Cleared, June 3.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., and shingles from Waters & Zimmerman.

Tue. 6/6/48, p. 2. **Chesapeake and Ohio Canal.**

- The Cumberland Civilian of Saturday says: "We desire occasionally to notice the progress of this great work. At the present time, everything is going on well. All the jobs of masonry are under full way, and the force is constantly increasing, eight hundred hands being now employed upon the line."

Mon. 6/7/48, p. 3. **Canal Commerce.**

Arrived, June 6.

Boat Experiment, Conrad's Ferry, wheat and corn to Cazenove & Co.

Cleared, June 6.

Boat Gen. Washington, Harper's Ferry, plaster from Fowle & Co.

Thu. 6/8/48, p. 3. **Canal Commerce.**

Cleared, June 7.

Boat Belle, Shepherdstown, groceries from McVeigh, Bro. & Co., lumber from Waters & Zimmerman.

Boat Virginia, Leesburg, lumber and shingles from Waters & Zimmerman.

Boat John P. Garrott, Knoxville, shingles from Waters & Zimmerman.

Boat Gen. Washington, Old Furnace, shingles, &c., from Waters & Zimmerman.

Fri. 6/9/48, p. 3. **Canal Commerce.**

Cleared, June 8.

Boat Wm. Cost Johnson, Berlin, lumber from Waters & Zimmerman.

Thu. 6/15/48, p. 2. **Shenandoah**

Improvement. - Last Saturday Mr. Fisk, the Chief Engineer of the Canal received directions from the Board of Public Works of Virginia to immediately proceed with his survey for the proposed improvement of the navigation of the Shenandoah. Mr. Fisk would have entered upon that pleasing duty long since, but that through courtesy to the authorities of Virginia, he was in a manner bound to wait their instructions, and as "large bodies move slow," it is no matter of surprise that so long a time has elapsed, and as it were lost, since it was decided by the Legislature of Virginia to have a survey made of the Shenandoah, and its susceptibility of improvement. Mr. Fisk is now busily engaged in forming his surveying party, and expects to be upon the ground, ready for action, on or before the 20th instant. - *Georgetown Advocate.*

Fri. 6/16/48, p. 3. **Canal Commerce.**

Arrived, June 16.

Boat Potomac, Williamsport, flour to Fowle & Co.

Sat. 6/17/48, p. 3. **Canal Commerce.**

Arrived, June 16.

Boat Hugh Smith, Harper's Ferry, wheat to Cazenove & Co.

Mon. 6/19/48, p. 2. A letter from New York to a gentleman from Cumberland, states that the Cunard steamers are using exclusively the Cumberland Coal. - It was by means of this superior coal that the "Acadia" made her recent very quick trip, and we doubt not that the "America" employed the same coal in her wonderful passage of 10 days across the Atlantic. When the Canal is completed, the Cumberland Coal will stand a chance of competing with the Anthracite in the New York markets.

p. 3. **Canal Commerce.**
 Arrived, June 17.
 Boat Ohio, Dam No. 3, Old Furnace, flour to P. H. Hooff.
 Cleared.
 Boat Hugh Smith, Harper's Ferry, plaster from Cazenove & Co.
 Boat Ohio, Old Furnace, plaster from P. H. Hooff, lumber from Jas, Green, and laths from Fowle & Co.

Tue. 6/20/48, p. 3. **Canal Commerce.**
 Arrived, June 19.
 Boat Mill Boy, Leesburg, flour to D. F. Hooe and Wm. L. Powell & Son.
 Boat Henrietta, Leesburg, corn to Cazenove & Co.
 Boat Virginia, Leesburg, wheat to Cazenove & Co., corn and flour to D. F. Hooe.
 Boat W. C. Johnson, Leesburg, corn to Cazenove & Co.

Wed. 6/21/48, p. 3. **Canal Commerce.**
 Arrived, June 20.
 New Boat from Harper's Ferry, bacon to Thomas & Dyer.
 Cleared.
 Boat Virginia, Harper's Ferry, plaster from Cazenove & Co.
 Boat Phineas Janney, Harper's Ferry, plaster from Fowle & Co.
 New Boat for Harper's Ferry, plaster from Fowle & Co.

Thu. 6/22/48, p. 3. **Canal Commerce.**
 Cleared, June 21.
 Boat P. F. Thomas, Hancock, groceries, &c., from McVeigh, Bro. & Co.

Mon. 6/26/48, p. 3. **Canal Commerce.**
 Arrived, June 24.
 Boat Mill Boy, Leesburg, corn and wool to Fowle & Co.
 Cleared.
 Boat Hugh Smith, Harper's Ferry, burr blocks from S. Shinn.

Mon. 7/17/48, p. 2. The recent rains caused a considerable freshet at Cumberland, Md. The canal contractors have suffered considerably; several temporary bridges being swept away. The Baltimore and Ohio railroad bridge, a few miles below Cumberland, suffered slight damage.

Thu. 7/27/48, p. 3. **Canal Commerce.**
 Cleared, July 26.
 Boat Wm. Jenkins, Harper's Ferry, sack salt from Fowle & Co.

Fri. 7/28/48, p. 2. The stockholders of the Chesapeake and Ohio Canal Company are to meet in Baltimore on the 2nd of August.
 p. 3. **Canal Commerce.**
 Cleared, July 27.
 Canal Boat Henrietta, Leesburg, sack salt from Fowle & Co., lumber from Smoot & Uhler.

Wed. 8/2/48, p. 2. **Chesapeake and Ohio Canal.** - The Williamsport Times of Saturday, says: "Water was let into the Chesapeake and Ohio Canal on Monday last, and transportation is going on briskly.
 p. 3. **Canal Commerce.**
 Cleared, August 1.
 Boat Susan Harris, Mercerville, sack salt from Fowle & Co.

Thu. 8/3/48, p. 2. We understand that the Maryland Mining Company will commence, in a few days, to perfect the plans for the Coal Depot, at the outlet of the Alexandria Canal.
 p. 3. **Canal Commerce.**
 Departed, August 2.
 Boat Osceola, Hancock, Md., groceries, shoes, &c., from McVeigh, Bro. & Co.

Fri. 8/4/48, p. 3. **Canal Commerce.**
 Departed, August 3.
 Boat Ohio, Shepherdstown, sack salt from Fowle & Co.

Boat Eldridge, Leesburg, lumber from Waters & Zimmerman, and groceries, shoes, &c., from McVeigh, Bro. & Co.

Sat. 8/5/48, p. 3. **Canal Commerce.**

Departed.

Boat Welsey, Harper's Ferry, sack salt from Fowle & Co.

Mon. 8/7/48, p. 3. **Canal Commerce.**

Arrived, August 5.

Boat Ben. Franklin, Williamsport, Md., flour to T. M. McCormick & Co.

Departed.

Boat Ben. Franklin, sack salt for Williamsport, Md., from T. M. McCormick & Co.

Boat Hugh Smith, sack salt from Fowle & Co. for Harper's Ferry.

Boat Gen. Jackson, Leesburg, lumber from Waters & Zimmerman.

Tue. 8/8/48, p. 2. **Chesapeake and Ohio Canal.** - At the annual meeting of the Stockholders of the Chesapeake and Ohio Canal, held in Baltimore, last week, the former President and Board of Directors were re-elected. There will be an adjourned meeting of the Stockholders in October next.

Wed. 8/9/48, p. 3. **Canal Commerce.**

Departed, Aug. 8.

Canal boat Belle, Shepherdstown, Va., groceries, shoes, &c., from McVeigh, Bro. & Co.

Thu. 8/10/48, p. 2. A Canal boat belonging to John Williams & Sons, of Montgomery county, Md., in passing down the Canal about a mile or so from Georgetown on Saturday, was so deflected from its right course by the tow rope catching on a plank, which had been nailed by some boys to dive from, as to be driven against a rock and a considerable hole made in the bow, which caused it to sink to the bottom in a few minutes. The boat had a valuable cargo of

some 7 or 800 bushels of wheat, which was to be delivered by contract to Georgetown mills, and a large quantity of corn, the value of which in all, is estimated at between one and two thousand dollars, and which will be no doubt very materially damaged by this unfortunate occurrence.

p. 3. **Canal Commerce.**

Arrived, August 9.

Boat Henrietta, Big Spring Mill, corn to Cazenove & Co.

Cleared.

Boat Henrietta, Big Spring Mills, plaster from Cazenove & Co., and lumber from James Green.

Fri. 8/11/48, p. 3. **Canal Commerce.**

Arrived, August 10.

Boat W. Cost Johnson, Noland's Ferry, flour and mill offal for Chas Wilson.

Mon. 8/14/48, p. 2. We learn from the Cumberland Civilian, that there are now over 1,200 hands at work on the line of the Canal between Cumberland and Dam number 6.

Thu. 8/17/48, p. 3.

ALEXANDRIA
and Harper's Ferry

CANAL COMMERCE.

THE UNDERSIGNED having established a Warehouse at Harper's Ferry, for the receiving and forwarding of merchandize, via Canal, will continue to run two Boats, making regular trips to the above mentioned place—touching at intermediate points on the Canal, when a sufficient amount of freight is offered. His charges will be moderate, and every attention paid to packages committed to his care. Persons wishing to forward Goods by his boats, will please report to McVeigh, Bro. & Co.

JOHN GIBSON
Harper's Ferry, aug 17—co2w

Mon. 8/21/48, p. 2. A small breach in the Chesapeake and Ohio Canal above the Point of Rocks, occasioned by the late heavy rains, we learn from the Georgetown *Advocate*, was by this time expected to be restored.

Wed. 8/23/48, p. 3. **Canal Commerce.**

Arrived, August 22.

Boat Henrietta, Goose Creek, corn to Cazenove & Co.

Boat C. Eldridge, Goose Creek, flour to Lambert & McKenzie.

Cleared.

Boat Henrietta, Leesburg, groceries from Wm. Bayne, and to Big Spring with lumber from James Green.

Thu. 8/24/48, p. 3. **The Great Tunnel of the Chesapeake and Ohio Canal.**

Extract of a letter from a Citizen of this place.

Cumberland, Aug. 20th, 1848.

Dear Sir: - I will attempt a brief description of my visit to the Tunnel of the Chesapeake and Ohio Canal. Favored by an invitation from one of the contractors to accompany him and several other gentlemen, which was gladly accepted, we set out in the train the distance from this being 25 miles; then a walk of one mile brought us to the river, which was crossed. The first thing in order was to view the *work* going on, the most novel part of which was the process of making brick, a minute description of which would lengthen this beyond my present leisure. Suffice it to say, they have 1½ millions burnt and ready to lay, 1½ millions ready to burn, and the process of making going on at the rate of 44m. per day. Other materials preparatory to the process of laying brick are in a forward state; in short all is ready for that process as soon as the Engineer shall give the workmen the orders. The view of the works of art and nature being over, being guided by a polite friend, with a small lamp in hand, four of the party mounted the tow path and entered the Tunnel at the West End. Here the eye is forcibly struck with the magnitude of the work. Advancing by a narrow, and at present rugged pathway, guided as aforesaid with a dim light, we proceeded 2,000 feet, when we arrived at the opening of two shafts running up to the top of the mountain, each 800 feet. Whilst at this point two blasts were let off near the east end of the Tunnel; the reverberation was tremendous.

From thence we proceeded to a point neat the east end, where 50 men were at work, each with his little lamp, (reminding one of the story of the lower regions,) removing what is called the heading, about 30 yards of which remains. Returning, eight other blasts were let off which no doubt if Gen. Taylor had been present, would have reminded him of the battle field of Buena Vista. On entering the Tunnel, to opposite end presents a light about the size of a street lamp, increasing in size as you approach it. This work is being prosecuted with vigor, (as, indeed, I have reason to believe the whole line of work is,) there being in all 250 men on this section; the work in the Tunnel being prosecuted by day and by night, there being a double set of hands. The Tunnel proper is 3232 feet long.

The formation is one continuous slate rock, which is apparently very hard, but on being exposed readily yields to the action of the atmosphere and becomes disintegrated.

There appears to be but one opinion prevalent in this place (apart from the contractors,) and that is the work will be completed by the time contemplated in the contract, (that is my opinion.) Great order and healthfulness prevail on the works, and but one man on the sick list at the Tunnel.

Canal Commerce.

Cleared, August 23.

Boat Oregon, Rushville, plaster from Cazenove & Co., and sack salt from Fowle & Co.

Fri. 8/25/48, p. 3. **Canal Commerce.**

Cleared, August 24.

Boat Hugh Smith, Harper's Ferry, groceries, &c. for Charlestown, Va., from McVeigh, Bro. & Co., castings from T. W. & R. C. Smith, and sack salt from R. H. Miller.

Boat Charlotte, Big Spring Mills, sack salt from Fowle & Co.

Sat. 8/26/48, p. 3. **Canal Commerce.**

Arrived, August 25.

Boat Belle, Shepherdstown, corn to Cazenove & Co.

Boat W. Cost Johnson, Noland's Ferry, flour and mill offal to Charles Wilson, and corn to Cazenove & Co.

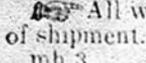
Cleared, August 25.

Boat John Lamby, for Williamsport, 260 sacks salt from T, M. McCormick & Co.

Boat Belle, Shepherdstown, groceries, &c. for Bedington and Moxville, Berkeley County, Va., from McVeigh, Bro. & Co., Queensware from R. H. Miller, shingles from Smoot & Uhler, and dry goods from Gregory and Adams.

 **WASHINGTON and ALEXANDRIA BOAT.**—The hours of departure of the steamboat PHENIX, will be as follows, until further notice, viz:
 Leave Alexandria at 7, 9, 11, 2, 4, 6 o'clock.
 Leave Washington at 8, 10, 12, 3, 5, 7 o'clock.
 aug 21—13v JAMES GUY, Captain.

 **FOR BALTIMORE.**—The steamer COLUMBIA will resume her regular trips to Baltimore, on Wednesday next, 5th of March, leaving every Wednesday morning at 7 o'clock, touching at all the landings on the river, and will leave Baltimore each Saturday at 4 P. M.

 All way freight must be paid at the time of shipment. J. J. WHEAT & BROS., mh 3 Agents.

 **NOTICE.**—The Steamer OSCEOLA Captain James Mitchell, will discontinue her trip to Baltimore until further notice and will make two trips a week to Norfolk, leaving Washington every Wednesday, and Saturday, at 9 o'clock A. M., and Alexandria at half past 9 for Norfolk. Returning will leave Norfolk every Monday and Thursday at 1 o'clock P. M. stopping as usual at the different landings going and returning. Jy 24—4f

Tue. 8/29/48, p. 3. **Canal Commerce.**

Cleared, August 28.

Boat Mill Boy, Leesburg, plaster from Cazenove & Co., anthracite coal from J. L. Pascoe, anthracite coal from James Green.

 **GRAND EXCURSION I. O. R.**
 M.—Powhatan Tribe N. 1 of the Improved Order of Red Men, beg leave to inform the different Tribes and the public in general that they intend having an Excursion on **TUESDAY THE 5TH OF SEPTEMBER.** The committee having chartered the safe and commodious Steamer COLUMBIA, intend to make this one of the most delightful trips of the season. The boat will leave Georgetown at 1 o'clock, Riley's Wharf at 2 o'clock, Navy Yark at 3 o'clock, Alexandria at 3 1/2 o'clock precisely, and will make a short stay at Fort Washington to view the works, and thence proceed down the river about forty miles, which will give all sufficient time to return in season. The Company will be accompanied by a fine military and cotillon Band. Meals, Confectionary, Ice Cream &c. will be furnished at moderate prices.

Tickets admitting a gentleman and two ladies one dollar, to be had from the Following Committee.

Powhatan Tribe, No. 1.
 P. S. William Durr, P. G. S. J. F. Wannall,
 Edward Speaks P. S. J. Essex,
 W. G. Williams, Edward McCubbin,
 G. W. Tanner, O. J. Prather,
 D. Knipple, P. Biddleman.

Osceola Tribe, No. 1.
 P. G. S. Hugh Latham, P. S. Wm. Entwisle,
 William J. Mills.

Anacosta Tribe.
 P. G. S. Wm. Tucker, P. S. John Batham,
 J. B. Grinnal,

Unas Tribe.
 P. S. D. Oyster, P. S. J. Garrett,
 J. B. Griffin.

Tuscarora Tribe.
 P. S. J. McCauley, P. S. J. Carter,
 W. Moore.

Washington, aug 20—4t

 **THROUGH TICKETS TO OLD POINT, NORFOLK, OR PORTSMOUTH—Daily Line.** The traveller is informed that, from and after this date, a daily ticket can be purchased on board the steamer Augustia, Capt. Rogers, which will enable him, after passing one night in Richmond, to proceed by the James river boats (now running daily) to Old Point, Norfolk, or Portsmouth.

Passage \$3.50. For further information apply to **GEORGE MATTINGLY, Agent.**
 Washington, aug 26—2aw2m

Wed. 8/30/48, p. 3. **Canal Commerce.**

Arrived, August 29.

Boat Napoleon Bonaparte, Weverton, flour to Fowle & Co.

Cleared, August 28.

Boat Wells A. Harper, sack salt from H. Daingerfield.

Sat. 9/2/48, p. 2. The Chesapeake and Ohio Canal, we learn from the Williamsport *Times*, is in fine navigable order. Large quantities of produce are filling the commission houses at that place, for shipment.

Mon. 9/4/48, p. 3. **Canal Commerce.**
Arrived, September 2.

Boat Ben. Franklin, Williamsport, flour to T. M. McCormick & Co.

Cleared.

Boat Ben. Franklin, Williamsport, sack salt, fish, &c., from T. M. McCormick & Co.

Boat Hugh Smith, Harper's Ferry, sack salt from H. Daingerfield and Fowle & Co.

Boat Phineas Janney, Harper's Ferry, plaster from Cazenove & Co., sack salt from Thomas & Dyer, for Williamsport.

Tue. 9/5/48, p. 2. **Chesapeake and Ohio Canal.** - *Twentieth Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company to the Stockholders.*

The above report was made on the 5th day of last June, and, with the accompanying papers, contains much interesting information.

It takes up the history of the negotiations to obtain the amount of money required to complete the Canal to Cumberland, at the point where the Messrs. Baring withdrew from the arrangements which they had bound themselves in honor to consummate. Soon after that time, the Contractors - Messrs. Hunter, Harris & Co. - through the agency of John Davis and Nathan Hale, of Mass., and Horatio Allen, of New York, succeeded in concluding an arrangement for the means required to enable them to fulfil their contract.

The history of this arrangement is given in detail. We do not even propose to recapitulate it here. The only question of interest at the present time is, whether the arrangement is such as to render it certain that the Canal will be

completed at the time designated in the contract - viz: on the 1st of October 1849.

We have sufficient guaranty of this in the quarterly report of Messrs, Hale, Davis and Allen. These gentleman, acting as Trustees and Agents of the contractors, with a view to insure the fulfillment of their contract, and for the better security of certain capitalists, from whom a large portion of the money is to be obtained, made in the month of April last an examination of the whole unfinished line of the Canal.

In their report they state that from Dam No. 6 to Cumberland there are 84 sections, 16 locks, 1 dam, 3 aqueducts, 23 culverts, 10 waste weirs, 8 road bridges and ferries, 17 lock houses and 2 stop gates.

The 84 sections are divided into three classes:

1st. 30 sections which were finished before the work was stopped in 1841.

2nd. 6 sections which were so nearly finished as to make the dressing up and putting in order the most important part of the expense yet to be incurred.

3rd. 48 sections which required, in greater or less degree, excavations and embankments to form the Canal.

All the heavy sections belong to the two first classes, and the 46 sections yet to be worked are, all of them, of light character, of easy execution, and involving no contingencies as to the character of the work.

The finishing of the 36 sections of the first two classes is not of a kind of work which admits of being judiciously put under sub-contract, and the Trustees have therefore authorized the contractors to employ three parties under competent persons to execute this part of the work.

The 48 sections of the 3rd class have all been put under contract, and the work is now vigorously progressing. The locks and culverts are also all under contract; so are most of the wastes and waste weirs and all of the aqueducts.

Such was the condition of things when the Report of the Trustees was made in April.

Since that time operations on the line have been very much extended. The number of laborers employed is not less than 1,200, and arrangements have been made for a still greater increase of force. Nathan Hale, Esq., has within a few days past visited the line, and his next quarterly report will doubtless show much progress during the past three months.

We now come to the sufficiency of the means in the power of the contractors to complete the Canal. Upon this subject the Trustees are very positive. They say "they are fully confirmed in the position heretofore taken, *that the resources at their disposal will prove entirely adequate for the completion of the Canal as undertaken by Hunter, Harris & Co.*" Again they say, "the Trustees have the satisfaction of reporting *that the arrangements made for the money required, have proved to be, as represented, of the most reliable character. There does not appear to be the remotest probability of disappointment in this important particular.*"

The Trustees speak very highly of the work. They say: "In its judicious location, ample proportions, well planned structures and substantial workmanship, it is second to none within their knowledge." They doubt whether its equal is to be found in the country.

The total amount of work done under the contract to the 31st of May last was \$146,574.83, on which payments in bonds had been made to the amount of \$132,000, leaving \$14,657.48 as the amount retained as percentage, being the minimum rate. To this must be added \$36,000 in bonds paid to the contractors for the installments of current money paid by them to the Trustee of the Company for its use, to be employed in defraying the expenses of the engineering department, land condemnations, &c.

The amount of work done up to the present time is, of course, largely increased.

Accompanying the report of the Company we have a statement of tolls collected on the finished part of the Canal for the year ending

Dec. 31, 1847, being \$52,440.35. This is a fraction less than the receipts of the year 1846, a result occasioned by the extraordinary floods of October and November, 1847, which suspended navigation on the Canal for several months. During the present year no such interruption has occurred, and a large increase in the amount of tolls is expected.

Taking all the facts detailed in the Report into view, the prospect of a speedy completion of the Canal is certainly a most cheering one. Knowing as we do the zeal and energy of the contractors and sub-contractors employed on the work, we hazard little in predicting that it will be completed and open for navigation at a period anterior to the 1st of October, 1849. - *Cumberland Civilian.*

p. 3. **Canal Commerce.**

Arrived, September 4.

Boat W. Cost Johnson, from Noland's Ferry, 425 bbls. flour to Charles Wilson.

Boat Mermaid, Honeywood Mills, flour to Lambert & McKenzie.

Cleared.

Boat Mermaid, Honeywood Mills, plaster and salt from Lambert & McKenzie.

Wed. 9/6/48, p. 3. **Canal Commerce.**

Arrived, Sept. 5.

Boat Potomac, Williamsport, flour to Fowle & Co.

Cleared.

Boat Oregon, Rushville, Md., plaster from Cazenove & Co., and groceries, &c., from McVeigh, Bro. & Co.

Boat Wm. Cost Johnson, groceries, &c. for Noland's Ferry from McVeigh, Bro. & Co.

Thu. 9/7/48, p. 3. **Canal Commerce.**

Cleared.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh & Co.

Fri. 9/8/48, p. 3. **Canal Commerce.**

Departed, Sept. 7.

Boat Ohio, Shepherdstown, plaster from Fowle & Co.

Sat. 9/9/48, p. 3. **Canal Commerce.**

Arrived, Sep. 8.

Boat Hornet, Cumberland Coal, to John L. Pascoe.

Boat John Glenn, Edward's Ferry, corn to Lambert & McKenzie.

Mon. 9/11/48, p. 2. **Canal Commerce.**

Arrived, Sept. 9.

Boat C. Eldridge, Leesburg, flour to Cazenove & Co., and oats to Lambert & McKenzie.

p. 4.

Tue. 9/12/48, p. 3. **Canal Commerce.**

Arrived, Sep. 11.

Boat Virginia, flour to Wm. L. Powell & Son.

Boat Ish, flour to Wm. L. Powell & Son.

Boat Mill Boy, flour to Wm. L. Powell & Son.

Thu. 9/14/48, p. 3. **Canal Commerce.**

Arrived, Sept. 12.

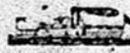
Boat Experiment, Conrad's Ferry, corn to Lambert & McKenzie.

Fri. 9/15/48, p. 3. **COMMUNICATION.**

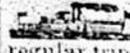
Completion of the Canal.

Prospective advantages of same Transportation, &c.

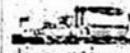
To that portion of our fellow citizens who have been for so many years looking with unflinching and unwavering confidence to the completion of the Canal to *Cumberland*, as the great means whereby the future prosperity of Alexandria is to be more effectually secured than by any other, it must be a source of gratification to see the consummation of their hopes so near at hand. Through a long series of years this stupendous work has been steadily progressing amid embarrassments and hindrances of various kinds, which, whilst they may have in some measure served to retard its progress, have failed ever to create doubt or despondency in the minds of its friends as to the ultimate benefits to result from its completion. The developments which are daily unfolding, the immense resources of those subterranean stores of mineral treasures, so soon to be brought by means of this work to our very doors, have already far exceeded the most extravagant calculations of the early projectors of this great improvement; and as time rolls on, giving birth to those wonderful inventions which so distinctly mark this as the age of progress and improvement, may we not anticipate results far more favorable to our prosperity than any that have yet been attained? The capability of the coal region to sustain a



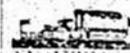
WASHINGTON and ALEXANDRIA BOAT.—The hours of departure of the steamboat JOSEPH JOHNSON, will be as follows, until further notice, viz:
Leave Alexandria at 8, 10½, 1, 3, 5 o'clock.
Leave Washington at 9, 11½, 2, 4, 6 o'clock.
sep 11—1w JOB CORSON, Captain.



FOR BALTIMORE.—The steamer COLUMBIA will resume her regular trips to Baltimore, on Wednesday next, 8th of March, leaving every Wednesday morning at 7 o'clock, touching at all the landings on the river, and will leave Baltimore each Saturday at 4 P. M.
All way freight must be paid at the time of shipment. J. J. WHEAT & BROS., Agents.



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Passage \$3.50. For further information apply to GEORGE MATTINGLY, Agent.
Washington, aug 26—2aw2m

large and dense population, is fully demonstrated by the fact, that within the last few years villages have sprung up with their teeming populations, and yet scarcely has an impression been made upon these immense beds of *coal* and *iron* ore which lie embedded in the earth. In the further progress of things these villages will assume a different aspect; instead of continuing to be, as they now are, under the influence of "joint stock companies," they will grow into large towns, filled with an industrious and enterprising people, devoting their energies to all the purposes of *manufacturing*, sending forward by way of the *Canal* the products of their labor and enterprise, and thus "pour into our laps" those treasures so long permitted to lie buried in the earth.

Our purpose, however, is to bring more particularly into notice some of those advantages in the way of *transportation*, secured to us by the completion of this work which no other improvement could afford, and to show that we have in their possession the ability, if properly directed, to present to our neighbors of Baltimore a competition in the trade of the Canal region which must result favorably, ultimately bringing to our town a large amount of business now passing through other channels. If the Baltimore and Ohio Railroad Company have reached the minimum "tariff of rates," and such appears to be the prevailing opinion, certainly the Canal Company have not; for as soon as the increase of trade to be realized from the completion of the work to its Western terminus will justify it, a large reduction will be made in the tolls, and as they regulate entirely the *present* rates of transportation, we may confidently rely on a corresponding reduction in them; so that in the fulfillment of our expectations in the increase in trade along the line, we shall have secured to us a channel of communication with the Alleghany and Potomac region, unparalleled in cheapness, and in all the purposes of transportation. We maintain, therefore, that these advantages, which must ever exist from the very

construction of these two improvements - the one wearing out, whilst the other is daily increasing in solidity and firmness - secures to us a sure guarantee (other things being equal) of an increase in trade, arising from this fact alone that must in the very nature of things produce a resuscitation in business and the consequent improvement of our town.

To demonstrate more fully those advantages, we will adduce some facts which cannot be controverted, as they are made up from the "printed rate of charges," and will be attested by all who are familiar with the trade on these two improvements. The first to which we direct attention, is an important one, from the fact that it applies to a commodity in which we are largely interested, and likely to become still more extensively so. The average charge on sack salt from Baltimore to Harper's Ferry, (and we select this point as being the great outlet for the trade from the valley counties in Virginia, via Canal,) is 35 cents per sack; whereas by the Canal large quantities are being delivered, free of commission, at from 18 to 22 cents, from which is to be deducted only some 6 or 7 cents per sack paid in the form of tolls to the Company, showing a difference in favor of the Canal in itself sufficient to make ours the "great salt mart" for the valley of Virginia, as also for the whole extent of that fertile region soon to be made accessible by the completion of this work. The increased and increasing demand for this article by way of the Canal, clearly demonstrates the truth of our position, and already calls for larger importations to our market than have been made for several years past. The same difference will be found in dry goods, hardware, Queensware, groceries, furniture, books and stationary, drugs and medicines, &c., &c. These articles, with a great variety of others, are subject to a charge of from 28 to 32 cents per hundred, whereas by the Canal the usual freight is from 10 to 12½ cents, out of which say \$1 per ton is paid to the Company in the form of tolls.

To some of the intermediate points along the line of the road, the charges amount to as much as 6 to 8 cents per gallon in the article of molasses, whereas by Canal the same point may be reached at an expense of 1 to 2 cents per gallon. In the transportation of heavy castings, crates of earthen and stone ware, sugars, &c., the difference is proportionately greater, affording a striking illustration of the saving advantages of Canal transportation. It may be remarked in this connection that in many cases the above enumerated articles are received and forwarded at the exclusive risk of the owners thereof, the Company carefully avoiding all responsibility in the event of losses by accident or otherwise; thus affording an additional argument in favor of the Canal, since it is usual to receive and forward any species of property at the risk of those who undertake the transportation of the same. Examples might be furnished *ad infinitum* to show the great benefits to result from the completion of this work in every department of trade, but sufficient has already been said to direct to some at least of these special advantages in way of transportation, and to induce us, whilst other improvements may claim our attention, not to forget or lose sight of the paramount claims that greatest of all other improvements.

THE CANAL.

Canal Commerce.

Arrived, Sept. 14.

Boat Hugh Smith, Harper's Ferry, coal to T. W. & R. C. Smith.

Cleared.

Boat Experiment, Conrad's Ferry, lumber from James Green.

Boat Conococheague, Hancock, groceries from Wm. Bayne, and groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Sat. 9/16/48, p. 3. **Alexandria Trade.**

The difference between the prices paid for transportation on the Canal and Railroad makes it a matter worthy of thought with the country merchant and farmer who deal in heavy

commodities, such as Groceries, Hardware, &c. Our friends in Alexandria are determined to do their part in keeping up an active business between the Valley and that city, and we hope that the people of Virginia will reciprocate in every way that may be practicable, as we are assured the advantages derived will be of a mutual character. - *Charlestown Free Press.*

Canal Commerce.

Arrived, Sept. 15.

Boat Gen. Washington, Old Furnace, ___ to Fowle & Co.

Boat C. Eldridge, Goose Creek, corn to Lambert & McKenzie, and flour to Wm. L. Powell & Son.

Boat Wells A. Harper, Harper's Ferry, coal to James Green.

Cleared.

Boat Washington, Old Furnace, plaster from Fowle & Co.

Boat Hugh Smith, Harper's Ferry, sack salt from D. B. Smith.

Mon. 9/18/48, p. 3. **Canal Commerce.**

Cleared, Sept. 16.

Boat C. Eldridge, Leesburg, groceries from William Bayne, and to Goose Creek, with Anthracite coal from James Green.

Tue. 9/19/48, p. 3. **Canal Commerce.**

Arrived, Sept. 18.

Boat Henrietta, Big Spring Mill, wheat and corn to Cazenove & Co.

Cleared.

Boat Wells A. Harper, Harper's Ferry, sack salt from D. B. Smith.

Boat C. Eldridge, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Wed. 9/20/48, p. 3. **Canal Commerce.**

Arrived, Sept. 19.

Boat Virginia, Goose Creek, flour to Cazenove & Co., and corn to Master.

Cleared.

Boat Henrietta, Leesburg, groceries from Wm. Bayne, and groceries, boots, shoes, &c.,

from McVeigh, Bro. & Co., and plaster from Cazenove & Co.

NOTICE—The subscriber has completed a Wharf, at his landing, (formerly Pye's) on the Potomac river, for the use of the public, but more especially for the greater convenience of the ladies, in getting on board the steamboats running up and down the river. It extends one hundred and seventy feet, and is substantially built. This Wharf presents great advantages in comparison with the use of the surf boats now used by the steamboats to take off and land passengers from the shore. The water at the Wharf is of sufficient depth to accommodate vessels of almost any class.

LEONARD MARBURY.
Charles County Md., sep 20—eo3t

Thu. 9/21/48, p. 3. **Canal Commerce.**
Arrived, Sept. 20.

Boat Belle, Shepherdstown, flour to S. S. Masters & Son, corn to Thomas & Dyer.

Fri. 9/22/48, p. 3. **Canal Commerce.**
Cleared, Sept. 21.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Sat. 9/23/48, p. 2. **The Produce of the Valley.**

The sight along our Railroad is cheering indeed at this season of the year. Train succeeds train in bearing along to the Eastern cities the produce of the great Valley, whose resources are inexhaustible. Daily, for some time past, not less than *two thousand* barrels of Flour, besides other produce, has been conveyed on the Winchester and Potomac Railroad towards the Eastern markets. In addition to this, there are - and will be many more, as soon as a rise takes place in the Shenandoah - boats laden with the productions farther up the Valley, and along the river, wending their way, to Harper's Ferry, there to be placed on the Cars for the Baltimore market, or else on the Canal Boats for Alexandria and Georgetown - both of which latter places are excellent markets and worthy of the sustaining hand of the producer in the Valley. -
Charlestown Free Press.

p. 3. **Canal Commerce.**
Arrived, Sept. 22.

Boat Frances, Seneca Mills, corn to Cazenove & Co.

Boat Experiment, Conrad's Ferry, corn to Lambert & McKenzie.

Cleared.

Boat Belle, Shepherdstown, sack salt from J. B. Daingerfield.

Boat Ohio, Harper's Ferry, plaster from Fowle & Co.

Mon. 9/25/48, p. 3. **Canal Commerce.**
Arrived, Sept. 23.

Boat Hugh Smith, Harper's Ferry, flour to W. L. Powell & Son.

Boat Mermaid, Honeywood Mills, flour to Lambert & McKenzie.

Boat C. Eldridge, Goose Creek, corn and oats to Lambert & McKenzie.

Boat Gen. Jackson, Goose Creek, flour to Lambert & McKenzie.

Cleared, Sep. 23.

Boat Clay, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Boat Hugh Smith, sack salt from J. B. Dangerfield, and crockery from R. H. Miller.

Boat Mermaid, Honeywood Mills, plaster from Lambert & McKenzie, and groceries from McVeigh, Bro. & Co.

Tue. 9/26/48, p. 3. **Canal Commerce.**
Arrived, Sep. 25.

Boat Mill Boy, Leesburg, wheat to Cazenove & Co.

Cleared.

Boat C. Eldridge, Goose Creek, salt and plaster from Fowle & Co., and groceries, &c., from McVeigh, Bro. & Co.

Boat Mill Boy, Leesburg, plaster from Cazenove & Co.

Wed. 9/27/48, p. 3. **Canal Commerce.**
Arrived, Sep. 26.

Boat Liberty, Knoxville, tan bark to C. C. Smoot.

Cleared, Sept. 26.

Boat Mill Boy, Leesburg, groceries from McVeigh, Bro. & Co.

Boat John P. Garrott, Knoxville, plaster from Fowle & Co.

Boat Liberty, Knoxville, plaster from Fowle & Co.

Fri. 9/29/48, p. 3. **The Draw of Potomac Bridge.** - At about half past seven o'clock, on Wednesday night as the steamboat Phenix, with a large number of passengers, from Alexandria for Georgetown, it was discovered that the draw of the Potomac Bridge - to attend to which I believe there are persons appointed and *paid* - was closed, and no officials there in the discharge of their duties. Lights and a rowboat were procured, and part of the passengers from the Phenix had to clamber on the bridge, open the draw, and let the steamboat through, after a considerable detention. Precisely the same thing occurred upon the return of the boat. We would ask if the port of Georgetown is closed to all entrance after sundown! If so, notice should be given to all steamboats and vessels trading on the Potomac. This is a matter of some interest to the people of Georgetown. The Bridge is obstruction enough in itself to the navigation of the river to that town. But if the draw is not attended to, and if persons going to Georgetown are to be hindered and delayed as the steamboat Phenix was on Wednesday night, it is probable that but few will take a chance up the river after sundown. The attention of the citizens of Georgetown is called to the subject. The affair on Wednesday night shows great negligence on the part of those whose duty it is to attend to the draw. Possibly, however, it may be that the draw is not allowed to be opened at night at all. MANY.

Tue. 10/3/48, p. 3. **Canal Commerce.**

Arrived, Oct. 2.

Boat Wells A. Harper, Harper's Ferry, coal to James Green.

Draw of the Potomac Bridge.

Potomac Bridge, Sept. 30, 1848.

To the editor of the Alexandria Gazette:

My attention has been called to a communication in your paper, relative to the detention of the Steamboat Phenix on the night of the 27th instant, while on her way to Georgetown.

On the night in question, the Keepers left the Draw earlier than usual, for reasons that may certainly be offered in extenuation, if not received in full satisfaction of any seeming remissness of duty. One of them was unwell, and is now confined at home quite sick; the other, although himself not sick, had, nevertheless, one of his children so, which, added to the fact that the state of the weather and the tide were unfavorable to the passage of vessels up to town, (two having just anchored below the bridge on that account) warranted them in supposing their services would not be further required that night, and that they might therefore embrace the opportunity of returning home for the reasons stated. It is no less our desire, than it is our duty, to afford every facility for the passage of vessels, and had we been aware that the Phenix was coming up we would, for her accommodation, have cheerfully remained during the whole of the night, if necessary. As I am ignorant of the authorship of the communication, I have taken the liberty of requesting the favor of making him acquainted with this explanation, feeling assured that it will be deemed satisfactory, as the moderate tone of the communication warrants the belief that the writer is one of those who are disposed to listen to reason.

With great respect, your ob't serv't.

THOS. C. WELLS.

One of the Keepers, Va. Draw, Potomac Bridge

Wed. 10/4/48, p. 3. **Canal Commerce.**

Cleared, Oct. 3.

Boat Susan, groceries, boots, shoes, hats, caps, &c., for Bedington, Berkeley county, Va., from McVeigh, Bro. & Co., Queensware from R. H. Miller, and furniture from James Green.

Boat Virginia, Shepherdstown, groceries from McVeigh, Bro. & Co.

Boat Henrietta, Leesburg, lumber from Smoot & Uhler, and groceries from Wm. Bayne.

Thu. 10/5/48, p. 3. **Canal Commerce.**

Arrived, October 4.

Boat C. Eldridge, Goose Creek, flour to Fowle & Co., oats and mill stuff to Master.

Fri. 10/6/48, p. 2. An adjourned general meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at Barnum's Hotel, in the city of Baltimore, on Tuesday, the 10th inst., at 12 o'clock M.

p. 3. **Canal Commerce.**

Cleared, Oct. 5.

Boat Wells A. Harper, Staunton and Midway, groceries from William Bayne, and groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Wed. 10/11/48, p. 3. **Canal Commerce.**

Arrived, October 10.

Boat C. Eldridge, Goose Creek, flour to D. F. Hooe and W. L. Powell & Son, and corn meal to Master.

Tue. 10/12/48, p. 3. **Canal Commerce.**

Departed, Oct. 11.

Boat Ohio, Harper's Ferry, shingles and coal from James Green, groceries, &c., from McVeigh, Bro. & Co. for Shepherdstown.

Boat C. Eldridge, Goose Creek, plaster from Cazenove & Co.

Fri. 10/13/48, p. 3. **Canal Commerce.**

Arrived, Oct. 12.

Boat J. L. Pascoe, Harper's Ferry, Cumberland coal to J. L. Pascoe.

Cleared.

Boat Conococheague, Hancock, groceries, &c., for Clearspring and Millstone Point, from McVeigh, Bro. & Co.; and dry goods from Brent & Bryan and Gregory & Adams.

Boat Hugh Smith, Harper's Ferry, coal to T. W. & R. C. Smith.

Boat Virginia, Goose Creek, corn to Cazenove & Co.

Sat. 10/14/48, p. 3. **Canal Commerce.**

Arrived, Oct. 13.

Boat Belle, Shepherdstown, corn to Thomas & Dyer.

Tue. 10/17/48, p. 3. **Canal Commerce.**

Arrived, Oct. 16.

Boat John from Williamsport, flour to Lambert & McKenzie.

Wed. 10/18/48, p. 3. **Canal Commerce.**

Arrived, Oct. 17.

Boat Ben. Franklin, Williamsport, flour to T. M. McCormick & Co.

Departed, Oct. 17.

Boat John Lambye, Dam No. 5. plaster, &c., from Lambert & McKenzie.

Boat Ben. Franklin, Williamsport, sack salt and plaster from T. M. McCormick & Co.

Fri. 10/20/48, p. 3. **Canal Commerce.**

Arrived, Oct. 19.

Boat C. Eldridge, Goose Creek, flour to Lambert & McKenzie, and corn to Master.

Sat. 10/21/48, p. 3. **Canal Commerce.**

Cleared, Oct. 20.

Boat C. Eldridge, Goose Creek, groceries for Elizabeth Mills and Leesburg from Wm. Bayne.

Mon. 10/23/48, p. 3. **Canal Commerce.**

Cleared, Oct. 21.

Boat C. Eldridge, Leesburg, groceries, boots, shoes, &c., from McVeigh, Bro. & Co.

Tue. 10/24/48, p. 3. **Canal Commerce.**

Cleared, Oct. 23.

Boat Liberty, Knoxville, plaster from Fowle & Co.

Boat John P. Garnett, Knoxville, plaster from Fowle & Co.

Wed. 10/25/48, p. 3. **Canal Commerce.**
Arrived, Oct. 21.

Boat Belle, Shepherdstown, flour, corn, &c., to Fowle & Co.

Thu. 10/26/48, p. 3. **Canal Commerce.**
Arrived, October 25.

Boat Virginia, Goose Creek, flour and corn to W. L. Powell & Son.

Boat Rough & Ready. Berlin, corn to Fowle & Co.

Cleared.

Boat Virginia, Goose Creek, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Boat Mill Boy, Goose Creek, coal from James Green, and groceries, &c., from McVeigh, Bro. & Co.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and groceries from William Bayne.

Fri. 10/27/48, p. 3. **Canal Commerce.**
Cleared, Oct. 26.

Boat Henrietta, Smart, Leesburg, anthracite coal from James Green.

Boat Ohio, Gibson, Harper's Ferry, shingles from James Green.

Boat Hugh Smith, Harper's Ferry, plaster from Cazenove & Co.; salt from D. B. Smith; shingles from Waters & Zimmerman and James Green; and groceries from McVeigh, Bro. & Co.

Mon. 10/30/48, p. 3. **Canal Commerce.**
Arrived, October 28.

Boat C. Eldridge, Goose Creek, flour to Wm. L. Powell & Son and D. F. Hooe, and corn to Master.

Tue. 10/31/48, p. 3. **Canal Commerce.**
Arrived, October 29.

Boat Henrietta, Big Spring Mills, corn and flour to Cazenove & Co.

Cleared.

Boat Henry Clay, Shepherdstown, coal from John L. Pascoe.

Wed. 11/1/48, p. 2. Extract of a letter from the Paw Paw Tunnel. (Chesapeake and Ohio Canal.) dated October 28, 1848.

"We are going on finely. We have laid about 150,000 bricks. There are about 160 hands in all - laborers, blasters and masons. There is upon average 44 pounds of candles burnt every day, besides oil. We work entirely by candle light. They purpose working a night shift of brick layers as soon as practicable."

p. 3. **Canal Commerce.**

Departed, Oct. 31.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Sat. 11/4/48, p. 3. **Canal Commerce.**
Arrived, November 3.

Boat C. Eldridge, Elizabeth Mills, flour to D. F. Hooe.

Cleared.

Boat Oregon, Sharpsburg, plaster from Cazenove & Co.

Mon. 11/6/48, p. 3. **Canal Commerce.**
Cleared, Nov. 4.

Boat C. Eldridge, Goose Creek, plaster from Cazenove & Co.

Tue. 11/7/48, p. 3. **Canal Commerce.**
Cleared, Nov. 6.

Boat Virginia, Goose Creek, plaster from Cazenove & Co. and lumber from James Green

Tue. 11/9/48, p. 3. **Canal Commerce.**
Cleared, November 8.

Canal boat Diana, groceries from McVeigh, Bro. & Co., plaster from T. M. McCormick & Co., and dry goods from Gregory & Adams, for Shepherdstown.

Fri. 11/10/48, p. 3. **Canal Commerce.**

Arrived, Nov. 9.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe, and corn and flour to Wm. L. Powell & Son.

Cleared.

Boat Wells A. Harper, Harper's Ferry, plaster from Cazenove & Co., and sundries from sundry persons.

Sat. 11/11/48, p. 3. **Canal Commerce.**

Arrived, Nov. 10.

Boat Belle, Shepherdstown, corn to Cazenove & Co.

Cleared.

Boat Gen. Washington, Goose Creek, sundries from sundry persons.

Mon. 11/13/48, p. 3. **Canal Commerce.**

Arrived, Nov. 11.

Boat Hugh Smith, Harper's Ferry, nails to Lambert & McKenzie.

Boat Ben. Franklin, Williamsport, 248 bbls. flour to T. M. McCormick & Co.

Boat Henrietta, Goose Creek, flour, wheat and corn to Wm. L. Powell & Son.

Departed.

Boat Belle, Shepherdstown, plaster from Cazenove & Co., and sundries from sundry persons.

Boat Ben. Franklin, Williamsport, plaster from Cazenove & Co., and groceries and plaster from T. M. McCormick & Co.

Boat Henrietta, Leesburg, plaster from Wm. L. Powell & Son and T. M. McCormick & Co.

Tue. 11/14/48, p. 3. **Canal Commerce.**

Cleared, Nov. 13.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat Sarah Ellis, Harper's Ferry, plaster, salt and fish from J. J. Wheat & Bros.

Wed. 11/15/48, p. 3. **Canal Commerce.**

Arrived, Nov. 14.

Boat Gen. Cass, Knoxville, corn to Fowle & Co.

Cleared.

Boat Hugh Smith, Harper's Ferry, sack salt from D. B. Smith, and castings from T. W. & R. C. Smith.

Thu. 11/16/48, p. 3. **Canal Commerce.**

Cleared, Nov. 15.

Boat Wells A. Harper, Harper's Ferry, sack salt from D. B. Smith.

Sat. 11/18/48, p. 3. **Canal Commerce.**

Arrived, Nov. 17.

Boat C. Eldridge, Goose Creek, flour and mill offal to D. F. Hooe.

Boat J. Lambye, Williamsport, flour to Lambert & McKenzie.

Cleared, Nov. 17.

Boat C. Eldridge, Goose Creek, plaster from D. F. Hooe.

Boat J. Lambye, Williamsport, sack salt from Lambert & McKenzie.

Mon. 11/20/48, p. 3. **Canal Commerce.**

Cleared, Nov. 18.

Boat John M. Clayton, Sharpsburg, Md., groceries, &c., from McVeigh, Bro. & Co.

Thu. 11/23/48, p. 3. **Canal Commerce.**

Cleared, Nov. 22.

Boat Eagle, Hancock, plaster from Lambert & McKenzie.

Boat Gen. Washington, Goose Creek, plaster by D. F. Hooe.

Fri. 11/24/48, p. 3. **Canal Commerce.**

Cleared, Nov. 23.

Boat Neptune, Hancock, plaster from Fowle & Co., sack salt from Lambert & McKenzie, groceries, &c., from McVeigh, Bro. & Co., and dry goods from Brent & Bryan.

Boat Eagle, Hancock, groceries, boots, shoes, &c., &c., from McVeigh, Bro. & Co., dry goods from Gregory & Adams, and hardware from J. A. English.

Mon. 11/27/48, p. 2. The Marine Railway, conducted by Messrs. Goodhand & Thompson, of this place, is now in successful operation. The steamboat Phenix was hauled up yesterday for some repairs. There is a steam engine attached to this Railway, which works admirably, and was constructed at the foundry of Messrs. T. W. & R. C. Smith. The largest sized vessels can be promptly hauled up and repaired by means of this Railway.

p. 3. **Canal Commerce.**

Arrived, Nov. 25.

Boat Henrietta, Big Spring Mills, flour to Wm. L. Powell & Son, and wheat to Cazenove & Co.

Tue. 11/28/48, p. 3. **Canal Commerce.**

Arrived, Nov. 27.

Boat Mermaid, Dam No. 5, corn and flour to Lambert & McKenzie.

Boat Susan, Hancock, corn to Fowle & Co.

Boat C. Eldridge, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Cleared.

Boat Henrietta, Leesburg, groceries from T. M. McCormick & Co.

Boat Susan McCoy, Millstone Point, groceries, boots, shoes, hats, &c. for Warren Township, Pa., from McVeigh, Bro. & Co., and drugs, paints, oils, &c., from Wm. Stabler & Bro.

Boat Henry Clay, Harper's Ferry, groceries from McVeigh, Bro. & Co.

Wed. 11/29/48, p. 3. **Canal Commerce.**

Arrived, Nov. 28.

Boat Hugh Smith, Harper's Ferry, flour to P. H. Hooff.

Boat Conococheague, Williamsport, tan bark to C. C. Smoot.

Cleared.

Boat Hugh Smith, Harper's Ferry, sack salt from Fowle & Co.

Boat Conococheague, Williamsport, plaster from Fowle & Co.

Boat C. Eldridge, Goose Creek, plaster from Cazenove & Co.

Thu. 11/30/48, p. 3. **Canal Commerce.**

Arrived, Nov. 29.

Boat Tip & Tyler, Goose Creek, corn to Wm. L. Powell & Son.

Cleared.

Boat Conococheague, Hancock, dry goods from Gregory & Adams, and groceries, &c., from McVeigh, Bro. & Co.

Mon. 12/4/48, p. 3. **Canal Commerce.**

Arrived, Dec. 2.

Boat Wells A. Harper, Harper's Ferry, nails to Lambert & McKenzie.

Tue. 12/5/48, p. 2. A letter from the Paw Paw Tunnel, Chesapeake and Ohio Canal, says: "There have been laid in the tunnel nearly 500,000 bricks, and a strong effort will be made to send you the *coal* next fall, by the Chesapeake and Ohio Canal."

p. 3. **Canal Commerce.**

Arrived, Dec. 4.

Boat J. Lambye, Williamsport, flour to Lambert & McKenzie.

Boat C. Eldridge, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Boat Virginia, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Boat P. F. Thomas, Goose Creek, corn to Cazenove & Co.

Departed.

Boat Wells A. Harper, Harper's Ferry, sack salt from Fowle & Co.

Wed. 12/6/48, p. 2. **Canal Commerce.**

Arrived, Dec. 5.

Boat Sarah Ellis, Point of Rocks, corn to Fowle & Co.

Cleared.

Boat Virginia, Goose Creek, plaster, salt, &c., from Wm. L. Powell & Son.

Thu. 12/7/48, p. 3. **Canal Commerce.**

Cleared, Dec. 6.

Boat Diana, Shepherdstown, groceries, &c.,
from McVeigh, Bro. & Co.

Fri. 12/8/48, p. 2. **Canal Commerce.**

Arrived, Dec. 7

Boat C. Eldridge, Goose Creek, flour to D.
F. Hooe and wheat to Cazenove & Co.

Cleared.

Boat Sarah Ellis, Point of Rocks, plaster and
salt from Cazenove & Co.

Canal Boat Buena Vista, Sharpsburg, Md.,
groceries, shoes, &c., by McVeigh, Bro. & Co.

Sat. 12/9/48, p. 3. **Canal Commerce.**

Departed, Dec. 8.

Boat C. Eldridge, Goose Creek, plaster from
Cazenove & Co.

Mon. 12/11/48, p. 3. **Canal Commerce.**

Arrived, Dec. 9.

Boat Hugh Smith, Harper's Ferry, to
Lambert & McKenzie.

Cleared.

Boat Hugh Smith, Harper's Ferry, sack salt
from Fowle & Co.

Tue. 12/12/48, p. 3. **Canal Commerce.**

Arrived, Dec. 11.

Boat Gen. Scott, Leesburg, corn to J. J.
Wheat & Bros.

Departed.

Boat Gen. Scott, Leesburg, salt and
groceries from J. J. Wheat & Bros.

Boat Neptune, Hancock. plaster from Fowle
& Co.

Fri. 12/15/48, p. 3. **Canal Commerce.**

Arrived, Dec. 14.

Boat Virginia, Goose Creek, flour to D. F.
Hooe, W. L. Powell & Son, and Master.

Boat W. C. Johnson, Noland's Ferry, corn to
Cazenove & Co., and flour to Chas. Wilson.

Sat. 12/16/48, p. 2. The corporation of the city
of Washington has just made provisions for

deepening the Washington City Canal, from its
junction with the Chesapeake and Ohio Canal,
to the Eastern Branch or Anacostia river, so that
the largest class of coal vessels can load direct
from the Canal boats, and pass down the river
with safety, at all times. This improvement is
looked to as calculated very materially to
increase the commercial business of the city, in
connection with the Chesapeake and Ohio
Canal.

p. 3.

Canal Commerce.

Arrived, Dec. 15.

Boat C. Eldridge, Goose Creek, flour to D.
F. Hooe.

Boat Wells A. Harper, Harper's Ferry, nails
to Lambert & McKenzie.

Mon. 12/18/48, p. 3. **Canal Commerce.**

Arrived, Dec. 16.

Boat Rambler, Goose Creek, corn to
Lambert & McKenzie.

Boat Gen. Washington, Goose Creek, flour
to D. F. Hooe.

Boat P. F. Thomas, Goose Creek, flour and
corn to Wm. L. Powell & Son.

Cleared.

Boat Virginia, Leesburg, groceries, &c.,
from McVeigh, Bro. & Co.

Boat C. Eldridge, Goose Creek, groceries
from Geo. O. Dixon & Co.

Tue. 12/19/48, p. 3. **Canal Commerce.**

Arrived, Dec. 18.

Boat John Glenn, Goose Creek, corn to
Cazenove & Co.

Wed. 12/20/48, p. 3. **Canal Commerce.**

Arrived, Dec. 19.

Boat Sarah Ellis, Point of Rocks, corn to
Fowle & Co.

Boat Henry Clay, Williamsport, Md., flour
to T. M. McCormick & Co.

Cleared.

Boat Henry Clay, Williamsport, Md., with
plaster and sack salt from T. M. McCormick &
Co., groceries, &c., from McVeigh, Bro. & Co.

and dry goods from Gregory & Adams for Hard Scrabble, Va.

Boat Sarah Ellis, Williamsport, plaster from Fowle & Co.

Mon. 12/25/48, p. 2. **Chesapeake and Ohio Canal.** - The season until within a few days has been so favorable that the work on the Canal has progressed without interruption from that source. The number of hands employed on the line is steadily increasing, and we have it from the *very highest* authority, that the Canal can and will be completed by the time designated in the contract. - *Cumberland Civilian*.

Mon. 1/1/49, p. 3. **Canal Commerce.**

Arrived, Dec. 30.

Boat Rambler, Monocacy, corn to Cazenove & Co.

Tue. 1/2/49, p. 2. The freshet in the Potomac river swept away a temporary bridge which Messrs. Hunter, Harris & Co., (contractors,) had thrown across it, a short distance below Cumberland. The contractors were about to take the bridge down, but the freshet did the job for them.

Good sleighing to a considerable extent prevailed in the country round us toward the close of the week. At Cumberland, Md., on Saturday, the snow was about 6 inches deep, at Hagerstown over 14 inches, and at Middletown about 12 inches.

Fri. 1/5/49, p. 2. The Potomac mail steamboat, with the Northern mail, met with an accident, near Washington, yesterday morning, and could not proceed down the river with the mail. The mail for this place was brought down by the steamboat Phenix. There was a good deal of ice in river yesterday, and the weather was very cold.

Sat. 1/6/49, p. 2. **The Weather.**

For the last three or four days has been very cold, and ice has rapidly accumulated in the

Potomac. The ice boat, belonging to the mail line, has been put on the route, and we presume will be able to bring the mail up to this place, at least, if not to the wharf at Washington. The steamboats between Alexandria and Washington could not make their regular trips yesterday in consequence of the obstruction to the navigation by the ice.

p. 3. The following gentlemen have been elected Directors of the Branch of the Farmer's Bank of Virginia, in this place: On the part of the Stockholders - Phineas Janney, Hugh Smith, R. H. Miller, Wm. H. Fowle. Appointed on the part of the State: Geo. H. Smoot, J. H. Brent, John F. Dyer.

Mon. 1/8/49, p. 2. The cold weather continued up to the time when our paper was put to press on Saturday night. The river on Saturday was completely blocked up with ice, and navigation was, of course, suspended. The mail boat, prepared for the difficulty, continued, however, to make her trips, with no little obstruction from the ice.

Wed. 1/17/49, p. 2. Phineas Janney, Esq., was yesterday unanimously re-elected President of the Branch of the Farmer's Bank of Va., in this place. W. C. Page, Esq., unanimously re-elected Cashier; and all the other former officers of the Bank likewise re-elected.

Tue. 1/30/49, p. 2. **Chesapeake and Ohio Canal.** - The Board of Directors of the Chesapeake and Ohio Canal, were in session several days last week, in Washington. Upon an examination of the work, thus far, as to its condition and cost, it was fully ascertained that the means in the hands of the Company, for the purpose, will be more than sufficient for the completion of the Canal to Cumberland. The tariff of tolls was also under consideration, and, although no conclusive steps were taken, it is believed, that large reductions will be made in the rates, particularly upon coal.

Sat. 2/3/49, p. 2. We regret to learn from Frederick, Md., of the death of Thomas Turner, Esq., editor of the Herald of that city, which took place quite suddenly, on Wednesday night. Mr. Turner, says, the Baltimore Sun, was collector of the port of Georgetown, D. C., some twelve years since, at which time he was also editor of the Potomac Advocate. He was shortly after appointed Clerk of the Chesapeake and Ohio Canal Company, and followed the office on its removal from Washington to Frederick city, where he has since resided. On the removal of the office from Frederick to Cumberland he resigned his post, and devoted himself entirely to the editorial management of the Herald, in which position he continued up to the time of his death. He also represented Frederick at the last session of the Legislature, and in all the positions of life was distinguished for his probity and usefulness, living up strictly to the golden maxim of "doing unto others as ye would have others do unto you."

Wed. 2/7/49, p. 3. **Canal Commerce.**

Arrived, Feb. 6.

Boat Rambler, Monocacy, corn to Cazenove & Co.

Thu. 2/8/49, p. 3. **Canal Commerce.**

Arrived, Feb. 7.

Boat W. C. Johnson, Conrad's Ferry, corn to Fowle & Co.

Cleared.

Boat Alexander Neill, Harper's Ferry, plaster from Fowle & Co.

Fri. 2/9/49, p. 2. The measured distance from the arsenal wharf in Washington to S. Shinn & Son's wharf in Alexandria is $4\frac{1}{8}$ miles; and from the arsenal wharf to the Washington canal, two measured miles.

p. 3. **Chesapeake and Ohio Canal and Coal Trade.**

The Hagerstown Herald of Freedom says that it has heard of one enterprising gentleman,

who, in view of the certain completion of the Canal by next Fall, designs to build and run forty coal boats. Others are already beginning to make arrangements in anticipation of the event. It is confidently believed that such reduction will be made in tolls as to bring Alleghany coal in successful competition with the cheapest article of coal in the Eastern markets.

Canal Commerce.

Arrived, Feb. 8.

Boat Wells A. Harper, Harper's Ferry, nails for Lambert & McKenzie, flour for P. H. Hooff. and pig iron for S. Shinn & Son.

Mon. 2/12/49, p. 3. **Tolls on the Chesapeake and Ohio Canal.** - The toll on Coal from Cumberland, upon the Chesapeake and Ohio Canal, has been reduced by the Board of Directors, to 76 cents per ton for the entire length of the Canal.

Canal Commerce.

Arrived, Feb. 10.

Boat Sarah Ellis, Point of Rocks, corn to Cazenove & Co.

Boat C. Eldridge, Goose Creek, corn to Cazenove & Co.

Tue. 2/13/49, p. 3. **Canal Commerce.**

Departed, Feb. 12.

Boat Wells A. Harper, Harper's Ferry, plaster from Fowle & Co.

Thu. 2/15/49, p. 3. **Canal Commerce.**

Departed, Feb. 14.

Boat Dan Gett, Harper's Ferry, plaster from Fowle & Co.

Fri. 2/16/49, p. 2. **Canal Commerce.**

Departed, Feb. 15.

Boat Phineas Janney, Harper's Ferry, plaster from Fowle & Co.

Tue. 2/20/49, p. 3. The cold weather continued yesterday, and, of course, ice forms in the river - though the navigation to this place was still

open yesterday - and the boats were making their usual trips to Washington.

Thu. 2/22/49, p. 2. **Alexandria Canal.**
Communication from Joseph Eaches, President of the Alexandria Canal Company.

[Document No. 70, House of Delegates.]
Office of Alex. Canal Co.
February 3rd, 1849.

To F. L. Smith, Esq. - *Dear Sir:* - I am in receipt of your letter of the 29th of January, making various enquires in relation to the Alexandria canal, to most of which you will, I trust, find satisfactory answers, be referring to the last report of the Board of Public Works, and especially that in regard to the capacity of the canal, as the estimate was furnished by one not interested in our work - the engineer of the Chesapeake and Ohio canal company - who estimates the capacity of the Chesapeake and Ohio canal at not less than 1,000,000 of tons annually; that of the Alexandria canal is as great. I have good reason to believe that the private opinion of Mr. Fisk is, that the capacity of the Chesapeake and Ohio canal to deliver coal at tide-water, making due allowance for detention caused by freshets, ice, &c., far exceeds 1,000,000 of tons per annum; but he prefers, in his official character, to name a quantity within the bounds of certainty. I have no doubt that our canal, with its present locks, is capable of transporting annually from 800,000 to 900,000 tons of coal, in boats of from 75 to 80 tons, and accommodating any other trade that may offer for several years to come. It may, however, be found advisable to construct a lateral canal into a central part of the town, the better to accommodate the general trade, and leave the present outlet of the canal to be used almost or quite exclusively for the coal trade.

We have entered into a contract with the Maryland mining company for the improvement of 200 feet of our river front, and have engaged the timber necessary for that purpose. The work will be commenced in the

spring, and finished in time for the trade that will follow the completion of the Chesapeake and Ohio canal to Cumberland. We are in daily expectation of receiving proposals from another company or companies. By the terms of the contract with the Maryland mining company, we are to receive 3½ cents per ton toll, for the whole line of our canal, seven miles, or ½ cent per ton per mile on the canal; and as wharfage, an average, or more than an average, of 12½ per cent, on the cost of construction of the works to be erected for the use of that company; which cost is estimated at 25,000 dollars.

The engineer of the Maryland mining company estimates that the proposed works will afford accommodation for the shipment of at least 200,000 tons of coal per annum, though the receipts for the first year may not exceed 50,000 to 100,000 tons.

That the transportation of coal on the Chesapeake and Ohio canal, within a very few years, will reach 1,000,000 of tons per annum, there can be no doubt, and that, considering the superiority of our harbor and navigation over those of Georgetown and Washington, we shall receive six-tenths of the coal, is almost as certain. But assume we receive but one-half of the coal, or 500,000 tons, and the other trade on our canal does not exceed 50,000 tons, (certainly a very moderate estimate,) and that the cost of constructing other necessary works should be in proportion to those about to be erected for the use of the Maryland mining company, our income would then be as follows:

Tolls on 500,000 tons of coal at 3½ cents	
per ton	17,500.00
Tolls on coal boats, 14 cts each way, estimating the capacity of each boat at 75 tons	1,866.66
Rent of land at present rented, admitting that no more shall be leased	762.00
As wharfage, 12½ per cent on the cost of constructing works for the shipment of 500,000 tons of coal, at the rate estimated for the Maryland mining company's works, say on \$62,000	7,812.50
Tolls on 50,000 tons of other articles, taking the	

trade of last year as *data* upon which to form an estimate, say at the rate of \$1,075 for 8,757 tons of descending trade 6,437.89

Amounting to \$34,079.05

gross receipts, equal to 5 per cent, on the capital of \$680,000. This estimate I consider much below what will prove to be the reality, and have little doubt that the receipts from the tolls will exceed the estimate to an extent sufficient to pay the interest on the cost of construction of the works contemplated, and all repairs and current expenses; and that the canal will yield a net revenue of from 5 to 6 percent. Indeed, I think it would not be unreasonable to estimate the transportation of coal at from 600,000 to 700,000 tons, and the other trade at double what I have assumed.

To show the confidence of those who are conversant with the affairs of the canal and have the best opportunity of judging its prospects, I may mention that the common council of Alexandria have agreed, upon a pledge of the *wharfage alone*, to advance \$25,000 for the construction of the works required under the contract with the Maryland mining company; and for the present not to call upon the state of Virginia for the guarantee of the company's bonds for \$13,520 authorized by the act of the legislature of last year.

Notwithstanding the canal stock purchased of the corporation of Alexandria, by the state of Virginia, is at present unproductive, it is not liberal or just toward Alexandria to represent the amount paid for it as a donation, whilst there is every probability of its soon yielding a handsome dividend, and the state will have obtained two-fifths of the stock of a work which cost \$1,120,000, for the sum of only \$272,000; thus reaping a proportionate advantage of the \$100,000 contributed by the United States, whilst we have been paying the interest on the whole capital of \$680,000.

If the canal stock should never yield a dollar of revenue, the state of Virginia will lose nothing by our retrocession and its consequences, as we are paying to the state

taxes nearly or quite equal, I presume, to the interest on the purchase of stock; and the revenue thus derived from us by Virginia goes to the liquidation of debts created by her prior to our retrocession, for the construction of the works, none of which can ever be of any advantage to us, and some prejudicial to our interest.

Should a railroad be made from Alexandria into the heart of our good old state, the road and the canal will be mutually beneficial, and both be of incalculable importance to Alexandria and the state. May the state see her true interest in this matter, and success attend your efforts, is the wish of

Your friend and ob't servant,
JOS. EACHES, P. A. C. C.

Wed. 2/28/49, p. 2. At the last meeting of the President and Directors of the Chesapeake and Ohio Canal Company, the tolls upon lime, guano, bone-dust, chemical salts, soubrette and stable manure, with plaster of Paris, were reduced to a uniform rate of *two and a half mills* per ton per mile, and the same has been assented to, and approved by the Board of State's Agents.

A Letter from Williamsport, Md., dated Feb. 24th, says: - "We are in expectation of a brisk spring trade at this point on the canal, as the receipts of flour daily average about 1,000 bbls.; our warehouses are all filled, as well as all the boats now lying in the several basins. - We understand that a very large stock of produce will be here as soon as navigation opens.

Thu. 3/1/49, p. 2. **Chesapeake and Ohio Canal.** - It is now said to be certain, that this work will be completed to Cumberland some time next fall - so that we may soon thereafter expect that the State will begin to derive some revenue from it.

Public opinion in reference to this canal, has frequently fluctuated in this city. At one time Baltimore lent her whole influence to procure

appropriations for its completion; and subsequently it was thought, that it would be most expedient to fill up the "Big Ditch." We are among those who never deviated in sustaining the work; for we have uniformly entertained and expressed the opinion, that, if completed to Cumberland, it would become a source of revenue to the State, and assist in extricating the people from their difficulties. We have no doubt that an immense burthen will be floated on its waters; and that it will be the means of bringing into active operation the whole mineral wealth of Allegany county.

The great object with the people, should be to place their works of internal improvement in such position as to make them yield the greatest possible revenue to the State. Had no provision been made for the completion of the canal to Cumberland, the whole capital invested in the work, would have been lost. Now we have the prospect of its yielding a handsome income, and shall not be surprised if it finally relieves the State from the payment of all interest on that score. - *Balt. Clipper*.

Mon. 3/5/49, p. 2. The Steam Ferry Boat *Alexandria*, plying between this town and Berry's Ferry on the opposite shore in Maryland, accidentally caught fire on Friday night last. The alarm was given and the fire extinguished without much damage to the boat. The fire originated in the wood work near the boiler. The boat is making again her usual trips.

Wed. 3/7/49, p. 3. **Canal Commerce.**

Departed, March 6.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., iron from Jas. Dempsey.

Thu. 3/8/49, p. 3. **Canal Commerce.**

Arrived.

Boat Gen. Washington, Goose Creek, corn and flour to D. F. Hooe.

Boat Catoctin, from Catoctin Creek, corn and flour to Fowle & Co.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Boat Experiment, Conrad's Ferry, corn to Cazenove & Co.

Cleared.

Boat _____, Harper's Ferry, groceries, &c., for Burkettsville, Md., from McVeigh, Bro. & Co.

Fri. 3/9/49, p. 3. **Canal Commerce.**

Arrived, March 8.

Boat Mermaid, Dam No. 5, corn meal and nails to Lambert & McKenzie, and corn meal to John B. Daingerfield.

Departed.

Boat Catoctin, Catoctin Creek, plaster from Fowle & Co., and lumber from Waters & Zimmerman.

Boat Gen. Washington, Goose Creek, plaster from Cazenove & Co.

Boat Experiment, Edward's Ferry, plaster from Lambert & McKenzie.

Sat. 3/10/49, p. 3. **Canal Commerce.**

Departed, March 9.

Boat Gen. Scott, Noland's Ferry, plaster from Fowle & Co.

Mon. 3/12/49, p. 3. On Friday evening last, the dead body of a white man, was found on the tow path of the Alexandria Canal, near Mr. Custis' Spring. A Coroner's Inquest was held that night, by Coroner White, upon the body, and the verdict of the jury was, that the deceased came to his death by the infliction of two wounds on the neck supposed to be with a knife or dagger, by some person or persons unknown. The neck was cut behind, and in front nearly to the jugular vein.

Nothing was found upon the person of the deceased to show his name or residence. He was a man apparently about 35 or 40 years of age, light complexion, brown hair, and had on a drab sack coat, and dark pantaloons. Thrust in the bosom of his coat was a large knife, stained with blood. If he was murdered, as it is

supposed he was, the deed was probably committed with this knife, which was placed where it was found, by the murderer.

This mysterious affair will no doubt be further diligently inquired into.

Tue. 3/13/49, p. 3. We learn that the body of the man, supposed to have been murdered on Friday last, and found on the banks of the Canal, in this county, not far from Mr. Custis' Spring, has been ascertained to be that of Mr. T. W. Hoye, of Nottingham, Md., and that the relatives have been sent for to take possession of it. A brother-in-law of Mr. Hoye's says it is his body. He left home to attend the inauguration, and has not been heard of for several days. No further facts have been elicited to show how he came by his death. Mr. Hoye is a tailor by trade. He leaves a wife and several children. He carried with him some twenty or thirty dollars, and had a gold watch. Nothing was found on the body but the clothes.

A letter from a gentleman interested in the success of the Goose Creek improvement assures us, that "if no unexpected obstacle interposes, they hope by the 4th of July, 1850, to exhibit in the Alexandria Canal basin, a boat, gunwales deep, with produce from the depot at Aldie." Success to our friends!

Wed. 3/14/49, p. 3. **Canal Commerce.**

Departed, March 13.

Boat Alex. Neill, Harper's Ferry, plaster from Fowle & Co.

Thu. 3/15/49, p. 3. **Remarkable**

Circumstance. - Notwithstanding the friends and acquaintances of Mr. Hoye of Md., all concurred in believing that the body of the murdered man, recently found on the banks of the Canal was his, it now appears they were all mistaken. A telegraphic dispatch received here yesterday says - "The body is not Mr. Hoye's. Mr. Allen has just returned from Nottingham,

and found Mr. Hoye, *at home and well.*" This is certainly a very remarkable case.

Fri. 3/16/49, p. 2. In consequence of the failure to identify the body of the murdered man, found on the banks of the Canal, further investigations have been entered into, in order to ascertain if possible, who he is. A letter has been found near the place where the body was discovered, which may lead to further information. We purposely abstain from all conjecture, or a repetition of the surmises afloat, preferring that those in charge of the matter, should not be embarrassed by premature publications, which may defeat the arrest of the murderer, if he can be discovered.

Sat. 3/17/49, p. 3. **Chesapeake and Ohio**

Canal. - We are gratified to learn that the bill guarantying the bonds of the Chesapeake and Ohio Canal Company, for the sum of \$200,000 has passed both branches of the Virginia Legislature and become a law. This will be an important aid, in furtherance of the purposes of the Canal.

The following important amendment to the bill, was introduced, during its passage, and is a part of the law:

And provided further, That no such guarantee shall be made by the Treasurer until the Board of Public Works shall be satisfied that the Chesapeake and Ohio Canal Company have paid, or arranged to pay, out of any money or assets which they now have, or hereafter may have, applicable to such a purpose, or arranged to the best of their ability, all debts due to, and to comply with all contracts made with, the Alexandria Canal Company, and shall grant upon fair and reasonable terms, to the said Company, (which shall have the power to take, hold and enjoy the same,) such reasonable proportion of water rights, and privileges, required by the said Company, which may be in the power of the Chesapeake and Ohio Canal Company to afford, without affecting previous contracts, or which may not injure the

navigation of the said Chesapeake and Ohio Canal.

Canal Commerce.

Arrived, March 17.

Boat Gen. Scott, Noland's Ferry, corn to Cazenove & Co.

Mon. 3/19/49, p. 3. **Canal Commerce.**

Arrived, March 17.

Boat Gen. Washington, Goose Creek, flour and corn to D. F. Hooe.

Boat C. Eldridge, Goose Creek, flour and corn to D. F. Hooe.

Boat Ohio, Shepherdstown, corn and flour to Cazenove & Co.

Boat Ben. Franklin, Williamsport, 700 bbls. flour to T. M. McCormick & Co.

Departed.

Boat Rambler, Bellsville, groceries, &c., from McVeigh, Bro. & Co.

Boat Gen. Scott, Noland's Ferry, plaster from Wm. L. Powell & Son.

Boat Gen. Washington, Goose Creek, plaster from D. F. Hooe.

Boat C. Eldridge, Goose Creek, plaster from D. F. Hooe.

Tue. 3/20/49, p. 3. **Canal Commerce.**

Arrived, March 19.

Boat John Glenn, Goose Creek, corn to Lambert & McKenzie.

Boat Mill Boy, Goose Creek, wheat to Cazenove & Co.

Wed. 3/21/49, p. 3. **Canal Commerce.**

Arrived, March 20.

Boat Victoria, Goose Creek, corn to Fowle & Co.

Boat Mermaid, Honeywood Mills, flour to Lambert & McKenzie, and whiskey to J. B. Daingerfield.

Fri. 3/23/49, p. 3. **Canal Commerce.**

Departed, March 22.

Boat Victory, Noland's Ferry, plaster from Fowle & Co.

Boat Mermaid, Honeywood Mills, salt and fish from Lambert & McKenzie.

Sat. 3/24/49, p. 3. **Canal Commerce.**

Arrived, March 23.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Boat Alexander Neill, Harper's Ferry, coal to Mount Vernon Factory.

Boat Wells A. Harper, Harper's Ferry, nails to Lambert & McKenzie.

Boat Belle, Shepherdstown, corn to Fowle & Co.

Departed.

Boat Alexander Neill, Harper's Ferry, plaster from Fowle & Co.

Boat Wells A. Harper, Harper's Ferry, plaster from Fowle & Co.

Mon. 3/26/49, p. 2. The bill recently passed the Virginia Legislature, guarantying the bonds of the Chesapeake and Ohio Canal Company for \$200,000, is to enable the Company to raise funds, to put the entire line of the finished part of the canal, from Dam No. 6 to Georgetown, in complete order; to clear out the canal and make it six feet deep the whole way; to raise the banks and make waste ways, so as to guard it more securely against freshets; and to make all those other necessary improvements, for want of which, so much damage and loss to the work, and inconvenience to the public, have so frequently arisen.

p. 3. **Canal Commerce.**

Arrived, March 24.

Boat Hugh Smith, Harper's Ferry, corn to Cazenove & Co.

Departed.

Boat Gen. Scott, Harper's Ferry, cotton waste from M. V. Factory.

Boat Hugh Smith, Harper's Ferry, lumber from Waters & Zimmerman.

Boat Belle, Billmyre, groceries, &c., for Shepherdstown and Martinsburg, Va., from McVeigh, Bro. & Co.

Boat _____, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.

Fri. 3/30/49, p. 3. We learn that no information has yet been received going to identify the body of the man found murdered on the banks of the canal near Georgetown, in the early part of this month. It is strange that no "missing man" has been noticed anywhere of late. All the circumstances connected with the case have made it a mysterious one.

Canal Commerce.

Arrived, March 29.

Boat Experiment, Conrad's Ferry, corn to Wm. L. Powell & Son.

Boat Virginia, Conrad's Ferry, flour to Wm. L. Powell & Son, corn to Master.

Sat. 3/31/49, p. 3. **Canal Commerce.**

Arrived, March 30.

Boat Rough & Ready, Berlin, corn to Fowle & Co.

Boat Ohio, Shepherdstown, wheat to Cazenove & Co.

Departed.

Boat Experiment, Conrad's Ferry, plaster from Wm. L. Powell & Son.

Boat Virginia, Goose Creek, lumber from James Green and Waters & Zimmerman.

Mon. 4/2/49, p. 3. **Canal Commerce.**

Arrived, March 31.

Boat Gen. Scott, Noland's Ferry, corn to Cazenove & Co.

Boat C. Eldridge, Goose Creek, corn to Lambert & McKenzie.

Boat Sarah Ellis, Point of Rocks, corn to J. J. Wheat & Bros.

Departed.

Boat Virginia, Goose Creek, groceries, shoes, hats, &c., Leesburg, Va., from McVeigh, Bro. & Co.

Tue. 4/3/49, p. 3. **Canal Commerce.**

Cleared, April 2.

Boat C. Eldridge, Leesburg, lumber from James Green.

Wed. 4/4/49, p. 3. **Canal Commerce.**

Arrived, April 3.

Boat Neptune, Seneca, tan bark to C. C. Smoot.

Boat Catoctin, Catoctin Creek, corn to Fowle & Co.

Cleared.

Boat Neptune, Seneca, plaster and sundries from sundry persons.

Fri. 4/6/49, p. 3. Some idea prevailed that the man found murdered on the Canal near Georgetown, was from Ohio. Letters have been written there, and an answer returned to the inquiry, by which it appears, that the man supposes, possibly, to be the one found, had arrived home from Washington, safe and well.

Sat. 4/7/49, p. 3. **Canal Commerce.**

Cleared, April 6th.

Boat Neptune, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan and Gregory & Adams; hardware from J. A. English; and Queensware from R. H. Miller, for Hancock and Clearspring, Md.

Boat _____, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

Mon. 4/9/49, p. 3. **Canal Commerce.**

Arrived, April 7.

Boat Ohio, Harper's Ferry, corn, wheat and flour to Cazenove & Co.

Boat Experiment, Conrad's Ferry, corn to Wm. L. Powell & Son.

Departed.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., and sundries from sundry persons.

Tue. 4/10/49, p. 3. **Canal Commerce.**

Departed, April 9.

Boat Mill Boy, Big Spring Mills, lumber from Waters & Zimmerman, and sundries from sundry persons.

Boat Experiment, Conrad's Ferry, plaster from Cazenove & Co.

Wed. 4/11/49, p. 3. **Canal Commerce.**

Arrived, April 10.

Boat P. F. Thomas, Goose Creek, corn to Cazenove & Co., and Wm. L. Powell & Son.

Boat Ben. Franklin, Shepherdstown, flour to T. M. McCormick & Co.

Boat W. C. Johnson, Noland's Ferry, corn to C. Wilson.

Thu. 4/12/49, p. 3. **Canal Commerce.**

Arrived, April 11.

Boat Gen. Washington, Goose Creek, flour to Wm. L. Powell & Son and D. F. Hooe.

Departed.

Boat Ben. Franklin, Shepherdstown, plaster from Fowle & Co., and salt and plaster from T. M. McCormick & Co.

Boat Gen. Taylor, Berlin, lumber from Waters & Zimmerman; groceries, boots, shoes, hats, caps, &c., Knoxville and Burkettsville, Md., from McVeigh, Bro. & Co.

Boat Mill Boy, groceries, &c., for Leesburg from McVeigh, Bro. & Co.

Sat. 4/14/49, p. 3. **Canal Commerce.**

Arrived, April 13.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Boat Rough & Ready, Catoctin, corn to Fowle & Co.

Boat C. Eldridge, Goose Creek, corn to Lambert & McKenzie.

Departed.

Boat Henry Clay, Hardscrabble, Va., groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and dry goods from Berkley & Harper and Gregory & Adams.

Mon. 4/16/49, p. 3. **Canal Commerce.**

Departed, April 14.

Boat Gen. Washington, for Goose Creek, groceries, &c., from McVeigh, Bro. & Co.

Boat Henrietta, for Leesburg, groceries, shoes, &c., from McVeigh, Bro. & Co., and crockery ware from R. H. Miller.

Wed. 4/18/49, p. 3. **Canal Commerce.**

Arrived, April 17.

Boat William, Shepherdstown, corn to Lambert & McKenzie.

Boat Belle, Shepherdstown, wheat and corn to Fowle & Co.

Boat Sarah Ellis, Point of Rocks, corn to Lambert & McKenzie.

Boat J. Lambye, Honeywood Mills, corn and flour to Lambert & McKenzie.

Departed.

Boat William, Shepherdstown, plaster from Lambert & McKenzie, and groceries for Staunton from Wm. Bayne.

Boat Belle, Shepherdstown, plaster from Fowle & Co.

Fri. 4/20/49, p. 3. **Chesapeake and Ohio**

Canal. - We are informed that the Board of Directors of this great work are now in session in this city, for the purpose of making arrangements for putting the Canal in complete order, from its eastern terminus to Dam No. 6; the State of Virginia having, with a wise liberality, passed an act to enable the Company to raise the necessary pecuniary means to effect this important object.

We are also informed that the new portion of the canal, from Dam No. 6 to Cumberland, will certainly be completed within the period of time fixed in the contract, viz; 1st November next. - *Nat. Int.*

Canal Commerce.

Cleared, April 19.

Boat Belle, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., dry goods from Gregory & Adams, hardware from J. A. English, and hardware from Creighton & McNair, for Shepherdstown and Hard Scrabble, Va.

Boat Eagle, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., dry goods from Gregory & Adams and Brent & Bryan, and hardware from J. A. English for Hancock, Md., and Warren Township, Pa.

Sat. 4/21/49, p. 3. **Canal Commerce.**

Arrived, April 20.

Boat Hugh Smith, Harper's Ferry, coal to Lambert & McKenzie.

Departed.

Boat Hugh Smith, Harper's Ferry, barreled fish by Master.

Mon. 4/23/49, p. 3. We are gratified to learn that all matters of difference which have remained unsettled between the Chesapeake and Ohio Canal and the Alexandria Canal Companies, referred to in the proviso of the Act of the General Assembly, guarantying a loan of \$200,000 for the purpose of putting the former Canal in order, below Dam No. 6, have been amicably and satisfactorily arranged between the two Companies. We presume the Board of Public Works, will, also, be satisfied with the arrangement.

Tue. 4/24/49, p. 3/ **Canal Commerce.**

Departed, April 23.

Boat Rambler, Monocacy, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Sat. 4/28/49, p. 3. **Canal Commerce.**

Arrived, April 27th.

Boat Mermaid, Honeywood Mills, corn to Lambert & McKenzie.

Boat Charlotte, Williamsport, whiskey to John B. Daingerfield.

Mon. 4/30/49, p. 3. **Canal Commerce.**

Arrived, April 28.

Boat Henrietta, Goose Creek, corn and flour to Wm. L. Powell & Son, and flour to S. S. Masters & Son.

Boat Gen. Scott, Noland's Ferry, corn to Wm. L. Powell & Son.

Cleared.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Charlotte, for Clearspring and Knoxville, Md., groceries, boots, shoes, hats &c., from McVeigh, Bro. & Co.

Boat Mermaid, Williamsport, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Tue. 5/1/49, p. 2. **Chesapeake & Ohio Canal**

Bonds. - There is a growing demand for preferred bonds of the Chesapeake and Ohio Canal Company. The attention of capitalists and incorporated companies has been directed towards them as a safe and permanent investment, and the consequence is that the few bonds that get into the market are eagerly sought after and bought up. There are none for sale here at present at 80 which is an advance of 20 percent, on the original subscription. Most of the bonds are delivered when issued into the hands of the subscribers who are generally men of capital, who subscribed for investment, and who are able and desirous of holding them. These bonds never touch the market. Other subscribers on speculation, have sold out long since to men of capital who received their bonds regularly and hold them. There are some few who retain their original subscription, received their bonds according to the terms of the subscription, pay for them at sixty cents on the dollar, and offer them in the market for the most they can get. This latter is at present the only source of supply for the "outsiders," and it is a limited one. The bonds if they continue in favor must necessarily, under the circumstances, rise in value, simply because the demand is in advance of the supply, and the supply is not likely to increase, but rather diminish. The canal will be finished by the first of November next - this is settled. The State of Virginia has provided means for its thorough repair from Georgetown, to Dam No. 6. This puts the whole line in complete order for business and active operation. The work, when

complete is mortgaged for the payment of the preferred bonds, which in amount are under two millions, and redeemable thirty-five years hence, with interest payable half-yearly. This is a short history of the bonds. The only question is will the income from the tolls pay the interest on them without delay or difficulty? No one doubts it, and hence the basis upon which the bonds have risen and have assumed the character of a solid, safe, permanent, interest-paying investment. *Washington News*.

p. 3. **Canal Commerce.**
Arrived, April 30.

Boat W. C. Johnson, Noland's Ferry, corn to Wm. L. Powell & Son.

Departed.

Boat Hugh Smith, Harper's Ferry, plaster from Lambert & McKenzie.

Wed. 5/2/49, p. 3. **Canal Commerce.**
Arrived, May 1.

Boat Henry Clay, Washington County, Md., flour to T. M. McCormick & Co.

Departed.

Boat Henry Clay, sundries for Williamsport, Md., from T. M. McCormick & Co., and dry goods from Gregory & Adams.

Sat. 5/5/49, p. 3. **Canal Commerce.**
Arrived, May 4.

Boat Ben. Franklin, Washington County, Md., flour to T. M. McCormick & Co. and Lambert & McKenzie.

Cleared.

Boat Mill Boy, Leesburg, groceries from Wm. Bayne.

Mon. 5/7/49, p. 2. **Chesapeake and Ohio Canal.** - We are glad to learn that the prospect held out, early in the spring, of a large and increased business on the canal, is being fully realized. We have been informed by a gentleman, who has opportunities of knowing the fact, that for the six weeks, just prior and subsequent to the time of the opening of

business on the canal this spring, the receipts of flour at Williamsport, alone, averaged about 1,000 bbls. per day; and that at the present time, notwithstanding, our farmers generally, are busily engaged with their spring crops, there is still a brisk business doing at this point.

This has been one of the most favorable seasons, in every respect, probably, that the canal has ever had. There have been no damages from freshets, to interrupt its business; and the late judicious appropriation of \$200,000 by the Legislature of Virginia, (to be expended in providing, securely, against damages in the future,) which it is hoped the company will now be able, shortly, to realize, has inspired all the friends of the canal with increased confidence.

In fact the spring of 1849, may be set down as an era in the history of the canal. -

Hagerstown Torch Light.

p. 3. **Canal Commerce.**
Departed, May 5.

Boat Ben. Franklin, groceries, &c., from McVeigh, Bro. & Co., paints, oils, varnish and window glass, from Wm. Stabler & Bro. for Hancock, Md.; and plaster and fish from T. M. McCormick & Co. for Williamsport, Md.

Tue. 5/8/49, p. 2. The Cumberland *Alleghanian* of Saturday says: - "We understand that the work on the unfinished portion of the Chesapeake and Ohio canal, is proceeding rapidly - the force now employed being larger than at any time heretofore. The principal contractors feel confident that by the first of November, the magnificent work will be completed."

Tue. 5/8/49, p. 2. **Meeting in Georgetown.**

A large meeting of the citizens of Georgetown was held on last Thursday night, the 3rd instant, to take into consideration the best and most efficient methods to secure to Georgetown the great coal trade, which will have to be accommodated after the completion of the canal, which in all probability will be completed in November next. W. H. Edes,

Esq., presided as chairman of the meeting, and W. H. Tenney, Esq., as Secretary. After the meeting was duly organized, it was addressed by Capt. Thomas Brown, D. English, Jr., R. P. Jackson, W. H. Tenney, I. Dickson, I. H. King and C. E. Mix. These gentlemen gave their views and opinions in regard to the necessity of making energetic efforts to secure a portion at least of this trade to Georgetown, and also presented several plans, which were discussed, and their peculiar advantages set forth and elucidated. Several resolutions were offered and adopted by the meeting - one for appointing a committee to inquire into the practicability and expediency of opening a street on the entire south side of the canal from the aqueduct to Rock Creek; the proper location and probable cost of basin or basins, outlet locks, &c. One, by which the Mayor was authorized to employ an engineer to make a survey of the different places suggested, and the cost of said basin and locks.

p. 3.

Canal Commerce.

Arrived, May 7.

Boat Ohio, Shepherdstown, wheat and corn to Cazenove & Co.

Boat Gen. Washington, Goose Creek, corn to Lambert & McKenzie, and flour to D. F. Hooe.

Boat Hugh Smith, Harper's Ferry, coal to Lambert & McKenzie.

Wed. 5/9/49, p. 3. **Canal Commerce.**

Departed, May 8.

Boat Ohio, Harper's Ferry, lumber from James Green.

Boat Gen. Washington, Goose Creek, lumber from Waters & Zimmerman, sundries from sundry persons, groceries from Wm. Bayne, and groceries, &c., from McVeigh, Bro. & Co.

Boat Hugh Smith, Harper's Ferry, plaster, laths, fish, &c., from sundry persons, groceries from Wm. Bayne, and groceries, &c., from McVeigh, Bro. & Co.

Boat Potomac, groceries and shoes from McVeigh, Bro. & Co., dry goods from Brent & Bryan, Queensware from R. H. Miller, hardware from James A. English, for Warren Township, Pa.

Washington City Canal.

The contractors for cleaning out and repairing this work throughout its entire length, from the Potomac to the Eastern Branch, have commenced operations, and it is believed will be able to complete the whole during the present year; which will be in season for the expected trade by the Chesapeake and Ohio canal, and with which work the city canal is connected by locks.

Thu. 5/10/49, p. 2. The *Winchester Virginian*, referring to the completion of the Chesapeake and Ohio Canal, says: "The 'hopes deferred' of the friends of this important work are being re-animated by its immediate completion to the coal region. We hope their fullest expectations may be realized. It will introduce the game of give and take, between Alexandria and Baltimore - Maryland and Virginia. Our own commercial towns will reclaim from the soil of the former State some of the wealth she has long been extracting from our own."

Fri. 5/11/49, p. 3. **Canal Commerce.**

Cleared, May 10.

Boat Virginia, groceries, boots, shoes, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan, Queensware from R. H. Miller, hardware from J. A. English, and groceries from Wm. Bayne, for Leesburg, Va.

Sat. 5/12/49, p. 3. **Canal Commerce.**

Arrived, May 11.

Boat Belle, Shepherdstown, corn and flour to Lambert & McKenzie.

Mon. 5/14/49, p. 2. The greatest activity prevails along the entire unfinished line of the Chesapeake and Ohio Canal. A few days since, the force employed exceeded twelve hundred

men, and was increasing as fast as it could be rendered efficient. From Dam No. 6 to Cumberland, industrious labor is at work. The middle Canal basin at Cumberland has been deepened during the past week, a large number of men with horses and carts having been at work on it.

p. 3.

Canal Commerce.

Cleared, May 12.

Boat Wells A. Harper, Harper's Ferry, plaster from Lambert & McKenzie, and fish from R. C. Barton.

Boat Belle, groceries, boots, shoes, hats, &c., for Shepherdstown and Kerneysville, from McVeigh, Bro. & Co., and crockery ware from R. H. Miller.

COMMUNICATION.

Among the various schemes which are now being projected for the improvement of Alexandria, there is one I hope will not be overlooked. To some it may seem a *small* matter, of but little moment, but its importance is not duly appreciated. I mean the extension of the Canal into the Town, with a basin in some convenient and central location. The writer of this *knows* by personal experience that a large amount of Canal trade has been lost to the Town under the present arrangement of affairs. I do not deem it necessary to enter into a detail of the inconveniences and disadvantages which at the present attend persons trading to Alexandria, by the Canal. They are seen and known by everyone who gives the matter a moment's thought, and those of our merchants who are directly concerned in receiving produce by the Canal, have been surfeited with complaints and remonstrances, on the subject, from their country friends. It has become indeed a difficult matter to induce the owners of boats to bring produce to Alexandria. Seven-eighths of them object to coming here and will not do so if they can possibly obtain freight elsewhere. These persons frequently have the control of their cargoes and make use of every effort to dispose of them in Georgetown, even at prices slightly less, rather than bring them to

Alexandria. Thus, we lose not only the receiving the produce, but a considerable amount of a much more profitable return trade.

If any curious person will but take the pains to pay a visit to our Canal basin, I venture to assert, that they will not return without a spell of the "horrors." Everything around it is so cheerless and desolate, that it is heart-sickening. There are no accommodations for loading and unloading boats, no shelter for the men and horses, and what was supposed by some sanguine individuals would prove the nucleus of a considerable addition to the Town consists at present of a dilapidated wharf and two unoccupied warehouses. Thus the few boats that come here are compelled, "nolens volens," to lock down into the river, and discharge their cargoes at the wharves. This is accomplished, in boisterous weather, with considerable risk, and, under the most favorable circumstances, with *trouble* and a loss of time. It is this, that the boatmen the most object to, and many of them who are consigned here, rather than submit to it, will not come through the Canal at all, but employ the Steamboat Salem to tow them down the river from Georgetown; and so the tolls are lost to the Canal Company. I have an instance, (among many others) in my mind, which occurred last week, of a boat having been detained the greater part of *two days* in waiting to get from, and to the Locks. It was the Boatman's *first* trip to Alexandria and he sincerely hoped it would be his *last*. The great difference between the receipts of produce here and in Georgetown, *so largely* in favor of the latter place, is I have no doubt attributable in a great measure to this cause. There are other things, to be sure, which operate to produce this result, but this I believe to be the chief reason.

There is however in addition to these things, another strong reason, indeed I may say an *absolute necessity*, why this extension of the Canal into town should take place. That is, that on the completion of the Chesapeake and Ohio Canal to Cumberland, and the consequent commencement of the large coal trade which

Alexandria must derive from this source, the present basin and locks will not be sufficient for the accommodation of the coal and produce. The coal will of course be discharged at the wharves to be prepared for it on the river, but there must be an outlet into town by means of another lock and a lateral canal for the produce. Unless this is done, there will be a clashing between the two branches of trade, and they will retard each other, as has been the case heretofore on the Baltimore and Ohio Railroad. Some persons have made the expense of this work a "bug-bear," but I will venture to assert that the expense will be but a trifle in comparison to the increase of business which we shall receive by it.

I know that there is strong opposition to this matter; but if those who oppose it will only forget *individual* interests, and look alone to the *general* weal, their opposition will cease.

There is no doubt that a majority of the citizens of the town are in favor of it, as was proved by the vote sometime since taken, and I sincerely hope that those to whom the thing has been entrusted, will see to it, and have the people's wishes carried out.

Tue. 5/15/49, p. 2. On Monday of the May County court, for Berkeley, an application will be made to the Court in pursuance of a recent act of the General Assembly of Virginia, for the appointment of three Commissioners to select some point opposite to the County of Berkeley for the location of a lift lock for the accommodation of the Canal trade of that County. And, on Tuesday and Wednesday following, the said Commissioners are expected to meet Mr. Fisk, the Chief Engineer of the Chesapeake and Ohio Canal Company, to perform the duties prescribed by law.

p. 3. **Canal Commerce.**

Arrived, May 14.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Wed. 5/16/49, p. 3. **Canal Commerce.**

Arrived, May 15.

Boat W. C. Johnson, Noland's Ferry, corn to Lambert & McKenzie.

Boat Henry Clay, Mercerville, corn to Fowle & Co., flour to T. M. McCormick & Co., and corn to order.

Thu. 5/17/49, p. 3. **Alexandria Canal Company.** - The annual meeting of the Stockholders of the Alexandria Canal Company was held at the Council Chamber, in the town of Alexandria, on Monday, the 7th day of May, 1849, at 11 o'clock, pursuant to the charter and public notice.

Robert Brockett was appointed Chairman, and Reuben Johnston Secretary.

The major part of the stock not being held or represented by the persons present.

The meeting adjourned until Monday evening next, at 7½ o'clock.

A meeting of the Stockholders of the Alexandria Canal Company was held in the Council Chamber, in Alexandria, on Monday, the 14th of May, 1849, at 7½ o'clock, P.P., pursuant to adjournment.

Robert Brockett was appointed Chairman, and Reuben Johnston Secretary.

Present - The Board of Public Works, by F. L. Smith, their proxy;

The Common Council of Alexandria, by L. McKenzie and W. D. Massey, their proxy; Charles Bennett's Executors, and a large number of Individual Stockholders, constituting the majority of interest of the Stockholders of the Company.

The annual report of the President and Directors was laid before the meeting, read, and approved; and it was ordered that 100 copies thereof, with the accompanying documents, be printed for the use of the Stockholders.

The Committee appointed at the last annual meeting to examine the books, papers, and accounts of the President and Directors for the year now past, made their report, which was read, approved and ordered to be printed.

On motion of Stephen Shinn,

Resolved, That the President and Directors, having made their report, and rendered an account of their proceedings, for the past year, and the same having been examined and found fairly and justly stated, the Stockholders now present do grant a certificate thereof, and that a duplicate thereof be entered on the Company's books.

Resolved, That the Chairman of this meeting do now appoint a Committee of five Stockholders, to whom the President and Directors shall, fifteen days before the next annual general meeting of this Company, submit a general statement of their accounts for the then preceding year; which exhibit this Committee, or any three of them, shall examine and report upon to the next annual meeting of the Stockholders; whereupon,

The Chairman appointed Hugh C. Smith, Stephen Shinn, Edward S. Hough, Benjamin Barton and Samuel Miller, the said Committee.

The proxy for the Corporation of Alexandria laid before the meeting a statement of the votes taken at the late town elections, under a resolution of the Council, upon the subject of extending the Canal further into the town; and offered the following resolution - which was read, laid upon the table, to be acted upon at a meeting of the Stockholders to be held on the second Monday in July next. viz:

Resolved, That the President and Directors of the Alexandria Canal Company, be, and they are hereby, requested to apply to the Common Council of Alexandria for the permanent use of so much of the streets of the town, as may be necessary for the Canal Company to occupy, in the extension of the Canal into town, from such point on the Canal, by such route, and to such point within the town, as the said President and Directors may hereafter determine upon, conformably to the Act of the Virginia Legislature, passed April 1st, 1848; - and upon obtaining such grant from the Common Council, that they, the said President and Directors, be, and they are hereby, requested to

apply to the Legislature of Virginia, at the next regular session thereof, for a confirmation of such grant; and that, as soon as practicable after such grant shall have been so obtained and confirmed, the said President and Directors be, and they are hereby authorized and directed, to construct such lateral Canal into the town:

Provided, The funds necessary for the construction of such work can be obtained on loans at not over 6 percent interest, and redeemable in from two to twenty years.

On motion of Wm. H. Fowle,

Resolved, That the Chairman appoint a Committee of three Stockholders, to collect and lay before the meeting to be held on the second Monday in July, such information as they can obtain, bearing upon the subject of the proposed extension of the Canal further into the town.

The Chairman appointed Wm. H. Fowle, Henry Daingerfield and Thomas M. McCormick, the said committee.

Ordered, That the salary of the President remain as at present.

Resolved, That this meeting do now proceed to elect a President and six Directors of this Company; that Benjamin Hallowell, George H. Smoot and Thomas M. McCormick, be a committee to receive and count the votes given here-at, and report thereon to this meeting, at the expiration of fifteen minutes.

The said election was accordingly held, and the Committee, pursuant to the order, reported that the following persons were unanimously re-elected President and Directors, viz:

JOSEPH FACHES, President

Anthony P. Gover

William Gregory

James Green

Henry Daingerfield Directors

William L. Powell

Louis A. Cazenove

The said persons were then declared to be duly elected.

Ordered, That the proceedings of this meeting be published in the Alexandria Gazette.

The meeting then adjourned until Monday, the 9th day of July next, at 7½ o'clock, P. M., to meet at the Council Chamber.

ROBERT BROCKETT, Chairman

R. Johnston, Secretary.

Canal Commerce.

Arrived, May 16.

Boat John Glenn, Edward's Ferry, corn to Lambert & McKenzie.

Departed, May 16.

Boat Henry Clay, salt, plaster, &c., from T. M. McCormick & Co., for Williamsport, Md.

Fri. 5/18/49, p. 3. **Canal Commerce.**

Arrived, May 17.

Boat Experiment, Goose Creek, corn to Lambert & McKenzie.

Sat. 5/19/49, p. 3. **Canal Commerce.**

Arrived, May 18.

Boat Catoctin, from Catoctin Creek, corn and flour to Cazenove & Co.

Boat Gen. Taylor, Berlin, corn and flour to Wm. L. Powell & Son.

Departed, May 18.

Boat Experiment, Conrad's Ferry, plaster from Cazenove & Co., and groceries from Wm. Bayne for Leesburg, Va.

Boat Catoctin, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Boat Virginia, groceries, shoes, &c., from McVeigh, Bro. & Co., for Leesburg.

Mon. 5/21/49, p. 2. The certainty of the completion of the Chesapeake and Ohio Canal this Fall, says the Cumberland *Civilian*, has drawn the attention of capitalists to the coal region around Frostburg, in Allegany county. The *Civilian* has heard of several changes of proprietorship, with the possibility of a larger infusion of capital, in the stock of the mining companies.

The Georgetown Grays, after a pleasant excursion to Leesburg, arrived at home again on Friday morning, much delighted with their

jaunt. The trip was made by way of the canal, an excursion which affords an excellent opportunity for viewing the beautiful scenery along the Potomac.

p. 3. **Canal Commerce.**

Arrived, May 19.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son.

Boat C. Eldridge, Conrad's Ferry, corn and wheat to Fowle & Co.

Departed, May 19.

Boat Gen. Taylor, Berlin, lumber from Waters & Zimmerman.

Tue. 5/22/49, p. 2. The Canal estimates paid last week for the month of April, at Cumberland, amounted to considerably more than for any preceding month - and they will be still larger for the present month.

p. 3. **Canal Commerce.**

Arrived, May 21.

Boat Gen. Washington, Goose Creek, corn to D. F. Hooe.

Boat Rough & Ready, Catoctin, corn to Wm. L. Powell & Son.

Boat Gen. Scott, Berlin, corn to Fowle & Co., and tan bark to Charles C. Smoot.

Wed. 5/23/49, p. 3. **Canal Commerce.**

Arrived, May 22.

Boat Belle, Shepherdstown, corn to Lambert & McKenzie.

Departed, May 22.

Boat Gen. Washington, Goose Creek, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Boat Gen. Scott, groceries, &c., for Monocacy from McVeigh, Bro. & Co.

Boat Belle, Shepherdstown, fish and sundries from sundry persons, and groceries, &c., from McVeigh, Bro. & Co.

Boat Wells A. Harper, groceries, &c., for Hancock, Md., from McVeigh, Bro. & Co.

Thu. 5/24/49, p. 2. **The Chesapeake and Ohio Canal.** - *For the National Intelligencer.*

In 1844-45 the Legislature of Maryland passed a law to provide the ways and means to finish the Chesapeake and Ohio Canal to Cumberland, and, among other provisions of that law, directed that all prior or pre-existing liens held by Maryland upon that work should be waived and postponed, upon certain conditions, all of which were strictly complied with. Whereupon agents of that company proceeded to open negotiations, both in this country and in Europe, to raise the amount of money deemed sufficient, by the issue of bonds, agreeably to the law of Maryland before referred to. But, after long, earnest and able efforts on the part of those agents, they utterly failed; and when, in June, 1846, at the general meeting of the stockholders of the company, held at the Exchange, in the city of Baltimore, and, after the adjournment, and whilst many persons representing large interests in the work yet lingered around the almost lifeless body and watched the expiring spirit of the noble enterprise, a voice from the Old Dominion was heard suggesting, as a last effort, a *guaranty* on the part of Virginia of portions of the canal bonds to be issued agreeably to the law of Maryland before referred to. Time, the great touch-stone of experience and vindicator of human actions, has rolled over, and soon the meeting of the waters of the Ohio and the Potomac must take place. The canal will be finished to Cumberland by the first day of November next! Virginia and *Uncle Sam* will finish the remaining part, agreeably to plans and estimates of that prince of civil engineers, Gen, Bernard, and in fulfillment of predictions made by Mr. Calhoun in his masterly report made while he was Secretary of War! Then, indeed, will "the wilderness and the solitary place be made glad, and the desert rejoice and blossom as the rose."

VIRGINIA.

p. 3. **Canal Commerce.**

Departed, May 23.

Boat Clark Eldridge, Leesburg, lumber from James Green.

Sat. 5/26/49, p. 3. **Canal Commerce.**

Arrived, May 25.

Boat J. Lambye, Honeywood Mills, flour to Lambert & McKenzie.

Departed, May 25.

Canal boat Old Zach, groceries, &c., for Shepherdstown, from McVeigh, Bro. & Co.

Mon. 5/28/49, p. 2. The Maryland Mining Company, having at length settled the difficulty as to their right of way, will commence immediately the construction of its Rail Road from the Bridge at the Narrows, to its contemplated Depot on Hoblitzell's Island. The Company is at the present time erecting additional houses at its mines, with a view of accommodating a largely increased number of operatives upon the completion of the Canal.

Chesapeake and Ohio Canal.

Since the guaranty by the State of Virginia to the Chesapeake and Ohio Canal, it has become a State work by investment, as it has always been by interest and contiguity. Virginia has a great and important interest to sub-serve in its prosecution - a large portion of its territory to be enriched by a speedy completion of the work - and a hidden source of wealth in its minerals, to be yet developed as it progresses. Examine the route which it takes, the country contiguous, the productions of our State in the counties bordering on this great link connecting the waters of the Ohio and the Potomac, and who is there that can fail to discern the paramount interest which every citizen of Virginia has in its proper management and speedy prosecution. After a series of years of trouble, difficulty and danger, new life and vigor have been infused by the liberal investment on the part of our State, and she may justly claim, as she will now no doubt exercise, an important part of the management of the whole line. A friend of the improvement, who has struggled long - sacrificed his time and his money in its behalf - sounds the clarion note to the people of Virginia to wake up to their

interest in this improvement. The hitherto inefficiency of the Company as an aggregate, no less than its officers individually, is no recent discovery, but a fact conceded, and one which the tardiness of the work and the embarrassment and difficulty which has beset it, but serve to make a mathematical demonstration. We invoke attention to the matter, and if the people of the State manifest but a becoming interest, the success of the work and its speedy completion, is made certain. - *Spirit of Jefferson.*

The Lift Lock.

At the last term of the County Court of this County, in pursuance of a law passed at the last session of the General Assembly of Virginia, the Court appointed three Commissioners, to wit: Henry J. Seibert, Jacob Myers and James H. Robinson, to select a site for the location of a Lift-Lock, for the accommodation of the trade of Berkeley into the Chesapeake and Ohio Canal. We understand the Commissioners met the Chief Engineer, Mr. Fisk, on Wednesday of last week, for the purpose of locating the Lock. The result of the meeting we have not learned. The Lock will probably be near Down's Mill. This will certainly be a great convenience to the County. - *Berkeley Chronicle.*

p. 3. **Canal Commerce.**

Arrived, May 26.

Boat P. E. Thomas, Goose Creek, corn to D. F. Hooe.

Boat Isabel, Brenn's Furnace, nails and pig iron to Lambert & McKenzie.

Boat Mermaid, Goose Creek, corn to Lambert & McKenzie.

Tue. 5/29/49, p. 3. **Canal Commerce.**

Arrived, May 28.

Boat Isabel, Brenn's Furnace, nails and pig iron to Lambert & McKenzie.

Boat Mermaid, Goose Creek, corn to Lambert & McKenzie.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son and D. F. Hooe.

Boat Ben. Franklin, Williamsport, Md., flour and corn to T. M. McCormick & Co.

Wed. 5/30/49, p. 3. **Canal Commerce.**

Arrived, May 30.

Boat Experiment, Big Spring Mills, corn to Lambert & McKenzie.

Departed, May 29.

Boat P. F. Thomas, Goose Creek, plaster from Cazenove & Co., and lumber from Waters and Zimmerman and James Green.

Thu. 5/31/49, p. 3. **Canal Commerce.**

Arrived, May 30.

Boat Ohio, Shepherdstown, corn to Lambert & McKenzie.

Boat Belle, Shepherdstown, corn to Fowle & Co.

Departed.

Boat Virginia, Goose Creek, lumber from Waters & Zimmerman.

Boat Ben. Franklin, for Williamsport, shingles from Smoot & Uhler, and groceries from T. M. McCormick & Co.

Fri. 6/1/49, p. 3. **Canal Commerce.**

Arrived, May 31.

Boat Gen. Cass, Berlin, corn to Lambert & McKenzie.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Boat Col. Crockett, Harper's Ferry, flour to Cazenove & Co.

Boat John Glenn, Goose Creek, corn to Lambert & McKenzie.

Departed, May 31.

Boat Neptune, Hancock, Md., groceries, shoes, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan, hardware from James A. English, and plaster from Cazenove & Co.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co., and hardware from James A. English.

Boat Ohio, groceries, &c., from McVeigh, Bro. & Co., and hardware from James A. English.

Boat Experiment, Big Spring, lumber from Waters & Zimmerman.

Boat Gen. Cass, Catocin, lumber from Waters & Zimmerman.

Sat. 6/2/49, p. 3. **Canal Commerce.**

Arrived, June 1.

Boat W. C. Johnson, Noland's Ferry, corn to Cazenove & Co.

Boat C. Eldridge, Conrad's Ferry, corn to Fowle & Co.

Boat Henrietta, Goose Creek, flour to D. F. Hooe.

Departed.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Mon. 6/4/49, p. 2. **Chesapeake and Ohio Canal.** - It has frequently been announced that the Chesapeake and Ohio Canal would be completed by the 1st of October, the time specified in the contract. We have taken some pains to ascertain the present condition of the work along the entire line, and are enabled to present the following satisfactory facts as the result of our investigations.

The two cut-stone Locks, between Dam No. 6 and Cumberland, will be completed by the first of July. The thirteen composite locks, of which three are nearly completed, will be finished by the latter part of August.

Aqueduct No. 9, over Fifteen Mile Creek, will be completed by the first day of July - Aqueduct No. 10, over Town Creek, which, next to the Tunnel, is the heaviest work on the line, will be completed in the month of September.

All the excavation along the line will be completed on the 1st of August.

One-third of the arching of the great Tunnel is finished. One half of the side walks on the berm and tow path side are already completed. The portal on the south end is ready for the

spring of the arch. The work at the Tunnel is pushed night and day. The supply of bricks and cement is abundant. The whole of this magnificent work will be ready for the earliest letting in of the water.

The stone of the Dam at Cumberland has been quarried and is now being delivered. It is a very superior quality of sandstone. With a low stage of water the Dam can be finished in six weeks. The basins at the same place are already completed.

Many of the sections are entirely completed. Many of the Culverts are completed, and all are in a state of forwardness.

The lock houses have been contracted for, and the materials are ready for their construction. The timber for the lock gates is now being delivered. The lock iron, and iron for railings of Aqueduct and Tunnel, have been contracted for.

The road bridges and waste-ways have been contracted for, and are in a state of forwardness.

A general cleaning up of the old sections finished some years ago is going on.

The fact is, no single thing connected with the completion of the line has been neglected, and the work is of a character to challenge the highest admiration of all who are conversant with such matters. This information may be relied on. - *Cum. Civilian.*

We are extremely pleased at this account of the satisfactory progress of the great work, in which this town has so deep an interest.

p. 3. **Frostburg Coal Company.**

We understand that two gentlemen of Alexandria, well known for their capital and enterprise, have purchased a large interest in the stock of this Company, being that part owned by the late Isaiah Frost. In consequence of this, operations at the Company's mines will be immediately commenced on an enlarged scale.

The affairs of the Frostburg Coal Company, under the management of Daniel C. Bruce, Esq., have been conducted with great judgment and, for this region, unexampled success. In spite of the general adverse circumstances, the

coal business of the Company has uniformly realized handsome profits, and now, when the Canal is about to be completed, they find themselves out of debt and in a condition for the most vigorous operation. A few days since the Agent made a contract with responsible parties residing in Baltimore, for the delivery at Locust Point of one hundred tons of coal daily, which, in addition to the contracts already entered into by the Company, will make a regular business of over two hundred tons a day. With a view to the increase of their business, the Agent has, we learn, ordered of John Beall & Co., of Cumberland, forty cars for their mines, and intends also building a large number of houses for the accommodation of miners. - *Cum. Civ.*

Canal Commerce.

Departed, June 2.

Boat C. Eldridge, Noland's Ferry, plaster from Cazenove & Co., lumber from Waters & Zimmerman.

Boat W. C. Johnson, Noland's Ferry, lumber from Waters & Zimmerman.

Tue. 6/5/49, p. 3. **Canal Commerce.**

Arrived, June 4.

Boat Gen. Washington, Goose Creek, wheat to D. F. Hooe.

Wed. 6/6/49, p. 3. **Canal Commerce.**

Arrived, June 5.

Boat Henry Clay, Dam No. 4, corn to Cazenove & Co.

Departed.

Boat Mill Boy, Big Spring, lumber from Waters & Zimmerman.

Boat Gen. Washington, Goose Creek, plaster from D. F. Hooe and lumber from Waters & Zimmerman.

Boat Henry Clay, Shepherdstown, dry goods from Gregory & Adams.

Thu. 6/7/49, p. 2. The contractors are at work on the bridge across the Potomac, at Shepherdstown, Va., and will finish it with all

possible dispatch. It is to have three piers and four spans.

p. 3.

Canal Commerce.

Arrived, June 6.

Boat Hugh Smith, Cumberland coal to Lambert & McKenzie.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Boat Charlotte, Williamsport, whiskey to J. B. Daingerfield.

Departed, May 6.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., lumber from Waters & Zimmerman, and sundries from sundry persons.

Fri. 6/8/49, p. 3. **Canal Commerce.**

Arrived, June 7.

Boat Catocin, Catocin, corn to Fowle & Co.

Boat Experiment, Big Spring, corn meal to Wm. L. Powell & Son, and corn to Cazenove & Co.

Departed.

Boat Experiment, Big Spring, plaster and sundries from Wm. L. Powell & Son.

p. 4. A work of Captain S. W. Dewey upon statistics connected with the Chesapeake and Ohio Canal, states that the following counties are the main contributors: Alleghany, Washington, Frederick and Montgomery, in Maryland - and Morgan, Berkeley, Jefferson, Clarke, Frederick, Warren, Shenandoah, Page, Hardy, Hampshire, Pendleton, Augusta and Rockingham in Virginia. The whole agricultural products of these seventeen counties amount to one 42nd part of all the grain raised in the United States in 1840! Jefferson county produced 115 bushels of grain of various sorts for each inhabitant. The largest product in the world.

Sat. 6/9/49, p. 2. An adjourned general meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held in Barnum's Hotel,

in the city of Baltimore, on Wednesday, the 13th instant, at 12 o'clock M.

p. 3. **Canal Commerce.**

Arrived, June 8.

Boat Victoria, Goose Creek, flour to D. F. Hooe and Lambert & McKenzie.

Boat Isabel, Antietam, pig iron to Lambert & McKenzie.

Boat Mermaid, Honeywood Mills, corn to Lambert & McKenzie.

Boat Rough & Ready, Berlin, corn to Fowle & Co.

Departed, June 8.

Boat Victoria, Goose Creek, plaster from D. F. Hooe, and shingles from Waters & Zimmerman.

Boat Clay, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Boat Charlotte, Clearspring, groceries, &c., from McVeigh, Bro. & Co.

Mon. 6/11/49, p. 3. **Canal Commerce.**

Arrived, June 9.

Boat Dan Gett, Harper's Ferry, flour to S. S. Masters & Son.

Boat Ben. Franklin, Williamsport, corn to T. M. McCormick & Co.

Departed, June 9.

Boat Virginia, Goose Creek, lumber from Waters & Zimmerman.

Boat Ben. Franklin, Williamsport, sundries from T. M. McCormick & Co.

Boat Dan Gett, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.

Tue. 6/12/49, p. 3. **Canal Commerce.**

Arrived, June 12.

Boat Belle, Shepherdstown, corn and wheat to Fowle & Co.

Boat Mill Boy, Big Spring, corn to Fowle & Co.

Wed. 6/13/49, p. 3. It will be seen by their advertisement that the Mount Vernon Club, of this place, will give their first Pic Nic Party of the season, at Mr. Custis's Spring, in this

county, on Monday next. The previous entertainments of the Mount Vernon Club, at this place, have been well attended, and were delightful parties - the ladies and gentlemen always pleased with the innocent enjoyments, and anxious for "more of the same sort." A fine Canal Boat has been engaged for the occasion, in which a pleasant trip can be made. Music and dancing, the song and the laugh, will be the order of the day.

Canal Commerce.

Cleared, June 11.

Boat Eagle, groceries, boots, shoes, hats, &c., for Hancock and Orleans, Md., from McVeigh, Bro. & Co., dry goods from R. H. Miller, and hardware from James English.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Thu. 6/14/49, p. 3. **Canal Commerce.**

Arrived, June 13.

Boat J. Lambye, Antietam, pig iron to Lambert & McKenzie.

Boat Gen. Taylor, flour to W. L. Powell & Son, and corn to Charles Wilson.

Fri. 6/15/49, p. 3. **Canal Commerce.**

Arrived, June 14.

Boat Thomas G. Harris, Mercerville, flour to Fowle & Co.

Boat W. C. Johnson, Noland's Ferry, corn to order.

Departed.

Boat Gen. Taylor, Berlin, shingles from Waters & Zimmerman.

Sat. 6/16/49, p. 3. **Canal Commerce.**

Arrived, June 15.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Departed.

Boat Thomas G. Harris, Mercerville, plaster from Cazenove & Co.

Boat John Gibson, Harper's Ferry, shingles from Waters & Zimmerman.

Boat Nonsuch, Berlin, groceries, &c., from McVeigh, Bro. & Co.

Mon. 6/18/49, p. 2. **Sale of Mill Property.**

The three-story stone mill, situated on the Chesapeake and Ohio Canal, near Georgetown, contiguous to the locks of the Potomac Company, and known as Beatty's, was sold at public auction in Georgetown yesterday, under a deed of trust, by Edward S. Wright, auctioneer, to John Kurtz, esq., for the sum of \$4,500. Owing to a protest made at the sale by Mr. Stewart, on behalf of the heirs of Amos Binney, as to the power to convey the water rights by the Canal Company, which question is now pending before the courts in Maryland, the property did not bring more than one-half of what was expected before the sale. - *Republic*.

Fri. 6/22/49, p. 2. **Shenandoah Boating.**

The return of boatmen by cars from Harper's Ferry, where they deliver their cargoes, is of frequent occurrence, and indicates the great extent to which the boating of flour on the Shenandoah is carried. A few days since the crews of some twelve or fifteen boats passed through town. The trip from Port Republic takes about twelve days; the boats carrying from seventy to one hundred barrels, managed by two or three hands. It is an expensive and hazardous system of transportation. Boats which cost twenty-five or thirty dollars up the river, are sold at Harper's Ferry for six. The quantity of plank thus consumed in a few years, would make a plank road through the entire valley, and furnish a more expeditious and cheaper means of transportation than the present fluctuating state of the river does, even downward, with the certainty of return loading, which it at no time allows. - *Winchester Virginian*.

p. 3. **Canal Commerce.**

Arrived, May 21.

Boat Gen. Washington, Goose Creek, corn to D. F. Hooe.

Sat. 6/23/49, p. 3. **Canal Commerce.**

Arrived, June 27.

Boat J. C. Calhoun, Harper's Ferry, flour to Fowle & Co.

Boat Henry Clay, Dam No. 4, corn and flour to Fowle & Co.

Boat Henrietta, Big Springs, wheat to Cazenove & Co.

Boat Ohio, Shepherdstown, wheat and flour to Cazenove & Co.

Boat Virginia, Goose Creek, flour to D. F. Hooe.

Mon. 6/25/49, p. 3. **Canal Commerce.**

Departed, June 23.

Boat Gen. Washington, Goose Creek, lumber from Waters & Zimmerman.

Boat Ohio, groceries, &c., from McVeigh, Bro. & Co., crockery ware from R. H. Miller, and hardware from Creighton & McNair, for Shepherdstown.

Boat Henry Clay, groceries, &c., from McVeigh, Bro. & Co.

Boat J. C. Calhoun, groceries, &c., from McVeigh, Bro. & Co. for Harper's Ferry.

Wed. 6/27/49, p. 3. **Canal Commerce.**

Arrived, June 26.

Boat Susan Harris, Mercerville, corn and flour to Fowle & Co.

Boat Potomac, Williamsport, corn to Lambert & McKenzie.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Fri. 6/29/49, p. 2. **Cumberland Coal.**

An agent of the British West India mail steamer is now negotiating with the Coal Companies now in operation in this region for a supply of 50,000 tons per annum, to be shipped from Alexandria. This Coal is equally valuable for driving locomotives as for steaming purposes. The Baltimore and Ohio Railroad run their engines with it and find that 25 cwt. makes as much steam as two tons of Anthracite. The Reading Road are making a trial of it. Mr.

Seymour of the Erie Road prefers it to all other kinds. Experiments on the Camden and Amboy Road prove that one ton of this Coal is equal to two and a quarter cords of pine wood. All the testimony adduced goes to prove that this Cumberland Coal is the most valuable fuel ever discovered, and that when the Phenix and the other Companies of this region get into harness we shall be supplied with the fuel at as low or lower rates than we now pay for Anthracite. The Company of which we have been speaking is clear of debt, has \$3,000 in the treasury and owns \$100,000 of its capital stock. In the course of the ensuing Autumn the Chesapeake and Ohio Canal will be completed to Cumberland, and within a few months the Baltimore and Ohio Railroad will be completed to Westernport, and these, with the slack-water navigation of the Potomac, will give the lands of the Phenix Company immediate communication with Baltimore and Alexandria. - *N. Y. Tribune*.

p. 3. **Canal Commerce.**
Departed, June 28.

Boat J. Lambye, Hancock, plaster from Lambert & McKenzie.

Sat. 6/30/49, p. 3. **Canal Commerce.**
Arrived, June 29.

Boat Belle, Shepherdstown, corn to Fowle & Co.

Mon. 7/2/49, p. 3. **Canal Commerce.**
Arrived, June 30.

Boat Hugh Smith, Harper's Ferry, corn to Fowle & Co.

Departed.

Boat Old Zack, Harper's Ferry, plaster from Fowle & Co.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., groceries, shoes, hats, &c., from McVeigh, Bro. & Co.

Wed. 7/4/49, p. 3. **Canal Commerce.**
Departed, July 3.

Boat Neptune, Williamsport, plaster from Cazenove & Co.; groceries, shoes, &c., from McVeigh, Bro. & Co.; dry goods from Brent & Bryan and Gregory & Adams; Queensware from R. H. Miller; and hardware from James A. English.

Fri. 7/13/49, p. 3. We learn that for the purpose of cleaning out, the water has been drawn off from the Chesapeake and Ohio Canal, and that navigation will be suspended on it, until about the first of August.

Canal Commerce.

Arrived, July 12.

Boat Virginia, Goose Creek, corn and flour to D. F. Hooe.

Mon. 7/16/49, p. 2. The *Cumberland Civilian* says: "Operations have been commenced with great activity on the Dam at this place. The stone of which it is to be constructed is of very superior quality.

Thu. 7/19/49, p. 2. Loud complaints are made by those living near the Aqueduct, across the Potomac, near Georgetown, at its condition at the present time, being entirely destitute of water and sending forth a noxious and pestilential effluvia sufficient to breed disease of the very worst kind. Rumors are already current that three cases of cholera have occurred in the vicinity.

Sat. 7/21/49, p. 3. We have it from one "living near the Aqueduct, across the Potomac, near Georgetown" that its condition is not such as has been represented. From it issue no noxious or pestilential effluvia, though from the Canal passing through Georgetown, the water having been drawn off for several days past, there does issue an offensive effluvia, but not sufficient yet to have bred disease of any kind. The three cases of cholera alluded to, if cholera, occurred nearly or quite a mile from the Aqueduct, and are said to have been produced by imprudent indulgence in the use of vegetables. The water

will be immediately let into the lower level of the Chesapeake and Ohio Canal, when the Aqueduct will be filled, and all cause of complaint or apprehension of danger be removed.

Mon. 7/23/49, p. 2. **Chesapeake and Ohio Canal.** - We have been favored with a copy of the Twenty-first Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company, made to the Stockholders on the 4th day of June, 1849.

We have no time to present an elaborate analysis of the report, but shall endeavor to select such general facts as are of most interest to our readers.

During the past year the affairs and future prospects of the Company have continued materially to improve.

The total work done under the contract of Messrs. Hunter, Harris & Co., amounted, on the 1st of June, to \$656,110. This estimate is based upon the cash prices of the "August '45 estimate," by which the Engineer calculated the amount necessary to complete the Canal at \$1,225,279. The following is a portion of the details:

Work done prior to	Dec. 1st 1848	\$369,928.00
" "	in Dec. 1848	29,808.58
" "	January 1849	17,416.83
" "	February "	27,946.31
" "	March "	28,773.64
" "	April "	46,611.22
" "	May "	62,739.09

(The estimate for June, we understand, amounted to over \$70,000, and that for July, the present month, will far exceed any previous one.)

Of this amount there has been paid to the Contractors in Bonds of the Company, issued under Act 1844, Ch. 281, the sum of \$620,000 leaving \$36,110 as the amount retained by way of the security percentage. In addition to these bonds, the Company have paid out \$88,000 of bonds for installments of current money to be paid by the Contractors to the Trustee, for the use of the Company; \$13,000 of bonds for

interest paid by them in July 1848 and January 1849, on bonds previously issued; and \$5,000 of bonds paid to L. M. Cresap for release of obligation to construct a bridge, dam and forebay on his premises. Thus the whole amount of bonds issued to the 4th of June was \$726,000. Of this amount \$230,000 were guaranteed by the State of Virginia.

The money arrangements of Messrs. Hunter, Harris & Co., have been exact and punctual, and, judging from past operations, the consideration in bonds to be paid under the contract, appears to be ample to complete the Canal.

There seems to be some difference of opinion as to the time at which the work can be finished. Messrs. Davis, Hale and Allen, the agents of the Contractors, in their communication of the 7th of May, use the following language: "We have the satisfaction of expressing a strong confidence, found on a review of the present state of the work, and the arrangement which has been made for its prosecution, that, unless prevented by some adverse event of unusual occurrence, the Canal will be ready for introducing water and the opening of navigation from Cumberland to Dam No. 6 by the 1st day of October next."

According to a calculation of C. B. Fisk, Esq., the chief Engineer, it appears that, if, after the 1st of June, the work should go on to completion at the same rate of increase over the corresponding period of 1848, as is exhibited during the three months previous, the Canal will not be finished until the 10th day of December. "It would require" adds Mr. Fisk "very great and very extraordinary exertions, and without the intervention of any unfavorable circumstances, to effect the completion of the Canal by the time stipulated therefor in the contract."

The President, in his report, remarks that Messrs. Davis, Hale and Allen have great experience in undertakings of this character, and being fully informed in regard to the amount of work yet to be done, have, we are

authorized to conclude, in order to verify their statement above quoted, made the necessary arrangements to augment the force employed in a degree corresponding with the labor to be performed, by the time specified. - *Cumberland Civilian*.

Fri. 7/27/49, p.2. At the annual meeting of the stockholders of the Chesapeake and Ohio Canal Company, held in the city of Baltimore on Wednesday, the 18th instant, General James M. Coale was re-elected President, and William Cost Johnson, George Schley, Samuel P. Smith and John Pickell, of Maryland; Henry Daingerfield, of Virginia, and Wm. A. Bradley, of Washington, were elected Directors for the ensuing year.

p. 3. A gentleman who has just visited Cumberland and Mount Savage, reports great and commendable activity in the completion of the unfinished portions of the Chesapeake and Ohio Canal.

Mon. 7/30/49, p. 2. **Report of the C. & O. Canal.** - We proceed to notice such matters in this report as may prove of general interest.

The Chief Engineer distributes the work to be done after the first of July in the following manner:

1. Sections	\$172,586
2. Tunnel and its deep cuts	91,919
3. Locks (Composite and Masonry)	153,523
4. Aqueducts	41,370
5. Culverts	58,250
6. Wastes and Waste Weirs	39,703
7. Lock houses	10,800
8. Bridges, Roads and Ferries	16,629
9. Dam No. 8 and Guard Lock	5,043
10. Miscellaneous work	16,746
11. Transportation of Cement	13,001
12. Weigh Lock and Houses	18,500
	\$638,070

It should be remembered in examining this statement that at the present time a considerable amount of this work - probably more than one sixth of the whole - has been finished during the months of June and July.

The Engineer in stating the amount of work necessary to complete the Canal according to the "August 1845 estimate," excludes the whole of the *general allowance* for contingencies in that estimate. This he does because he has now ascertained that there can be but little work of a contingent character not fully provided for, in the estimates of the separate works, and because whatever there may be, not thus provided for will be less in amount than the savings upon the "August 1845 estimate," arising from the substitution of *composite* for *masonry* locks at and near Oldtown, and the dispensing with certain other works.

It should be borne in mind that the *cash* prices of the "August 1845 estimate," are not those of Messrs. Hunter, Harris & Co., they being paid *in bonds*. The latter prices exceed the former, but by what precise percentage it is impossible to say until after the completion of the Canal, for the reason that the Contractors have undertaken to do, *for a fixed sum*, many things which to some small extent must remain uncertain, as to their cost and amount, until the contract is entirely executed. For the present it is assumed that the prices of Messrs. Hunter, Harris & Co., exceed those of the "August 1845 estimate" at least *twelve and a half percent* and the monthly estimates of work done and payments thereon are made accordingly. The monthly estimates, therefore, of work done to the 1st of June, in place of being \$583,209 - as it would have been at the August 1845 prices - amounts to twelve and a half percent more, that is \$656,110.

With regard to the force employed on the work we have the following statement, dating on the 25th of May: -- 77 bosses; 30 blacksmiths; 54 carpenters; 75 drillers and blasters; 167 quarry men; 59 stone cutters; 73 masons; 112 masons' tenders; 6 brick molders; 50 others engaged in making brick; 16 brick layers; 19 brick-layers' tenders; and 1,760 laborers. Total number of all classes of laborers and workmen, 1,449. Also 233 drivers; 562 horses; 26 mules; 6 oxen; 285 carts; &c. In

order to facilitate the transportation of *nine* miles of temporary railways have been constructed.

There has been general good health along the line of the Canal this summer, and the force employed has been increased so far as it could be rendered efficient. - *Cumberland Civilian*.

Tue. 8/7/49, p. 2. **Chesapeake and Ohio**

Canal. - The Georgetown Advocate says: - It seems now to be doubtful whether the Canal will be completed by the 1st of October, or the 10th December next, as Mr. Fisk supposes; or whether it will be ready for navigation at all before the opening of the Spring.

The force upon the work has been increased and the contractors are carrying it forward with all due speed.

The Hagerstown News states that the Chesapeake and Ohio Canal has been thoroughly cleaned and repaired, but on account of the low state of the river, the water cannot now be put in again. In the meantime, large quantities of produce are stored at Williamsport and other points along the line, awaiting transportation.

Sat. 8/11/49, p. 3. **Canal Commerce.**

Cleared, August 10.

Boat Star, Leesburg, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Thu. 8/16/49, p. 3. **Canal Commerce.**

Arrived, August 15.

Boat Wells A. Harper, Harper's Ferry, coal to Lambert & McKenzie.

Fri. 8/17/49, p. 3. **Chesapeake and Ohio**

Canal. - We learn from the *Frederick Examiner* that the Virginia Board of Public Works, at their regular meeting last week, took final action in regard to the condition of the act passed by the Legislature of said State, in March last, authorizing a guaranty to the extent of \$200,000 to enable the company to put the canal, below Dam No. 6, in good condition and

repair, and released the company from the obligation to construct the lift lock opposite the county of Berkeley. The other conditions of the act were satisfactorily complied with, and it has now become a *law*. Preparations will forthwith be made to carry it into effect. The aid afforded by this act comes most opportunely to the company, and will be productive of the most beneficial results.

Canal Commerce.

Cleared, August 16.

Boat Wells A. Harper, groceries, boots, shoes, &c., for Charlestown, Shepherdstown and Cumberland, Md., from McVeigh, Bro. & Co.

Sat. 8/18/49, p. 3. The Alexandria Canal has been cleaned out, the water let in, and it is now in fine navigable order. Boats loaded with produce and freight are daily passing up and down.

Canal Commerce.

Arrived, August 17.

Boat Old Zack, Shannondale Furnace, pig and bloom iron to S. Shinn & Co.

Boat Star, Goose Creek, flour to D. F. Hooe

Boat Col. Crockett, Harper's Ferry, scrap iron to T. W. & R. C. Smith.

Cleared.

Boat C. Eldridge, groceries, boots, shoes, hats, &c., for Berlin, Hancock and Orleans, Md., from McVeigh, Bro. & Co.

Boat _____, groceries, &c., for Sharpsburg, Burkettsville and Petersville, Md., from McVeigh, Bro. & Co.

Mon. 8/20/49, p. 3. **Canal Commerce.**

Departed, August 18.

Boat Star, Loudoun Valley, sack salt, plaster and Spanish hides from D. F. Hooe, lumber from Waters & Zimmerman, and sundries from sundry persons.

Tue. 8/21/49, p. 3. **Canal Commerce.**

Cleared, August 20.

Boat Hugh Smith, Harper's Ferry, sack salt and fish by Master, salt by Fowle & Co., lumber from Waters & Zimmerman, groceries from McVeigh, Bro. & Co., and sundries from sundry persons.

Wed. 8/22/49, p. 3. **Canal Commerce.**

Arrived, August 21.

Boat Henrietta, Big Spring Mills, leather, &c., to D. F. Hooe.

Cleared.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co., lumber from Smoot & Uhler, and dry goods from Gregory & Adams.

Sat. 8/25/49, p. 3. **Cana; Commerce.**

Arrived, August 24.

Boat Virginia, Goose Creek, flour to D. F. Hooe and W. L. Powell & Son.

Thu. 8/30/49, p. 2. The Potomac river is very low. All its tributaries are also very low, and we understand that the business on the canal is almost at a stand on account of the scarcity of water. Quite a large quantity of wheat and flour is said to have been collected at different points on the canal, which, owing to the shallowness of some of the upper levels, cannot be brought to market until we are favored with abundant rain.

Fri. 8/31/49, p. 3. **Canal Commerce.**

Departed, August 30.

Boat Hugh Smith, Knoxville, Weverton Md., and Harper's Ferry, Va., groceries from William Bayne, mackerel from Lambert & McKenzie, and sundries from sundry persons.

Sat. 9/1/49, p. 3. **Canal Commerce.**

Cleared, August 31.

Boat Gazette, Cumberland, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Wed. 9/5/49, p. 3. **Canal Commerce.**

Arrived.

Boat Gen. Washington, Goose Creek, flour and leather to D. F. Hooe.

Cleared.

Boat Henrietta, Goose Creek, sack salt from Fowle & Co.

Boat Virginia, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

Thu. 9/6/49, p. 3. **Canal Commerce.**

Cleared, September 5.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Ohio, Harper's Ferry, sack salt from Fowle & Co., and sundries from sundry persons.

Boat Gen. Washington, Goose Creek, plaster and sack salt from D. F. Hooe.

Fri. 9/7/49, p. 3. **The Canal and the Drought.**

The Frederick Examiner of Wednesday says: We learn that the Potomac is still exceedingly low, the recent slight rains having been drunk up by the thirsty earth without making scarcely any perceptible changes in the waters of the river, and that the navigation of the Canal is not yet fully restored, though the water was turned in at Dam No. 4, and on a head of 4 feet, on Saturday. There is, however, still a heavy force employed on the Dam, in stopping every leak and crevice for the purpose of gathering the water, and it is expected that in a few days the supply will be thus made sufficient. The drought has been so severe and long continued that in many places the corn crop "is past praying for," but rain is greatly needed for our springs and streams. The water in the Reservoir which supplies our city is fearfully reduced.

Canal Commerce.

Cleared, September 6.

Boat Gen. Washington, Ash, groceries for Leesburg from William Bayne.

Boat Express, groceries, boots, shoes, hats, caps, &c., for Charlestown and Shepherdstown from McVeigh, Bro. & Co.

Mon. 9/10/49, p. 2. **Public Works at Cumberland.** - Considerable progress has been recently made on the public works in this vicinity. The extraordinary drought during the past summer afforded the best season for operations on the Canal, which have, accordingly, been pushed forward with the greatest zeal. The Canal will be finished at a much earlier period than that at which it can be brought into successful use. The work on the Rail Road is going on in this region with commendable speed, and, although it will take some to finish any given length of it, yet the progress is sure, and the completion certain. - *Cumberland Civilian.*

Thu. 9/13/49, p. 3. **Canal Commerce.**

Cleared, Sep. 12.

Boat Hugh Smith, Warren Township and Burkettsville, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Fri. 9/14/49, p. 3. **Canal Commerce.**

Cleared, September 13.

Boat Jane, Williamsport, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co. and sundries from T. M. McCormick & Co.

Sat. 9/15/49, p. 2. The repairs on the several dams of the Potomac have so far been completed that the navigation of the Chesapeake and Ohio Canal has been resumed.

p. 3. **Canal Commerce.**

Arrived, Sept. 14.

Boat Potomac, Williamsport, flour to A. Jamieson & Son.

Departed.

Boat Potomac, Williamsport, salt from Fowle & Co.

Mon. 9/17/49, p. 3. **Canal Commerce.**

Cleared, September 15.

Boat Umpire, Knoxville and Burkettsville, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat Mill Boy, Goose Creek, groceries from Wm. Bayne.

Wed. 9/19/49, p. 3. **Canal Commerce.**

Cleared, September 18.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Thu. 9/20/49, p. 2. A breach occurred in the Alexandria Canal on Sunday morning. The opening made in the row path was a few feet in width. This, however, is only a small affair, and will interrupt navigation but for a day or two.

p. 3. The large and splendid steamboat Powhatan, of the Mail Steamboat Line, was hauled up on the Marine Railway, at this place, on Tuesday last, for repairs.

Fri. 9/21/49, p. 3. **Canal Commerce.**

Departed, September 20.

Boat Gen. Washington, Leesburg, lumber from Waters & Zimmerman, sack salt from D. F. Hooe, and groceries from Wm. Bayne.

Boat C. Eldridge, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Sat. 9/22/49, p. 3. The slight break in the Alexandria Canal, which occurred a few days ago, was repaired the day after it happened, and the Canal is now in fine navigable order.

Canal Commerce.

Cleared, September 21.

Boat Hugh Smith, Harper's Ferry and Knoxville, groceries from Wm. Bayne.

Mon. 9/24/49, p. 3. **Canal Commerce.**

Arrived, Sept. 22.

Boat John P. Garnett, Knoxville, tan bark to C. C. Smoot.

Boat Wells A. Harper, Harper's Ferry, coal to T. W. & R. C. Smith.

Cleared, Sept. 22.

Boat Hugh Smith, Harper's Ferry, 500 sacks salt from ship Maryland, for Winchester, and Mill Castings from T. W. & R. C. Smith.

Boat Gazette, groceries, boots, shoes, hats, &c., for Charlestown, Elk Branch, Bakersville and Mercerville, from McVeigh, Bro. & Co.

Tue. 9/25/49, p. 3. **Canal Commerce.**

Departed, Sept. 24.

Boat Ohio, Harper's Ferry, sack salt from Lambert & McKenzie.

Boat John P. Garrott, Knoxville, sack salt from Fowle & Co., and rye, plaster, &c., from J. J. Wheat & Bros., and sundries from sundry persons.

Wed. 9/26/49, p. 3. The town of Alexandria is regarded, not only at home but abroad, as the natural depot for the coal trade of the Chesapeake and Ohio Canal; but, it is improbable, that such will be the extent of that trade, that there will be enough to enlist the energies and draw forth the enterprise of both Washington and Georgetown. Here, however, where the excellence of our harbor, and the great facilities for loading vessels, and dispatching them to sea, present such inducements, there can be no doubt, will be the mart and center of business. The Coal Companies, as our readers have already been advised, look to Alexandria, as the depot of trade - and the Maryland Mining Company will have accommodations for their boats and cargoes, erected at the mouth of the Alexandria Canal in time for the opening of the Chesapeake and Ohio canal to Cumberland. Other companies it is likely will seek similar accommodations, or make arrangements to that effect.

Canal Commerce.

Arrived, September 25.

Boat Virginia, Goose Creek, flour to P. H. Hooff.

Cleared, Sept. 25.

Boat Virginia, for Leesburg, lumber from Waters & Zimmerman and Smoot & Uhler;

coal and shingles from J. L. Pascoe; plaster and anthracite coal, &c., from sundry persons.

Boat Oregon, groceries, boots, shoes, hats, &c., for Burkettsville and Knoxville from McVeigh, Bro. & Co.

Boat Gazette, groceries, boots, shoes, hats, caps, &c., for Shepherdstown from McVeigh, Bro. & Co.; and with 500 sacks of salt from ship Maryland for Winchester.

Boat Wells A. Harper, groceries, boots, shoes, hats, &c., for Elk Branch, Va., Sharpsburg, Williamsport and Bakersville, Md., from McVeigh, Bro. & Co.

Boat Phineas Janney, Harper's Ferry, sack salt from ship Maryland, for Winchester.

Thu. 9/27/49. p. 2. The Upper Potomac and Shenandoah rivers are so low that they can be forded at almost any point, and many of the mills even on these streams have difficulty in grinding. The Potomac at Harper's Ferry is within an inch or two of what it was in 1820, when it was lower than at any period known before or since.

A resolution directing the Mayor to request the Chesapeake and Ohio Canal Company to cause the basin of their canal to be cleaned out, so as to allow the passage of boats thence to the Washington canal, has passed the city councils of Washington.

J. C. & G. W. Harkness, the contractors for cleaning out the Washington canal, are prosecuting the work with commendable energy and spirit. A large number of laborers are employed, a steam-pump is in constant operation, and the second section will be completed during the present week.

p. 3. **Canal Commerce.**

Cleared, Sept. 26.

Boat Eliza, groceries, boots, shoes, hats, caps, &c., for Sharpsburg, Williamsport and Hancock from McVeigh, Bro. & Co., and Queensware from R. H. Miller.

Fri. 9/28/49, p. 2. The Board of Aldermen and Board of Common Council of Georgetown, in

obedience to a special summons of the Mayor, convened in their respective chambers on Wednesday evening, and authorized a call for the purpose of taking the sense of the tax payers in reference to a contemplated expenditure of \$50,000, for the accommodation of the trade of the Chesapeake and Ohio Canal.

Sat. 9/29/49, p. 2. The Baltimore Sun, says that at the recent meeting of the President and Directors of the Chesapeake and Ohio Canal Company, the State agents as well as those of the bond holders, being present, a definite time was fixed upon for the early completion of the canal. That object was first expected to be accomplished in October, but the contractors, Messrs. Hunter and Harris, have been allowed till the 15th of December next, therefore. They, with the chief engineer of the work, are quite confident that the whole work will be completed by that time.

p. 3. We learn from the most reliable source, that it is now fully ascertained that the Contractors on the Chesapeake and Ohio Canal have the means and ability, to complete the work to Cumberland within the present year, and that, therefore, the Coal trade on it may be certainly expected to commence in the Spring - or as soon as the weather will permit navigation after the winter.

We, also, learn that the arrangement for the accommodation of the Maryland Mining Company, for the shipment of their Coal, from the mouth of the Alexandria Canal, has been definitely agreed upon - and that the work will now proceed with energy.

We, also, understand that the Frostburg, Alleghany and other Companies, are about making arrangements with the Alexandria Canal Company for the same purpose.

Canal Commerce.

Arrived, Sept. 28.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Tue. 10/2/49, p. 3. **Canal Commerce.**

Cleared, October 1.

Boat Neptune, Hancock, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan, Queensware from R. H. Miller, and hardware from James A. English.

Boat Henry Clay, Potomac Mills, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and machinery from T. W. & R. C. Smith.

The bridge over the Canal, at 12th street, Washington, is unsafe for the passage of heavy loads or heavy carriages.

Wed. 10/3/49, p. 3. **Canal Commerce.**

Cleared, Oct. 2.

Boat Henry Clay, Harper's Ferry, sugar, &c., from Fleming & Douglass, and groceries for Clear Spring from Wm. Bayne.

Boat Henrietta, groceries, &c., for Leesburg, Va., from McVeigh, Bro. & Co.

Thu. 10/4/49, p. 3. **Canal Commerce.**

Departed, Oct. 3.

Boat Hugh Smith, boots, shoes, hats, &c., for Senecaville, Ohio, via Cumberland, from McVeigh, Bro. & Co.

Boat Rough & Ready, groceries, boots, shoes, hats, caps, &c., for Sharpsburg and Clearspring, Md., from McVeigh, Bro. & Co., Queensware from R. H. Miller, and hardware from James A. English.

Fri. 10/5/49, p. 3. **Canal Commerce.**

Departed, Oct. 4.

Boat Hugh Smith, groceries for Staunton, via Harper's Ferry, from Wm. Bayne.

Sat. 10/6/49, p. 2. **Drowned.**

Miss Catherine Crowley, Daughter of Mr. John Crowley, of Washington Co., Md., was drowned in the Chesapeake and Ohio Canal about a mile above Harper's Ferry, on Tuesday morning last. It is supposed she was attempting to cross the canal on a board near the lock, when she fell in, and having no assistance to

extricate her, was drowned. She was just 16 years of age. Her body was found a short time after. - *Charlestown Free Press*.

p. 3. We are pleased to learn that the heavy rains of Tuesday and Wednesday last have done but little damage to the work now in progress of cleaning the Washington canal.

Canal Commerce.

Departed, Oct. 5.

Boat Gen Washington, Goose Creek, coal from J. L. Pascoe, plaster from Cazenove & Co., Spanish hides from D. F. Hooe, shingles from Waters & Zimmerman, hardware from J. A. English, and sundries from sundry persons.

Boat Wells A. Harper, groceries, boots, shoes, hats, caps, &c., for Staunton, Va., from McVeigh, Bro. & Co.

Mon. 10/8/49, p. 2. **Canal Commerce.**

Departed, Oct. 6.

Boat Gen. Washington, Leesburg, groceries from Fleming & Douglass.

Wed. 10/10/49, p. 3. **Canal Commerce.**

Departed, Oct. 9.

Boat Ohio, Shepherdstown, lumber from James Green.

Fri. 10/12/49, p. 3. **Canal Commerce.**

Arrived, Oct. 11.

Boat Henry Clay, New Industry, flour to Lambert & McKenzie.

Cleared, October 11.

Boat Henry Clay, groceries, boots, shoes, hats, &c., for Sharpsburg, Md., and Hard Scrabble, Va., from McVeigh, Bro. & Co.; dry goods from Berkley & Harper and Gregory & Adams; hardware from Creighton & McNair; Queensware from R. H. Miller.

Sat. 10/13/49, p. 3. In Georgetown, at the election by tax-payers during Thursday, one hundred and seventeen voted in favor of, and eighty-nine against the contemplated improvements in their Canal basin; the majority

in favor of the measure being twenty eight. Most of the voters were holders of real estate.

Canal Commerce.

Arrived, Oct. 12.

Boat Hugh Smith, Harper's Ferry, flour to Lambert & McKenzie.

Cleared, Oct. 12.

Boat Henry Clay, groceries for Hard Scrabble, Va., from Wm. Bayne.

Boat Hugh Smith, groceries for Harper's Ferry, Va., from Wm. Bayne.

Boat John P. Garnett, groceries for Knoxville, Md., from Wm. Bayne.

Mon. 10/15/49, p. 2. **Canal Commerce.**

Arrived, October 13th.

Boat Phineas Janney, Harper's Ferry, coal to D. B. Smith.

Boat John P. Garnett, Knoxville, tan bark to C. C. Smoot.

Cleared.

Boat John P. Garrott, Knoxville, plaster from Fowle & Co., and sundries from sundry persons.

p. 3. The Cumberland Civilian says: "The work on the Canal and Rail Road in this region is progressing finely. The Canal will be completed in all its essential parts before the expiration of the year."

Tue. 10/16/49, p. 2. **Canal Commerce.**

Arrived, October 15.

Boat Isabel, Honeywood Mills, 700 barrels of flour to Lambert & McKenzie.

p. 3. The entire line of the Chesapeake and Ohio Canal continues in fine navigable order. Throughout the past week, large quantities of every description of produce have been received, and the boats, on their return trips, have been well freighted with merchandise from Alexandria, Georgetown and Washington.

Wed. 10/17/49, p. 3. **Canal Commerce.**

Arrived, October 16.

Boat Charlotte, Williamsport, whiskey to John B. Daingerfield.

Departed, October 15.

Boat Isabel, Honeywood Mills, sack salt from Lambert & McKenzie.

Boat Henrietta, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat P. Jenney, Harper's Ferry, groceries, &c., for Cumberland, Md., from McVeigh, Bro. & Co.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat Mermaid, Honeywood Mills, groceries, boots, shoes, hats, caps, &c., for Sharpsburg and Hancock, from McVeigh, Bro. & Co.

Boat Gazette, Williamsport, groceries from McVeigh, Bro. & Co.

Thu. 10/18/49, p. 3. **Canal Commerce.**

Departed, October 17.

Boat Charlotte, Williamsport, sack salt from Cazenove & Co., and sack salt from T. M. McCormick & Co.

Boat Virginia, Goose Creek, plaster from D. F. Hooe, sack salt from Geo. Kepheart, groceries from Wm. Bayne, and hardware from James A. English.

Boat Isabel, Antietam Works, groceries from Fleming & Douglass.

Fri. 10/19/49, p. 3. **Canal Commerce.**

Departed, October 18.

Boat Belle, Williamsport, plaster and sack salt from Cazenove & Co., sack salt from J. B. Daingerfield, lumber from Waters & Zimmerman, and groceries from Wm. Bayne.

Boat Virginia, Goose Creek, sack salt from Cazenove & Co., plaster from Wm. L. Powell & Son, sundries from Wm. Bayne and others.

Sat. 10/20/49, p. 3. **Canal Commerce.**

Cleared, Oct. 19.

Boat Jane Ann, Williamsport, Md., groceries, &c., from McVeigh, Bro. & Co.

Mon. 10/22/49, p. 3. **Canal Commerce.**

Departed, October 20.

Boat Eagle, Hancock, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.; dry goods from Gregory & Adams and Brent & Bryan; Queensware from Hugh Smith & Co.; hardware from James A. English; and sack salt and plaster from Cazenove & Co.

Boat Old Zack, groceries for Harper's Ferry, Va., and Knoxville, Md., from Wm. Bayne.

Tue. 10/23/49, p. 2. **Goose Creek Navigation.**

Our enterprising fellow citizens of Loudoun, in Virginia, are now engaged in projecting a small canal intended to develop the resources of that and the adjacent counties. We were gratified to learn that they were enabled to secure the services of Gen. Wm. Gibbs McNeill, as engineer for the work. His long experience in the army and in civil life, always recognized by those best capable of judging as the accomplished master of his profession, gives assurance that the work, when completed, will reflect credit on all concerned. The General, we have understood, has been engaged for some time past in this city and Baltimore in making out plans and estimates; and having completed them, he has returned to Loudoun for the purpose of commencing it. If he has not lost much of the spirit and energy which characterized him in the corps which he should never have left, the work will not be long in reaching its completion. - *Union*.

p. 3. **Canal Commerce.**

Arrived, Oct. 22.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Fri. 10/26/49, p. 3. **Canal Commerce.**

Arrived, October 25.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Cleared.

Boat John Lambye, Williamsport and Sharpsburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Sat. 10/27/49, p. 3. **Canal Commerce.**

Departed, October 26.

Boat Neptune, Hancock, sack salt from D. B. Smith, plaster from Cazenove & Co., plaster from Fowle & Co., sundries from sundry persons, and groceries from McVeigh, Bro. & Co., hardware from James A. English.

Mon. 10/29/49, p. 3. **Canal Commerce.**

Arrived, October 27.

Boat Col. Crockett, Harper's Ferry, coal to Fowle & Co.

Departed, October 27.

Boat Ohio, Shepherdstown, sack salt from Fowle & Co., coal and lumber from James green, and sundries from sundry persons.

Boat Buena Vista, Harper's Ferry, groceries from Fleming & Douglass.

Thu. 11/1/49, p. 2. **Canal Commerce.**

Arrived, October 31.

Boat Hugh Smith, Harper's Ferry, coal to T. W. & R. C. Smith.

Departed.

Boat Col. Crockett, Harper's Ferry, plaster from Fowle & Co.

Fri. 11/2/49, p. 2. **Canal Commerce.**

Cleared, Nov. 1.

Boat Hugh Smith, Harper's Ferry, sack salt from Lambert & McKenzie; lumber from Waters & Zimmerman; groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.; and sundries from sundry persons.

Boat Susan, groceries for Mill Stone Point, from Wm. Bayne.

p. 3. The Hagerstown Herald says: - A Railroad is proposed from the Pennsylvania line up to the Chesapeake and Ohio Canal, below Clearspring. The Sentinel says an improved

road of some kind is greatly needed to carry produce to the Canal.

Tue. 11/6/49, p. 3. **Proposed Improvements in Georgetown, D.C.** - Mr. Fisk, the Engineer, in compliance with the request of the Mayor of Georgetown, has submitted his views with regard to certain improvements in that town, for the accommodation of the canal trade. From this report, we extract the following:

The estimate, which follows, is merely an approximate one. It is based upon levels and measurements that, with many others, were taken and made by Mr. Bryan, for the purpose of enabling me to determine upon the general plan of improvements that I could recommend. Additional levels and measurements, with special reference to those now recommended, are necessary to the making out of a full and satisfactory estimate of their proposed cost.

The proposed widening of the canal, on its south side, from the aqueduct to Frederick St., and a new tow path along the same; the basin, between Frederick and Market streets, and leveling off all the ground between it and Water street, down to within two feet of canal water surface; the widening of the canal between Market and Potomac streets; the small basin between Locks Nos. 3 and 4; also inner walling along the whole extent of the widened canal, and of the sides of the basin and along the back of the new tow-path, I est. at \$14,000.

The branch canal, between Green st. and Rock creek, from the canal to Water street; the basin, between Green and Washington streets; also the inner walling of both, I estimate at \$5,500.

The basin, south of Water street; the lock at Water street; the bridges on Water and Washington streets; the raising and leveling off of the ground between the basin and the river; the basin and grading of the new street south of the basin; between High and Congress streets, (the excavation from which will furnish a large part of the embankment required for the basin and other work south of Water street;) also the

inner walling of the two basins, I estimate at \$26,000.

No allowance is made for the purchase of property on which the improvements are to be made.

I have made no estimate of the cost of the wharves, railroad tracks, &c., required for the accommodation of the coal trade.

Canal Commerce.

Arrived, November 5.

Boat Isabel, Honeywood Mills, flour to Lambert & McKenzie.

Boat Dan Gett, Harper's Ferry, coal for Cotton Factory.

Departed.

Boat Dan Gett, Harper's Ferry, plaster from Fowle & Co.

Boat Isabel, Honeywood Mills, sack salt from Lambert & McKenzie and groceries, &c., from McVeigh, Bro. & Co.

Boat Henry Clay, Sharpsburg, groceries, &c., from McVeigh Bro. & Co.

Wed. 11/7/49, p. 2. **Canal Commerce.**

Arrived, Nov. 6.

Boat Old Zack, Harper's Ferry, coal to Lambert & McKenzie.

Thu. 11/8/49, p. 3. We understand that a meeting of parties representing several of the most important Coal Companies in the Frostburg region, was held here yesterday, in reference to the arrangements for shipment at Cumberland and Alexandria.

Among the arrivals by the Chesapeake and Ohio Canal on Monday last, at Georgetown, was the boat *Phineas Janney*, Gibson, from Harper's Ferry, with nine hundred and eleven barrels of flour, all of which was delivered in perfect order. This is the largest boat load ever brought down the canal. The boat was built in Washington by Capt. W. Easby.

Fri. 11/9/49, p. 2. **Canal Commerce.**

Arrived, November 8.

Boat John Lambye, Honeywood Mills, flour to Lambert & McKenzie.

p. 3. We are pleased to learn that at a conference between the Directors of the Alexandria Canal Co. and the Agents of the Frostburg and Alleghany Coal Companies, held in this place on Wednesday, preliminaries of an arrangement were entered into, which will doubtless result in a contract securing the shipments and other business of those companies, at the north side of the outlet lock of the Alexandria Canal. The wharves, &c., for the Maryland Mining Co., on the south side of the outlet are progressing with all due speed, and will be in readiness for the business of the company in the spring.

Sat. 11/10/49, p. 3. **Canal Commerce.**

Departed, November 9.

Boat Old Zack, Harper's Ferry, plaster from Fowle & Co.

Mon. 11/12/49, p. 3. We understand that it is the present intention of the Engineer of the Chesapeake and Ohio Canal to have the water drawn off from the Canal on the 10th of December next, for the purpose of improving the Canal, with reference to the accommodation of the additional trade expected next Spring.

Canal Commerce.

Arrived, Nov. 10.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son.

Departed.

Boat Virginia, for Leesburg, plaster from D. D. Hooe, lumber from James Green, Queensware from R. H. Miller, drugs from Cook & Peel, and plaster from Cazenove & Co.

Tue. 11/13/49, p. 2. **Canal Commerce.**

Arrived, Nov. 12.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Wed. 11/14/49, p. 3. The Alexandria Canal Company have applied to the Common Council of this place, for a loan of \$27,000, for the purpose of preparing the whole line of the Canal for the anticipated Coal Trade.

Canal Commerce.

Arrived, Nov. 13.

Boat Hugh Smith, Harper's Ferry, flour to Fowle & Co.

Departed.

Boat Neptune, Hancock, plaster and sack salt from Fowle & Co., and hardware from J. A. English.

Boat Payson groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Wells A. Harper, groceries, &c., for Kenneysville and Cabell Town, from McVeigh, Bro. & Co., Queensware from R. H. Miller, and plaster from Fowle & Co.

Thu. 11/15/49, p. 3. **Canal Commerce.**

Departed, Nov. 14.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., and sundries from sundry persons.

Fri. 11/16/49, p. 3. **Canal Commerce.**

Arrived, Nov. 15.

Boat Union, Williamsport, apples to Master.

Departed, Nov. 15.

Boat Union, Williamsport, sack salt from Lambert & McKenzie.

Sat. 11/17/49, p. 3. **Canal Commerce.**

Departed, Nov. 16.

Boat Ohio, Shepherdstown, plaster from Cazenove & Co.

Tue. 11/20/49, p. 3. **Canal Commerce.**

Arrived, Nov. 19.

Boat Virginia, Leesburg, flour to Master.

Wed. 11/21/49, p. 3. **Canal Commerce.**

Arrived, Nov. 20.

Boat Phineas Janney, Harper's Ferry, 827 bbls. flour to Fowle & Co.

Boat J. P. Garnett, Knoxville, 1500 bushels yellow corn to Fowle & Co.

Departed, Nov. 20.

Boat Virginia, Goose Creek, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Boat Phineas Janney, Harper's Ferry, groceries, boots, shoes, &c., for Prunty Town, Va., via Cumberland, from McVeigh, Bro. & Co., and plaster from Fowle & Co.

Thu. 11/22/49, p. 3. **Canal Commerce.**

Cleared, Nov. 21.

Boat J. P. Garrott, Weverton, Md., groceries from Wm. Bayne.

Fri. 11/23/49, p. 3. **Canal Commerce.**

Arrived, Nov. 22.

Boat Isabel, Dam No. 5, flour and nails to Lambert & McKenzie.

Departed, Nov. 22.

Boat Isabel, Dam No. 5, plaster and sack salt from Lambert & McKenzie.

Boat Payson, Old Furnace, groceries, boots, shoes, hats, caps, &c., for Sharpsburg and Shepherdstown, from McVeigh, Bro. & Co.

Tue. 11/27/49, p. 3. **Canal Commerce.**

Arrived, Nov. 26.

Boat Rough & Ready, Berlin, flour and corn to Fowle & Co.

Thu. 11/29/49, p. 3. The arrangements between the Alexandria Canal Company and the Frostburg and Alleghany Coal Companies, for the shipment of their coal, &c., at this place, have, we learn, been finally settled, much to the satisfaction of all parties.

Sat. 12/1/49, p. 2. **Canal Commerce.**

Cleared, December 1.

Boat Rough & Ready, groceries for Berlin, from Wm. Bayne.

Mon. 12/3/49, p. 3. **Canal Commerce.**

Arrived, December 1.

Boat Jane Ann, Williamsport, apples to T. M. McCormick & Co.

Boat Elizabeth, Cumberland, coal to James Green & Son.

Departed.

Boat Virginia, lumber from James Green & Son.

Boat Jane Ann, Williamsport, groceries, &c., from McVeigh, Bro. & Co., and sundries from T. M. McCormick & Co.

Tue. 12/4/49, p. 2. The Cumberland Civilian of the 30th ult., says: "The Hon. John Davis and Nathan Hale, Esq., Trustees of the bondholders, are now at this place on one of their regular visits to supervise the progress of the Chesapeake and Ohio Canal. We understand they are much pleased with the present condition of the work, and confidently anticipate that the Canal will be ready for the letting of the water, and the actual commencement of business, on the 1st of March next.

Canal Commerce.

Arrived, December 3.

Boat John P. Garnett, Knoxville, corn to Fowle & Co.

Cleared, December 3.

Boat Payson, groceries, &c., for Shepherdstown from McVeigh, Bro. & Co.

Boat Gazette, groceries, &c., for Elk Branch from McVeigh, Bro. & Co.

Boat J. P. Garnett, groceries for Weverton from Wm. Bayne.

Wed. 12/5/49, p. 3. **Canal Commerce.**

Arrived, Dec. 4.

Boat Dan Gett, Harper's Ferry, coal to Mount Vernon Factory.

Departed.

Boat Col. Crockett, Harper's Ferry, sack salt from D. B. Smith, groceries from McVeigh, Bro. & Co., and groceries from Wm. Bayne for Staunton, via Harper's Ferry, Va.

Thu. 12/6/49, p. 3. **Communications.**

A writer under the signature of "An Old Resident," in Thursday's Gazette of last week, complains of the Common Council for not having assisted in bringing the Canal into town, to some point where it would be profitable to the whole people; yet, at the same time, loaning the Canal Company one thousand dollars. He also objects to the Council lending to the Canal Company, the further sum of \$23,000, (\$27,000) for which sum that Company has applied, for the purpose of raising and widening the banks of our Canal, that the depth of water in it may correspond with that in the Chesapeake and Ohio Canal.

I have been expecting that some person, having more leisure, and a greater inclination to write than I have, would reply to "An Old Resident;" but as no one has, I feel it my duty to state a few *facts*, the better to enable the community to judge of the propriety of the Council's making further loans to the Canal Company.

I am not the apologist of those members of the Common Council, who, contrary to the expressed will of the people, offered a resolution at the late meeting of the stockholders of the Canal Company, "that it is inexpedient to take any action in relation to the extension of the Alexandria Canal further into town, until the completion of the Chesapeake and Ohio Canal to Cumberland, and until some actual evidence be exhibited of the certainty of the coal trade, and some prospect be shown of a return of a portion of the heavy outlay already incurred in the Canal by this community." Nor am I disposed too harshly to censure them. They may yet, at a future time, deem it expedient, as I believe everyone will, to construct a lateral Canal to some convenient point in the town; and they will then, doubtless, advocate such a measure.

But let it be conceded that the Council have erred in not appropriating funds for the construction of the lateral Canal, is that a good

reason why they should withhold aid to the further improvement of the Canal which is *absolutely necessary*? The Chesapeake and Ohio Canal Company will most certainly increase the depth of water in their Canal, and raise and widen its banks, which, when done, without a corresponding improvement on the line of our Canal, will render it entirely useless. There is therefore, no alternative. The banks of our Canal *must* be raised; or the expenditure of more than 1,100,000 dollars will have been made in vain. The case is too plain to admit of a doubt. That there is difficulty in procuring the necessary funds from Banks, is not denied; they prefer making loans on negotiable paper at short dates. The President and Directors of the Canal Company therefore apply to the Common Council, as one of the largest stockholders in the Canal, and deeply interested in its success - confidently believing, that in a very few years the loan asked for, principal and interest, will be reimbursed.

"An Old Resident" supposes that loans made to the Alexandria Canal Company will not be paid before Miller blows his last trumpet.

Let us, instead of resorting to ridicule, and making reckless assertions based upon nothing, make some reasonable and probable calculations, that we may arrive at rational conclusions:

First. Ascertain the present and prospective debt of the Canal Company, and next the probable income, in order that we may have some *data* by which to judge of the expediency of making the proposed loan.

By the last annual report of the President and Directors of the Alexandria Canal Company, it appears that the debt of the Company at that time was \$24,164.
 Borrowed of the Council since then 1,000.
 Say the cost of works now being
 constructed for the Maryland Mining
 Company, shall be \$20,000.
 And that the cost of the contemplated repairs
 and improvements will be . . . \$27,000.
 And we have a debt of \$72,164.

Say, to cover all possible contingencies, a principal debt of \$75,000, the interest on which, at 6 percent per annum, is \$4,500.

Now let us see what are the means and probable income of the Company. The Company holds the bonds of the Chesapeake and Ohio Canal Company, for %20,000, bearing interest from 15th Sept. 1842. Though ultimately good, it is not available at present. We will, therefore, not include it in the estimate. The Company, without counting the cost of the wharves now being constructed, owns real estate worth probably \$25,000 to \$30,000. We shall only estimate the income from that actually rented - say, the Georgetown Ferry, and the waterfront rented to the Maryland Mining Company, and to the Frostburg and Alleghany Companies.

By the terms of the contract with the Maryland Mining Company, that Company is to pay, as wharfage, a sum equal to 10 per cent per annum on the cost of that portion of the work not perishable, and 15 per cent on that part requiring repairs - the principal portion will be of the latter description. By the terms of the contract with the Frostburg and Alleghany Companies, they are to pay \$300 rent per annum, and construct the necessary wharves and fixtures themselves; and, in consequence of the heavy outlay that will be required in improving the grounds, the rent is not to commence until four years from the 1st January next. I will therefore not include that in the present estimate of income.

There can be no doubt that after one year from the time of completion of the Chesapeake and Ohio Canal to Cumberland, the three Mining Companies above named, and with whom the Alexandria Canal Company have entered into contracts, will each transport on our Canal at Least 100,000 tons of coal, and other Companies not less than 100,000 tons. We may safely estimate the receipts, the second year, at 400,000 tons. Many prudent and intelligent persons believe that in a very few years the receipts will be 500,000 to 600,000, if

not a million of tons per annum. We will, however, estimate for the present 400,000 tons, and make no allowance for tolls on other articles, the amount of which must greatly exceed the cost of repairs, superintendence, and other necessary expenses. We then have -

Tolls on 400,000 tons of coal	\$14,000
Tolls on 5,000 boats, allowing 80 tons of coal to each boat at 28 cts.	1,400
Wharfage from Maryland Mining Company, say	3,000
Rent of land to same	762
Rent of Georgetown Ferry	200
Making an income of	\$19,362

per annum, sufficient to pay the interest on the debt, and leave a surplus of \$14,862 to be applied to the reduction of the principal, which would discharge the debt, principal and interest, in four or five years; after which, there is little doubt that the income of the Company will be sufficient to pay 5 r 6 per cent, per annum on the capital stock of \$680,000.

Capitalists from abroad, coming forward and renting property at the outlet of our Canal, and improving it themselves, show the estimate *they* have formed of our work. I have conversed with intelligent persons from the north, South and West, and they all concur in the opinion that the stock of the Canal Company must in a few years yield a handsome dividend. But we have so long desponded, that many of our citizens cannot realize our bright prospects from our fine harbor, our noble river, our commodious Canal extending in connection with the Chesapeake and Ohio Canal to the rich and inexhaustible mines of Cumberland, passing nearly two hundred miles into the interior, through a rich country, and affording a ready and cheap mode of transportation for the products of the soil and the immense amount of merchandise that will be required in exchange therefore - and our railroads penetrating into the heart of Virginia and passing through the richest and most fertile portions of the State. Can any rational mind doubt our future prosperity? Let us arouse, and no longer

despair, but put our shoulders to the wheel, and at least deserve a rich reward for our labors, whether we receive it or not; but, my word for it, a brighter day is ahead for Alexandria. E.

Canal Commerce.

Arrived, Dec. 5.

Boat P. F. Thomas, Elizabeth Mills, 558 bbls. flour to D. F. Hooe.

Boat Charles, Williamsport, 312 bbls. family and extra flour to T. M. McCormick & Co.

Departed.

Boat Charles, Williamsport, groceries, &c., from McVeigh, Bro. & Co.

Fri. 12/7/49, p. 3. **Canal Commerce.**

Arrived, Dec. 6.

Boat John Lambye, Williamsport, 600 bbls. flour to Lambert & McKenzie.

Boat Hugh Smith, Harper's Ferry, coal to Lambert & McKenzie.

Departed.

Boat Charles, Williamsport, plaster from Fowle & Co., sack salt from Lambert & McKenzie, iron from James Dempsey, and sundries from sundry persons.

Sat. 12/8/49, p. 3. **Canal Commerce.**

Arrived, Dec. 7.

Boat Virginia, Thomas, Leesburg, flour to D. F. Hooe, W. L. Powell & Son and P. H. Hooff.

Departed, Dec. 7.

Boat John Lambye, Williamsport, plaster from Lambert & McKenzie.

Boat Hugh Smith, Harper's Ferry, boots, shoes, hats, &c., from McVeigh, Bro. & Co., for Elk Branch, lumber from James Green and sack salt from _____.

Mon. 12/10/49, p. 2. **Canal Commerce.**

Departed, Dec. 8.

Boat Virginia, Leesburg, lumber form James Green & Son, and sundries from Wm. Bayne.

Boat High Smith, Harper's Ferry, groceries from Wm. Bayne.

Wed. 12/12/49, p. 2. **Canal Commerce.**
Cleared, Dec. 11.

Boat _____, groceries, boots, shoes, &c., for Shepherdstown and Martinsburg, Va., and Sharpsburg, Md., from McVeigh, Bro. & Co.

Sat. 12/15/49, p. 3. **Canal Commerce.**
Departed, Dec. 14.

Boat Phineas Janney, Harper's Ferry, groceries, boots, shoes, &c., for Lee Town, Va., from McVeigh, Bro. & Co., lumber and shingles for Weverton and Harper's Ferry from Waters & Zimmerman, and iron from James Dempsey.

Tue. 12/18/49, p. 3. **Canal Commerce.**
Departed, December 17.

Boat John P. Garnett, Knoxville, plaster from Lambert & McKenzie, lumber from Waters & Zimmerman, and groceries from Wm. Bayne.

Boat Rough & Ready, Goose Creek, groceries from Wm. Bayne.

Thu. 12/20/49, p. 3. **Canal Commerce.**
Arrived, December 18.

Boat Wells A. Harper, Harper's Ferry, coal to J. T. Johnson.

Departed.

Boat Virginia, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Wells A. Harper, groceries, &c., for Elk Branch, Kerneysville and Lee Town, from McVeigh, Bro. & Co.

Fri. 12/21/49, p. 2. A man named Gettings, was arrested on the 12th inst., in the vicinity of Hancock, Md., and lodged in the jail of Washington county, says the Hagerstown Herald of Freedom, charged with the murder of George Johnson, formerly of Easton, Pa. Johnson was murdered on the 2nd of June last, a short distance above Dam N. 6, on the

Chesapeake and Ohio Canal, in that county. When found his head was literally mashed into pieces, and life totally extinct. The grand jury found a bill against Gettings before its dismissal.

Sat. 12/22/49, p. 3. **Canal Commerce.**
Arrived, Dec. 21.

Boat John Glenn, Goose Creek, flour and corn meal to Wm. L. Powell & Son and D. F. Hooe.

Departed.

Boat John Glenn, Goose Creek, plaster by D. F. Hooe, iron by James Dempsey, lumber and coal from James Green & Son.

Boat Wells A. Harper, furniture and lumber from James Green & Son for Harper's Ferry.

Boat Gazette, groceries, &c., for Berlin, Harper's Ferry, Charlestown, Shepherdstown and Orleans, Md., from McVeigh, Bro. & Co.

Tue. 12/25/49, p. 2. **Canal Commerce.**
Arrived, December 24.

Boat P. F. Thomas, Goose Creek, 600 bbls. flour to D. F. Hooe.

Boat Rough & Ready, Goose Creek, flour to D. F. Hooe.

Boat Isabel, Honeywood Mills, flour and nails to Lambert & McKenzie.

Cleared, Dec. 24.

Boat Isabel, groceries, boots, shoes, &c., for Kerneysville and Honeywood Mills, Va., and Antietam, Sharpsburg, Bakersville and Mercerville, Md., from McVeigh, Bro. & Co.

Thu. 12/27/49, p. 3. **Canal Commerce.**
Cleared, December 26.

Boat Gazette, groceries, &c., for Sharpsburg, Md., from McVeigh, Bro. & Co.

Fri. 12/28/49, p. 3. We learn that the Maryland Mining Company are building in New York two large steam propellers, for the purpose of transporting coal from their depot at the mouth of the Alexandria Canal to New York, and for their other purposes. We hope that this is but

the commencement of the trade to be produced by the Canal.

Sat. 12/29/49, p. 3. On Monday morning last one or two of the sleepers of the warehouse of Messrs. W. H. Elgin & Co., at Harper's Ferry, gave way under the weight of the large quantity of salt, which was stored in the warehouse, precipitating the salt into the canal below. Before the water could be drawn off, about 300 sacks were dissolved.

Wed. 1/9/50, p. 3. At a meeting of the stockholders of the new steamboat *Thomas Collier*, now building to ply between Washington and Alexandria, held on Monday, Lewis McKenzie, of Alexandria, Jacob Gideon, Thomas Parker, Joseph Bryan and Charles Miller of Washington, were elected directors. The builder is proceeding rapidly with the boat, and will have her ready by March next.

Tue. 2/12/50, p. 3. **Chesapeake and Ohio Canal.** - The Cumberland Civilian says that large numbers of hands are now at work upon the unfinished portions of the Chesapeake and Ohio Canal; and should the weather not prove very unfavorable, the Canal will be ready for navigation by the first of April next, beyond a doubt.

Mon. 2/25/50, p. 2. **The Chesapeake and Ohio Canal.** - It was understood some weeks ago, that the Chesapeake and Ohio Canal Company, - at a meeting in Baltimore in December last, - on application of the Contractors, extended the time for the completion of the Canal from Dam No. 6 to this place, which was previously fixed by contract on the 26th of December, to the 1st of April next. We now learn that the work has been actively prosecuted since that time, and, although the weather has been unusually unfavorable in this quarter during the month of January and the first half of February, the work is already so far advanced that there is reason to

believe it will be completed, and ready for the admission of water by that day.

We are informed by a gentleman who has just returned from a visit to every part of the unfinished work that there is a large force at work at every point where it is required, and such as it is believed to be sufficient to complete it. It is expected that the entire side walls and arch of the tunnel will be completed in a fortnight, and that the locks, lock gates and embankments, will be finished by the date above mentioned. The Canal Company, in extending the time as above mentioned, authorized the laying of the stone copings of locks, and some few other pieces of work, not necessary for the commencement of navigation, to be deferred until after admission of the water, to facilitate the transportation of the materials, which are to be brought some distance. These parts of the work will be completed in a short time after the water is introduced, and in a manner not to interfere with the use of the Canal in the mean time.

We learn also that some important repairs are now going on upon the lower parts of the Canal, particularly in raising the embankment, and taking out the earth which has collected in the bottom, so as to afford a greater depth of water, and in affording a greater protection against high freshets in the river. It is expected that these repairs and improvements will be completed by the time the fifty miles of the new portion of the Canal will be ready for opening. - *Cumberland Civilian*.

Tue. 2/26/50, p. 3. We understand the *Thomas Collyer*, the new steamboat intended to be placed on the route between this place and Washington, will be launched and ready by the 10th March, and will no doubt be here to take her place on the route, at the farthest, by the first of April next.

Mon. 3/4/50, p. 2. **The Tunnel.**

The great tunnel - some three fourths of a mile in length - on the Chesapeake and Ohio

Canal, is completed. The arching is closed, the side walls finished, and the only masonry remaining to be done, is a small portion of the tow-path, which will be done in eight days. The deep cut at the east end of the Tunnel is rapidly progressing to completion. The way the work progresses leaves no doubt of its being ready for navigation by the 1st of April. - *Cum. Civ.*

Mon. 3/18/50, p. 2. **Chesapeake and Ohio Canal.** - The Cumberland Mountaineer of Thursday says: - We understand, that Hunter, Harris & Co., who contracted and undertook at a recent date, to complete the unfinished portion of the Canal to this place, have thrown up the work and appointed a Trustee. We also understand that this result was brought about by imposing upon these gentlemen the necessity of doing a vast quantity of extra work - work not embraced by their contract, and that, therefore, they are not to be blamed for the step which they have taken. We apprehend evil consequences to many from this course of action, no matter how it may have been produced, for we know the fact that acceptances to the amount of \$90,000 at least, are held by our citizens, and they cannot now be paid.

p. 3. **Canal Commerce.**

Arrived, March 16.

Boat Virginia, Leesburg, flour to Master.

Tue. 3/19/50, p. 3. **Canal Commerce.**

Arrived, March 18.

Boat Ben. Franklin, Williamsport, Md., 600 bbls. flour to T. M. McCormick & Co.

Thu. 3/21/50, p. 3. **Canal Commerce.**

Departed, March 19.

Boat Ben. Franklin for Williamsport, Md., plaster, mackerel, &c., from T. M. McCormick & Co.

Fri. 3/22/50, p. 3. **Canal Commerce.**

Cleared, March 21.

Boat Hugh Smith, groceries, &c., for Harper's Ferry, Charlestown and Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Gazette, groceries, boots, shoes, &c., for Williamsport, Md., and groceries, &c., for Elk Branch, Va., from McVeigh, Bro. & Co..

Sat. 3/23/50, p. 3. **Canal Commerce.**

Departed, March 22.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., and lumber from Smoot & Uhler.

Boat Virginia, Leesburg, groceries from Wm. Bayne and sundries from sundry persons.

Mon. 3/25/50, p. 2. The Goose Creek Canal destined to prove of great value to a large portion of Loudoun county, is in rapid process of completion, we are pleased to learn, and from the vigor with which it is carried on, will no doubt be speedily completed.

p. 3. **The Chesapeake and Ohio Canal.**

There has been no little excitement in our community, during the past week, in consequence of the announcement that the defeat of the bill by the Legislature, to authorize a further waiver of the State's leins on the canal, in favor of Messrs. Hunter & Harris, the contractors for the completion of the work, put it out of the power of those gentlemen to meet, for the present, at least, their outstanding obligations for the work done.

When the work was undertaken by those gentlemen, as our readers are aware, Messrs. Hall, Allen and Davis, of Massachusetts, were appointed to disburse the funds received from the sale of bonds authorized for the completion of the work - they retaining a certain amount of each estimate to secure a fulfillment of the contract. It now appears that the proceeds of the bonds will be insufficient to pay for the work already done, and still required to be done, to complete the canal. Under these circumstances, the contractors have made an assignment of their horses, carts, fixtures, &c.,

to the said trustees; who will go on and complete the work - they having, as we are informed, retained in their hands a sufficient sum to do so. The postponement of the payment of claims for work done has created an uneasiness along the line, which may and probably will postpone the completion of the work for a short time.

The credit of the canal was at so low a point when it was taken hold of by the present contractors, that a considerable loss was necessarily sustained upon the bonds, and it is said that they were required to do much work not contemplated in the contract.

Whether Messrs. Harris & Hunter may or may not be ultimately able to meet their outstanding obligations out of the contract, we are not prepared to say. But the energy, zeal and perseverance they have displayed, and the excitement and labor endured by them in the prosecution of the work, all will admit have richly entitled them to a *handsome profit* instead of *ruinous losses*. - *Cumberland Civilian*.

Canal Commerce.

Arrived, March 23.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Tue. 3/26/50, p. 3. **Canal Commerce.**

Departed, March 25.

Boat Rough & Ready, Goose Creek, lumber from James Green & Son.

Boat Gen. Washington, Leesburg, lumber from James Green & Son, and for Goose Creek with plaster from Lambert & McKenzie, and lumber from Waters & Zimmerman.

Wed. 3/27/50, p. 3. **Canal Commerce.**

Cleared, March 26.

Boat Clay, groceries for Shepherdstown, Va., from McVeigh, Bro. & Co.

Sat. 3/30/50, p. 3. **Canal Commerce.**

Arrived, March 29.

Boat Ben. Franklin, Capt. Newson, six hundred and twenty bbls. flour to T. M. McCormick & Co.

Mon. 4/1/50, p. 2. **Chesapeake and Ohio**

Canal. - At the late session of the Legislature of Maryland, a petition was presented by Messrs. Hunter & Harris contractors, asking that body "to authorize the Chesapeake and Ohio Canal Company to issue additional bonds to such amount as would secure them from loss, in consequence of increased expenses from various causes. particularly from the delay of the work for two years by which they lost several valuable contracts for portions of the work, and were subjected to damages on others, from the impracticability of obtaining materials of a suitable description without bringing them from a greater distance than was anticipated, and from the difficulty in raising the necessary funds in consequence of the insufficiency of the amount of money realized from the monthly payments in bonds under the contract."

As is well known, this application to the Legislature was not successful.

In justice to Messrs. Hunter & Harris, we publish the following extract from a memorial of Messrs. Nathan Hale, Horatio Allen and John Davis, Trustees, which was presented to the Legislature along with their petition.

"In conclusion, the undersigned take pleasure in expressing their conviction that the work has been conducted by the petitioners with uncommon energy, perseverance and good judgment. Their duties have been laborious and often embarrassing, and their devotion to the work, since our first knowledge of their agency to it, in the Spring of 1847, has been constant and their exertions indefatigable. They were unfortunate, and the resumption of the work, in losing so much time on several important contracts, from the causes above stated, and in not having at command, sufficient means to carry on the work immediately with an adequate force, on their accounts, and from the consequences of this unavoidable delay, they

found it difficult to recover. We are of opinion, that few persons, with the same means, could have carried forward the work with equal success, and but for their perseverance in making arrangements for the disposition of the bonds, and their judgment in the most economical manner practicable under the circumstances the Canal could not have been completed, on the strength of the pecuniary means provided under the contract. If our judgment in this particular is correct, they are entitled to the credit of having averted by the vigor of their personal efforts, the disaster of another suspension of the work, and of having been instrumental in bringing this magnificent enterprise to completion, earlier than it would probably have been done by any other agency."

C. B. Fisk, Esq., Chief Engineer of the Canal Company, being invited by the Trustees to give his opinion as to the manner in which the Contractors performed their duties, and as to what time it may be assumed the navigation may be opened to Cumberland, thus replies in a letter dated, "Cumberland, 18th Feb. 1850."

"I would say, in reply, that I do not think there was ever, in the United States, as large an amount of similar work undertaken in one contract by individuals, the prosecution of which, at every step, was attended by and surrounded with more and greater difficulties and embarrassments, in raising means for its accomplishment, than that undertaken and now nearly completed by Messrs. Hunter & Co.

"There are, in my opinion, but few if any persons who, under like circumstances, would have effected as much as those gentlemen have, and brought the canal to a point as near to completion as it is at present. To their untiring zeal and perseverance in the prosecution of their contract, all interested in the success of the work are under many and great obligations.

"As regards the time when it may safely be assumed that the navigation can be opened to Cumberland, I would say, that there is no reason why it should not be by the first of May next. There must, however, no matter what

efforts may be made, remain some work to be done after that time, but which may be postponed until after the admission of water into the canal with but little inconvenience to the navigation. The postponement of the work referred to, was permitted by the company several months ago, as it is of a character that can be done with much more economy after the water is admitted into the canal than before. Very respectfully.

Charles B. Fisk, Chief Engineer."

We understand that the Canal Board, at their meeting in Baltimore, on Wednesday of last week, made every arrangement in their power to assist the Trustees in the completion of the Canal, thus rendering that event certain at a very early period. - *Cum. Civ.*

Canal Commerce.

Cleared, March 30.

Boat Ben. Franklin, groceries, &c., Williamsport, Md., from McVeigh, Bro. & Co.

Wed. 4/3/50, p. 3. **Canal Commerce.**

Arrived, April 2.

Boat Gen. Washington, from Elizabeth Mills, 500 bbls. flour to D. F. Hooe.

Thu. 4/4/50, p. 3. **Canal Commerce.**

Cleared, April 3.

Boat Isabel, groceries, boots, shoes, hats, &c., for Rock Hall, Va., from McVeigh, Bro. & Co.

Boat Enterprise, groceries, boots, shoes, caps, &c., for Sharpsburg and Shepherdstown from McVeigh, Bro. & Co.

Fri. 4/5/50, p. 3. **Canal Commerce.**

Arrived, April 4.

Boat Charles, Washington County, Md., 462 bbls. flour to T. M. McCormick & Co.

Departed, April 4.

Boat Gen. Washington, Goose Creek, plaster from Cazenove & Co.

Boat John P. Garrott, groceries for Weverton, Md., from Wm. Bayne.

Sat. 4/6/50, p. 3. **Canal Commerce.**

Cleared, April 5.

Boat Virginia, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat Charles, Clearspring, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., and lumber from James Green, for Williamsport.

Wed. 4/10/50, p. 2. **Canal Commerce.**

Arrived, April 9.

Boat Isabel, Hancock, wheat to Lambert & McKenzie.

Boat P. Janney, Harper's Ferry, coal to T. W. & R. C. Smith.

Boat Wells A. Harper, Harper's Ferry, coal to T. W. & R. C. Smith.

Boat Hugh Smith, Harper's Ferry, flour to Fowle & Co.

Thu. 4/11/50, p. 2. On Monday at noon the dead body of a white man was discovered by a negro in the Washington canal, not far from the Iron bridge in the fifth ward. It proved to be the corpse of a U. S. marine named Peter Carrigan, who had missing from the barracks about eighteen days. Verdict of the inquest, accidentally drowned.

Canal Commerce.

Cleared, April 10.

Boat Belle, Shepherdstown, Va., groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Boat Virginia, groceries, &c., for Charlestown, Va., from McVeigh, Bro. & Co.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Fri. 4/12/50, p. 2. **Canal Commerce.**

Cleared, April 11.

Boat Gazette, groceries, boots, shoes, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan; hardware from James A. English; and Queensware from H. Smith & Co., for Hancock, Md.

Boat Printer, groceries, boots, shoes, &c., from McVeigh, Bro. & Co.; dry goods from Berkley & Harper and Brent & Bryan; hardware from James A. English; and Queensware from R. H. Miller for Shepherdstown, Va.

Sat. 4/13/50, p. 2. **Chesapeake and Ohio Canal.**

- *Its completion.* - The Hagerstown News has the assurance of those along the line of the canal, who are competent to judge, that it cannot be completed before the first of July, at the shortest, and says:

"It is the intention of the chief engineers, we understand, to recommend to the Board of Directors, the drawing off of the water on or about the 18th of May, for the purpose of making the necessary repairs for the summer trade, and to accommodate the large trade anticipated after the opening of the line through to Cumberland."

Canal Commerce.

Arrived, April 12.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Cleared, April 12.

Boat Phineas Janney, groceries for Harper's Ferry and Front Royal from Wm. Bayne.

Mon. 4/15/50, p. 2. A number of canal boats recently employed on the Schuylkill Canal, are now waiting for the coal trade to commence on the Chesapeake and Ohio Canal, to begin operations here.

p. 3. **Canal Commerce.**

Cleared, April 13.

Boat Gen. Washington, groceries for Leesburg from Wm. Bayne.

Tue. 4/16/50, p. 2. **Canal Commerce.**

Departed, April 13.

Boat Gen. Washington, Leesburg, lumber from James Green & Son.

Boat Hugh Smith, Harper's Ferry, lumber from James Green & Son.

Boat Experiment, Leesburg, lumber from James Green & Son.

Wed. 4/17/50, p. 3. **Canal Commerce.**

Arrived, April 16.

Boat Virginia, Leesburg, flour to sundry persons.

Cleared, April 16.

Boat Ohio, groceries, boots, shoes, hats, caps, &c., for Charlestown and Shepherdstown, Va., from McVeigh, Bro. & Co.

Thu. 4/18/50, p. 3. When the Canal shall have been completed to Cumberland, we presume that goods from Baltimore, or elsewhere, to that point, can be sent as cheaply by the Bay and Potomac, and thence by Canal to Cumberland, as in any other mode. Water transportation is always cheaper than that by land.

Canal Commerce.

Arrived, April 17.

Boat William, Williamsport, 333 bbls. flour to T. M. McCormick & Co.

Cleared.

Boat William, groceries, boots, shoes, hats, &c., for Clearspring and Cumberland, Md., from McVeigh, Bro. & Co., and drugs and paints from Wm. Stabler & Co.

Boat Gen. Taylor, Berlin, shingles and laths from Waters & Zimmerman.

Boat Rough & Ready, Berlin, lumber and shingles from Waters & Zimmerman.

Boat Hornet, Harper's Ferry, lumber and shingles from Waters & Zimmerman.

Fri. 4/19/50, p. 2. **Canal Commerce.**

Cleared, April 18.

Boat William, groceries for Clear Spring, Md., from Wm. Bayne.

Boat Virginia, groceries for Leesburg, Va., from Wm. Bayne.

p. 3. **Shenandoah Steam-boat Co.**

We learn that a meeting of the stockholders was held on Monday the 8th inst. James Castleman, Esq., was elected President, and

Messrs. George H. Burwell, Richard H. Timberlake, Samuel Larue, P. D. Shepherd and S. D. Castleman, Directors. The President was appointed to collect all the subscriptions and to contract for a Steamboat to be run on the Shenandoah. What kind of a boat it is to be or on what portion of the river it is to run, we are not informed. If built east of Harper's Ferry it will have to be a propeller or fitted with a stern wheel, as the locks of the canal are but sixteen feet wide. A steamer can be built to carry a considerable load without drawing more water than the river will afford for 8 or 9 months of the year. A flour boat from Warren went to Harper's Ferry the other day, carrying two hundred barrels of flour, and drawing fourteen and a half inches. - *Winchester Virginian.*

Sat. 4/20/50, p. 3. **Canal Commerce.**

Arrived, April 19.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

Departed.

Boat Ohio, Charlestown, lumber from James Green & Son.

Boat Virginia, Leesburg, lumber from James Green & Son.

Mon. 4/22/50, p. 2. **Canal Commerce.**

Arrived, April 20.

Boat Ben. Franklin, Williamsport, 600 bbls. flour to T. M. McCormick & Co., and 50 bbls. flour to R. G. Violett.

Departed.

Boat Ben. Franklin, for Williamsport, plaster, herring, &c., from T. M. McCormick & Co.

Boat John Glenn, Leesburg, lumber from James Green & Son, and groceries for Leesburg and Elizabeth Mills from Wm. Bayne.

Tue. 4/23/50, p. **Canal Commerce.**

Arrived, April 21.

Boat Whale, (new) Mercerville, 1,112 barrels flour to Fowle & Co.

Thu. 4/25/50, p. 3. **Canal Commerce.**

Arrived, April 24.

Boat Experiment, Conrad's Ferry, corn to Fowle & Co.

Boat Col. Crockett, Port Republic, flour to Lambert & McKenzie.

Boat John L. Pascoe, Harper's Ferry, flour to Fowle & Co.

Fri. 4/26/50, p. 3. **Canal Commerce.**

Departed, April 25.

Boat Henry Clay, groceries for Hardscrabble, Va., from William Bayne.

Sat. 4/27/50. p. 2. **Canal Commerce.**

Departed, April 26.

Boat Henry Clay, dry goods for Shepherdstown and Hardscrabble, Va., from Gregory & Adams and Berkley & Harper, and tin ware from Enoch Grimes.

Boat Belle, Shepherdstown, Va., groceries, boots, hats, caps, &c., from McVeigh, Bro. & Co., dry goods from Berkley & Harper and Gregory & Adams, Queensware from R. H. Miller, and hardware from James A. English.

Mon. 4/29/50, p. 3. **The Coal Trade at**

Alexandria. - We have already announced that the Alleghany and Frostburg Mining Companies, had leased from the Alexandria Canal Company, all their land north of the outlet lock at this place, for the purpose of building extensive wharves to accommodate the Coal and other tonnage brought down the Chesapeake and Ohio and Alexandria Canals. We now have the pleasure to add, that the Borden Mining Company, one of the wealthiest and most extensive Mining Companies in the Frostburg Valley, have recently united with the other companies in this arrangement. The timber and other materials for constructing the works, are now collected, and the contract for building the wharves will be closed on the 1st of May, as advertised.

Tue. 4/30/50, p. 3. A little boy, son of Mr. Longcord of this place, accidentally fell into the river on Sunday afternoon last, from the new Canal wharf at the outlet of the Canal, and was drowned. His body was recovered.

Wed. 5/1/50, p. 2. **Canal Commerce.**

Arrived, April 30.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Boat Gen. Washington, Goose Creek, flour to Fowle & Co.

Boat Virginia, Goose Creek, corn to Cazenove & Co., and flour to R. G. Violett.

Thu. 5/2/50, p. 3. **Canal Commerce.**

Cleared, May 1.

Boat Virginia, Leesburg, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., and groceries for Leesburg and Pleasant Dale from Wm. Bayne.

Boat Gen. Washington, groceries for Leesburg and Belmont, Loudoun County, Va., from Wm. Bayne; hardware from J. A. English; dry goods from Brent & Bryan; lumber from James Green & Son.

Boat Neptune, groceries, boots, shoes, hats, &c., for Hancock and Williamsport, Md., from McVeigh, Bro. & Co.; and plaster, salt, &c., from Fowle & Co.

Fri. 5/3/50, p. 2. **Canal Commerce.**

Departed, May 2.

Boat Virginia, Goose Creek, lumber from Waters & Zimmerman, and fish by Masters.

Mon. 5/6/50, p. 2. It is now said that the water is to be let into the Chesapeake and Ohio Canal in June, and that it will be in navigable order for boats propelled by steam, from Cumberland to Georgetown and Alexandria, early in July next.

Tue. 5/7/50, p. 3. **Canal Commerce.**

Arrived, May 6.

Boat Experiment, Conrad's Ferry, corn to Fowle & Co.

Departed.

Boat Experiment, Conrad's Ferry, plaster from Fowle & Co.; lumber from James Green & Son and lumber from Waters & Zimmerman.

Wed. 5/8/50. p. 2. **Canal Commerce.**

Arrived, May 7.

Boat Wells A. Harper, Cumberland Coal to James Green & Son.

p. 4. **THE MOUNTAIN CITY.**

The Cumberland *Civilian* gives the following account of the improvements going on in that neighborhood.

New houses are springing up in every direction, and the old ones are being repaired and restored. There are several public buildings under way, among them a new and elegant Roman Catholic Church and a Protestant Episcopal Church of stone. The new Allegany County Academy is completed and will be ready for occupancy in a week or two. The public works, in and near the town likewise give life and activity to the scene. The Maryland Mining Company are completing their Rail Road to their basin. One of the prominent features of this road is an Iron Bridge across Wills' Creek which is now being erected. It was manufactured by F. B. Tower & Co., at their Foundry in this place, and will be an elegant structure. The Mount Savage Company and the Messrs. Lynn are building their extensive wharves on the banks of the Potomac. These wharves will front more than 1,000 feet on the river, and will be connected with the Mount Savage Rail Road by a Rail Road following the course of the Baltimore and Ohio Rail Road. This latter company have a large number of hands at work on the arches for the passage of their Road in the upper part of town. The boat yards, to, are busy with the sound of industrious labor. Mr. John Young has already completed, at his yard on the river, several Canal Boats of very superior character, and is prepared to supply any demand in his line at the shortest notice. There is the same activity at the other yards on Wills Creek.

Fri. 5/10/50, p. 2. **Canal Commerce.**

Cleared, May 9.

Boat Wells A. Harper, groceries, &c., for Charlestown and Kenneysville, Va., from McVeigh, Bro. & Co., lumber from James Green and Waters & Zimmerman.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Sat. 5/11/50, p. 2. **Canal Commerce.**

Arrived, May 10.

Boat Ben. Franklin, Williamsport, 800 bbls. flour to Lambert & McKenzie.

Departed.

Boat Eagle, Hancock, plaster, mackerel and sack salt from Fowle & Co.

Mon. 5/13/50, p. 3. **Chesapeake and Ohio Canal - - Alexandria.**

From the Wash. Cor. of N. Y. Jour. of Com.

The Chesapeake and Ohio Canal will be completed to Cumberland very soon. The water will be let in early in June. In July the canal will be open to navigation from Cumberland to Georgetown and Alexandria. Steam propellers will be put on the canal. It will be an interesting and pleasant trip to run up the canal by steam - for every mile of the way presents romantic, novel and striking scenery.

Coal depots have been prepared at Alexandria for the use of the Frostburg mining companies. They expect to ship coal thence to New York and Boston by Steam Propellers. There will be no shipping depot at Washington - though one has been talked of. Some have preferred the neighborhood of the Arsenal and others at the Navy Yard, on the Eastern branch. There is neither enterprise nor capital here for the purpose. Alexandria, at great sacrifices, secured her communication with the canal, by an expensive aqueduct across the Potomac, and it is hoped, that she will, though at so late a day, reap some benefit from it. It is said that real estate is looking up, a little, in that ancient town; and that, by virtue of her re-annexation to

Virginia, she is likely to derive some advantages from the liberal system of internal improvements now in progress in that State.

If the ocean and river craft that now use steam as the motive power, do not find something better than coal as the generator of steam, the Cumberland coal must be extensively shipped from Alexandria; and it must become a depot of coal, and also of the whole commerce of the vast and growing region on the line of the Canal. Indeed, Alexandria, after a while, instead of wearing the aspect of a deserted village, will become all bustle, brick and business.

Tue. 5/14/50, p. 2. The Cumberland *Civilian* says that the Chesapeake and Ohio Canal will be completed about the 1st July ensuing.

p. 3. **Canal Commerce.**
Departed, May 13.

Boat Edward Payson, Berlin, lumber from James Green & Son.

Boat Ben. Franklin, drugs, paints, oil and window glass from Wm. Stabler & Bro., and lumber from James Green & Son; and groceries for Williamsport and Clear Spring, Md., from Wm. Bayne.

Wed. 5/15/50, p. 2. The Board of Directors of the Chesapeake and Ohio Canal held a meeting on Monday, and determined to draw the water off from the levels *above* Harper's Ferry, on the 15th instant. From that point downwards, however, the water will remain as long as may be deemed expedient for the transportation of such merchandize as may offer, not, however, exceeding the first of June.

p. 3. **Canal Commerce.**
Departed, May 14.

Boat Ben. Franklin, for Williamsport, Md., fish and groceries from T. M. McCormick & Co.

Tue. 5/16/50, p. 2. **Canal Commerce.**
Arrived, May 15.

Boat General Taylor, Berlin, flour to R. H. Miller.

Boat Virginia, Leesburg, flour and corn to Wm. L. Powell & Son.

Departed.

Boat Susan, groceries, boots, shoes, hats, &c., for Sharpsburg, Md., and Shepherdstown, Va. from McVeigh, Bro. & Co.

Fri. 5/17/50, p. 2. **Canal Commerce.**
Arrived, May 16.

Boat Gen. Washington, Loudoun County, flour to D. F. Hooe.

Departed.

Boat Gen. Taylor, Berlin, lumber from Waters & Zimmerman.

Sat. 5/18/50, p. 3. **Canal Commerce.**
Arrived, May 17.

Boat Isabel, Honeywood Mills, flour to Lambert & McKenzie.

Boat Col. Crockett, Harper's Ferry, flour to R. H. Miller.

Departed.

Boat Virginia, Leesburg, lumber from James Green & Son.

Boat Gen. Washington, Leesburg, lumber from James Green & Son.

Boat Col. Crockett, Harper's Ferry, lumber from James Green & Son.

Mon. 5/20/50, p. 3. **Canal Commerce.**
Arrived, May 18.

Boat Gen. Cass, Harper's Ferry, flour to Wm. L. Powell & Son.

I notice in the *Gazette* of Saturday morning, the all important information that nearly one-third of the Thomas Collyer is owned in Alexandria, and that some of the Phenix is owned in Washington and Georgetown. This is certainly a very important matter, and to be a little more particular I will state, that about *one-fourth* or nearly so, of the Collyer is owned here, and about an equal amount of the Phenix is owned in Washington and Georgetown.

The Phenix is an Alexandria built boat, and is controlled by the Alexandria stockholders, and has always been managed with a view to the accommodation of the traveling public; and while upon the subject, I will take occasion to say, that the Phenix and Johnson are the only boats that can accommodate the public, in case of accident to the Bridge, (not an unusual thing.) or obstruction by ice in the river. I am pleased to learn that their owners are making arrangements for a line of splendid Troy built Omnibuses to connect with their boats in Washington. A STOCKHOLDER.

Tue. 5/21/50, p. 2. **Canal Commerce.**

Departed, May 20.

Boat Gen. Cass, Harper's Ferry, lumber from James Green & Son.

Wed. 5/22/50, p. 2. **Canal Commerce.**

Departed, May 21.

Boat Wells A. Harper, Harper's Ferry, sack salt from Lambert & McKenzie and shingles from Waters & Zimmerman.

Thu. 5/23/50, p. 3. **Canal Commerce.**

Arrived, May 22.

Boat Experiment, Conrad's Ferry, corn to Fowle & Co.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

Boat General Jackson, Edward's Ferry, flour to D. F. Hooe.

Departed.

Boat Experiment, Conrad's Ferry, plaster from Fowle & Co., and lumber from Waters & Zimmerman.

Fri. 5/24/50, p. 3. **Canal Commerce.**

Departed, May 23.

Boat Experiment, Leesburg, lumber from James Green & Son.

Boat General Jackson, Leesburg, lumber from James Green & Son.

Boat John Glenn, Goose Creek, groceries from Wm. Bayne.

Wed. 5/29/50, p. 2. The work on the Orange and Alexandria Rail Road is proceeding with energy and spirit. The preparations of the Coal wharves at the mouth of the Canal is going on rapidly, and we hope soon to see the "black diamonds" there in piles that will gladden the hearts of all and enrich the pockets of many.

Canal Commerce.

Arrived, May 27.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Departed.

Boat Phineas Janney, Harper's Ferry, plaster and sack salt from Lambert & McKenzie; and sack salt from Charles Wilson.

Thu. 5/30/50, p. 3. **Canal Commerce.**

Arrived, May 30.

Boat Col. Crockett, Harper's Ferry, flour to R. H. Miller.

Boat Jacob Slifner, Antietam, nails to Lambert & McKenzie and broom iron to Fowle & Co.

Cleared.

Boat Experiment, groceries, &c., for Smithfield, Va., from McVeigh, Bro. & Co.

Boat Virginia, Leesburg, groceries, boots, shoes, hats, &c., for Belmont, from McVeigh, Bro. & Co.

Fri. 5/31/50, p. 2. **Canal Commerce.**

Arrived, May 30.

Boat John Glenn, Loudoun County, flour to D. F. Hooe.

Departed.

Boat Gen. Washington, Leesburg, lumber and furniture from James Green & Son.

Boat John Glenn, Leesburg, lumber from James Green & Son.

Boat Phineas Janney, Harper's Ferry, lumber and furniture from James Green & Son.

Boat Edward Payson, Harper's Ferry, lumber from James Green & Son.

Tue. 6/4/50, p. 3. On Saturday last, the water was to be let off of the Chesapeake and Ohio Canal for the purpose of repairs which will probably occupy a month or six weeks. When it is again opened we hope that our trade will reach as far as Cumberland.

Thu. 6/6/50, p. 3. No lack of convenience in traveling to and from Washington. The steamboats now make *twenty-one* trips, to and fro, daily. Besides this, Latham's omnibuses run four times daily. In addition to which the regular lines of stages from Winchester and Warrenton, run three times a week, and a daily line will shortly commence.

Fri. 6/7/50, p. 3. **Canal Commerce.**

Arrived, June 6.

Boat Virginia, Leesburg, flour and corn to Master.

Mon. 6/10/50, p. 2. **Progress of the Canal.**

The Cumberland *Civilian* of Friday says: "On Monday next it is understood the water will be let into the Canal for the distance of some seven or eight miles - the length of the first level, commencing at this place - with the view of trying the bank. In a short time, the experiment will be continued further down the line until the water communication becomes continuous to Dam No. 6. This is, indeed, an earnest of speedy completion! We have also been informed, since the above was written, that on tomorrow (Saturday) the water will be let in on the levels near Locks 69, 70, 71, in the neighborhood of Oldtown.

The water has been let off the lower part of the Canal, for the purpose of repairs, which will probably occupy some five or six weeks. When it is again opened we hope the trade will extend as far as Cumberland.

The *Civilian* also says that, in anticipation of the completion of the Canal, there is an unusual activity among the Mining Companies of the Cumberland Coal field. All the companies are preparing to do a large business,

and many which heretofore have had but limited facilities for transportation to market, are making extensive arrangements for the opening of the regular coal trade.

p. 3. We understand that a laborer, by the name of Welch, on the Alexandria Canal, on Saturday, having taken offence at being discharged by a superintendent, Dailey, gave him, (Dailey,) a violent blow on the head with a stone, which it is supposed will cause his death. Welch fled immediately. A warrant was issued by Justice White, and it is to be hoped that the offender may be arrested.

Tue. 6/11/50, p. 2. The man employed on the Alexandria Canal who was struck with a stone on Saturday last, and supposed, then, to be mortally wounded, was we learn, better yesterday, and some hopes of his recovery were entertained.

Wed. 6/12/50, p. 2. The new steam Ferry-boat Alice Fox, now on the stocks at Hunter's Ship Yard, will be launched this week. She will take the place of the old Ferry boat Alexandria, in plying across the Potomac, at this place.

Thu. 6/13/50, p. 3. The launch of the steam Ferry-boat Alice Fox, came off in fine style, yesterday, at about 9½ o'clock, at Hunter's Ship Yard. The machinery to be used in this boat is the same used in the steamboat Alexandria, which is now being overhauled and put in complete order by Messrs. T. W. & R. C. Smith, at the Alexandria Foundry.

Mon. 6/17/50, p. 3. **Chesapeake and Ohio Canal.** - The first level of eight miles, commencing at Cumberland, was filled with water on Tuesday evening. The event made quite a stir among the people of Cumberland.

Tue. 6/18/50, p. 2. **Water in the Canal.**

On Tuesday evening last, at half past 5 o'clock, everything being in readiness, the ceremony of letting the waters of the Potomac,

for the first time from the head of navigation, into the Chesapeake and Ohio Canal, was performed by Charles B. Fisk, esq., Chief Engineer of the work. A large number of our fellow citizens had assembled at the lock, and when the wicket was turned, and the pure stream started on its downward career, there was an expression of exultation and gratification in every face, that certainly told the rapid approach of those "better times" that have been so long and patiently waited for by the people of this region.

As the central basin began to fill, it was suggested that the passage of a Canal boat through the lock would be a desirable phenomenon and, forthwith, several of our citizens proceeded to the boat yard of Mr. J. H. Clarke, on Wills' Creek, who readily furnished them with a large and handsome Canal Boat, ninety feet in length by sixteen in width. In a short time, the boat was seen descending the creek with a live freight of some hundreds of men and boys. Upon approaching the lock, Mayor Thomas G. Harris, that veteran in Canal matters, was requested to name *the first boat that ever passed from the river into the Canal at this place*, with which he promptly complied, by calling her the "Cumberland," in honor of our "mountain town," which proud title she will hereafter bear. The passage through the lock was speedily accomplished, and in a few moments the boat, now laden with a living multitude, was quietly floating upon the waters of the Chesapeake and Ohio Canal amidst the reiterated applauses of her delighted passengers. After proceeding down the Canal, for a short distance, she returned, repassed the lock, and was safely restored to her original moorings.

We do not remember an event that has created so many pleasurable emotions in the hearts of our fellow citizens, and we have chronicled it with some particularity on that account, simple as such a narrative must ever be. - *Cumberland Civilian*.

Sat. 6/22/50, p. 3. A party of laborers from the Canal, came into town, on Thursday night, and kicked up a *shindy* at Mr. James Phillip's, near the Court House, in which they severely injured Mr. Phillips and his wife. They were arrested, and will be dealt with according to law.

Mon. 6/24/50, p. 3. Complaint having been made on Saturday last of threats made by some laborers on the Canal, against one of the Superintendents, the officers, with a posse of citizens, went out immediately, and secured two or three of those against whom the complaint had been lodged.

Wed. 6/26/50, p. 2. The case of three laborers from the Canal, who made last week a violent assault upon Mr. James Phillips and his wife, was examined before the County Court on Monday last, and the prisoners ordered for trial before the next Superior Court of this county.

Mon. 7/1/50, p. 2. **Chesapeake and Ohio Canal.** - On Monday last, the water was let into the Canal as far as Oldtown, a distance of *fifteen* miles from Cumberland. In a few days it will be continued on to Town Creek, a distance of five miles further. If nothing occurs to retard the present rate of progress of the unfinished work, the whole line will be opened to Dam No. 6 by the 15th of July, at which time the water will again be let into the lower portion of the canal. Navigation will then be continuous from Cumberland to Alexandria. - *Cumberland Civilian*.

Tue. 7/9/50, p. 2. The Cumberland coal trade attracts great attention. Great activity prevails at Cumberland and Frostburg, in preparations for sending coal down the Canal. The demand for Cumberland coal exceeds the supply at least ten fold. The locomotives in the Eastern states, alone, will afford a market for all the coal that can be supplied by Frostburg.

Mon. 7/22/50, p. 3. We understand from reliable authority, that the interruption of the work on the line of the Chesapeake and Ohio Canal, for a few days, will cause but little delay in its completion, as the work is now going on under the direction of a most energetic and responsible contractor. The work to be done is reduced to a small amount, with ample means in hand to complete it.

Wed. 7/24/50, p. 3. The Washington Canal was nearly completed as far as Third street, when the rains of Sunday so swelled the Tiber as to overflow and carry away the embankment, and fill in the canal; and so it now stands.

Sat. 8/3/50, p. 3. The Hagerstown *Torch Light* says that the Chesapeake and Ohio Canal will be opened for navigation from Dam No. 6, to Georgetown (today), or the 3rd instant, and that the whole line will not be in operation through to Cumberland before the first of September, if then. The News further understands that Messrs. Davis, Hale & Co., the gentlemen, who undertook the completion of the work upon the failure of Messrs. Harris & Hunter, have abandoned their contract, which has since been awarded to Mr. Burns, of Frederick county, who has until the 1st of September for its completion.

Mon. 8/5/50, p. 3. The amount which the Board of Directors of the Chesapeake and Ohio Canal have agreed to give Mr. Michael Byrne for finishing the work is \$23,000. As Mr. Byrne is an old and experienced contractor, and possesses ample means, there can be little doubt that the work will be finished at the time designated, 1st of September.

Wed. 8/7/50, p. 2. A new towboat has just been completed at Washington, intended for towing on the Shenandoah river, and will proceed to her destination as soon as the water is let into the Chesapeake and Ohio Canal. She is moved

by a stern wheel, worked by a high pressure engine, much the same as in the case of the light-draught boats on the Ohio river. Her own tonnage does not exceed five tons, but she is calculated to move boats of fifteen tons each. She is owned by James Castleman, esq., of Castleman Ferry, Va.

Thu. 8/8/50, p. 2. **Chesapeake and Ohio Canal.** - A commencement was made on Monday night to let the water into this canal for the season; and yesterday several of the levels were filled. It will perhaps this week be in boating condition as far as Harper's Ferry, and we suppose that early next week we shall have many boats from the different depots along this line. Flour will probably come down in great abundance; after which the new wheat may be looked for. In October, we believe, the connection will be made with Cumberland, and then the coal business will commence - an auspicious event in the history of this canal. - *Republic*.

Fri. 8/9/50, p. 3. The new wharf at the outlet of the Alexandria Canal, except the draw, is completed. It extends from the shore 392½ feet; an additional platform, which connects with the south side, is 140 feet. Within a short distance, Messrs. Crampton & Bradshaw are vigorously at work in the construction of the new wharf for the Frostburg Mining Company. Everything looks brisk in the way of preparation for the coal trade.

p. 3. The Canal Boat "Atlantic," Captain Thomas, clears our wharves this morning, with a very large and valuable cargo of merchandize, lumber, &c., for the upper country. This boat was constructed by Mr. Joseph Hunter, at his yard in this city, and is designed to run in conjunction with a line belonging to the Frostburg Mining Company, between this town and Cumberland. Her dimensions, we understand, are equal to the utmost capacity of the locks, being 89 feet in length, and 14½ feet

in breadth, and will freight 125 tons of coal or 1,400 barrels of flour. Her construction reflects great credit, we understand, on Mr. Hunter, under whose direction others are to be built. We hope that those who are preparing for the opening of the canal and the coal trade, will look to this point, in supplying themselves with suitable boats for the business.

Canal Commerce.

Cleared, August 8.

Boat Atlantic, groceries from McVeigh, Bro. & Co., lumber from James Green, and guano from Fowle & Co., for Leesburg, Va.

Boat Hugh Smith, groceries, boots, shoes, &c., for Knoxville, Burkettsville and Jefferson, Md., Harper's Ferry, Charlestown, Shepherdstown and Martinsburg, Va., from McVeigh, Bro. & Co., castings from T. W. & R. C. Smith, and sack salt from Chas. Wilson.

Sat. 8/10/50, p. 2. **Canal Commerce.**

Departed, August 9.

New Boat Atlantic, Leesburg, 65,000 shingles, 25,000 laths, 13,000 feet of lumber, from James Green & Son.

Sat. 8/17/50, p. 2. We heard yesterday that there was a break in one of the culverts on the line of the Chesapeake and Ohio Canal, between Georgetown and Williamsport, which will delay navigation on the Canal for some days.

Canal Commerce.

Arrived, August 16.

Boat Phineas Janney, Harper's Ferry, flour to Wm. L. Powell & Son, and coal to Fowle & Co.

Boat E. Payson, limestone to Thomas & Dyer.

Cleared, August 16.

Boat Henry Clay, groceries, &c., for Knoxville, Burkettsville and Weverton, from McVeigh, Bro. & Co.

Mon. 8/19/50, p. 3. The Alexandria Canal has been thoroughly repaired by deepening it, and

raising and widening its banks. It will admit a depth of six feet of water when the Chesapeake and Ohio Canal shall be in a situation to supply it. The Coal Wharves at the outlet of the Canal, constructed for the use of the Maryland Mining Company, are complete with the exception of a draw which will require but a short time to construct. The works for the accommodation of the Coal trade, now being constructed by the Alleghany, Frostburg and Borden Mining Companies, are in a state of forwardness.

The water will be let into the Alexandria Canal on Tuesday, the 20th inst., and we anticipate a brisk produce trade this fall. Should the Chesapeake and Ohio Canal be completed to Cumberland, at as early a date as expected, we shall also have considerable receipts of Coal this season.

We learn that the recent break in the Chesapeake and Ohio Canal, is about six miles above Seneca, and that boats will be enabled to pass in about a week.

Canal Commerce.

Arrived, August 17.

Boat Rough & Ready, Berlin, flour to R. H. Miller.

Wed. 8/21/50, p. 2. Mr. Byrne is going on well with the work, on the Chesapeake and Ohio Canal, and expects to have the canal ready for the admission of the water about the 1st September. It will have to be filled slowly, however, the whole fifty miles receiving its water from the Cumberland dam, and probably may not be navigable before the middle of September. It will take at least 10 days or 2 weeks to fill it judiciously.

Thu. 8/22/50, p. 3. **Canal Commerce.**

Arrived, August 21.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

Sat. 8/24/50, p. 3. **Canal Commerce.**

Cleared, August 23.

Boat Rough & Ready, Berlin, groceries, &c., for Petersville, Jefferson and Burkettsville, Md., from McVeigh, Bro. & Co., plaster from Fowle & Co., and lumber from Waters & Zimmerman.

Mon. 8/26/50, p. 2. **Canal Commerce.**
Cleared, August 24.

Boat P. Janney, Harper's Ferry, groceries, &c., for Kerneysville, Hedgesville and Pruntytown, Va., from McVeigh, Bro. & Co., salt from Charles Wilson, plaster from Lambert & McKenzie, and iron from John Dempsey.

Boat Hugh Smith, groceries for Weverton, Md., from Wm. Bayne.

p. 3. **The Cumberland Region.**

The Cumberland Civilian publishes the following items of information:

Canal Boats - Mr. Young, who has been engaged in boat building at this place for some time past, at a point near the wharves of the Mount Savage Company and the Messrs. Lynn, has purchased a piece of ground above the Locks, and will immediately go to work to supply as many boats as he may be called on to furnish.

Fri. 8/30/50, p. 3. **Canal Commerce.**
Arrived, Aug. 29

Boat De Witt Clinton, Williamsport, flour to Thomas & Dyer.

Boat Belle, Shepherdstown, flour to J. B. Daingerfield.

Cleared, Aug. 29.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Boat De Witt Clinton, groceries, &c., for Bedington, Bakersville, Williamsport and Clear Spring, from McVeigh, Bro. & Co. and groceries from Wm. Bayne.

Sat. 8/31/50, p. 3. **Canal Commerce.**
Cleared, August 30.

Boat Belle, Shepherdstown, groceries from Wm. Bayne.

Boat Wells A. Harper, Harper's Ferry, sack salt from Charles Wilson and Lambert & McKenzie.

Mon. 9/2/50, p. 3. **Canal Commerce.**
Cleared, August 31.

Boat E. Payson, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Tue. 9/3/50, p. 2. **Chesapeake and Ohio Canal.** - On Tuesday last, the water was let into the canal as far as the tunnel and has probably reached it by this time. In a *very* few days it will be continued on to Dam No. 6, when navigation will be continuous to Alexandria. The energetic president of the Company, Gen. James M. Coale, has been in this region recently, giving the matter his zealous personal attention. - It will be a proud day for him when this great work is finally completed. Most faithfully has he discharged the onerous duties of the President of the company and richly does he deserve high honor for his eminent services. - *Cumberland Civilian.*

Wed. 9/4/50, p. 3. There was a meeting of the stockholders of the Alexandria Canal Company, on Monday last, in reference to the extension of the Canal into town. The subject was referred to a committee, and an adjourned meeting will be held next month.

Thu. 9/5/50, p. 2. **Canal Commerce.**
Cleared, September 4.

Boat Neptune, groceries for Hancock, from William Bayne.

Fri. 9/6/50, p. 3. **Canal Commerce.**
Arrived, September 4.

Boat Neptune, from Hancock, tan bark to C. C. Smoot.

Departed, September 5.

Boat Neptune, for Shepherdstown, Williamsport, Bath, and Hancock, with plaster and sack salt from Fowle & Co., groceries, &c., from McVeigh, Bro. & Co., and dry goods from

Brent & Bryan, and sundries from sundry persons.

Sat. 9/7/50, p. 3. **Canal Commerce.**

Arrived, September 6.

Boat Whale, Mercerville, flour to Thomas & Dyer.

Cleared, September 6.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., plaster, &c., from Fowle & Co., Queensware from Hugh Smith & Co., hardware from James A. English, and dry goods from Brent & Bryan and Gregory & Adams.

Wed. 9/11/50, p. 2. **Opening of the Chesapeake and Ohio Canal to Cumberland.**

The indications are now favorable to the early completion and opening of the Canal to Cumberland. The busy note of preparation to receive the Coal, which is coming upon us as a mighty avalanche, is heard at both terminals, and in a few weeks, perhaps days, it will be our privilege to announce its first arrival at our wharves - an event long and anxiously looked forward to by many of our fellow citizens as the sure harbinger of better and more prosperous days. A fresh impetus is soon to be imparted to business - new channels of trade opened up to us - and the dormant energies of enterprise long paralyzed, awakened into life and vigor by the opening of this great and stupendous work. In view of the great commercial benefits that are likely to result from this event, should we not in some suitable way and appropriate manner give expression to our feeling, and show to those with whom we are so soon to be brought in business connection - that we are neither indifferent nor insensible to the great advantages which they, in common with ourselves, have labored so long to obtain. This suggestion is made with the hope that it will meet the approbation of our fellow citizens generally, and that steps will immediately be taken to CELEBRATE the opening of that great work, the

CHESAPEAKE & OHIO CANAL.

p. 3. **Canal Commerce.**

Arrived, September 10.

Boat Ben. Franklin, Williamsport, 400 bbls. flour to T. M. McCormick & Co.

Cleared.

Boat Ben. Franklin, drugs, &c., from Wm. Stabler & Bro.

Thu. 9/12/50, p. 3. **Canal Commerce.**

Arrived, September 11.

Boat Atlantic, Loudoun Valley, 550 bbls. flour to D. F. Hooe.

Departed.

Boat Ben. Franklin, groceries, &c., for Sharpsburg, Keedysville and Williamsport from McVeigh, Bro. & Co.; groceries for Sharpsburg from Wm. Bayne; plaster from Cazenove & Co. and plaster for Williamsport from T. M. McCormick.

Boat Gen. Washington, groceries, &c., for Leesburg from McVeigh, Bro. & Co.; plaster from Fowle & Co.; and groceries for Belmont from Wm. Bayne.

Sat. 9/14/50, p. 2. **For Cumberland, Md.**

The steam tow boat *Virginia*, brought round from New York, a few days ago, via the Canals, the Canal boats *H. G. Phelps* and *L. A. Phelps*. These boats are intended for the coal trade on the Chesapeake and Ohio Canal, and will take their departure for Cumberland, it is expected, as soon as they take in their cargoes of plaster and sundries, which they are now doing. The steam tow boat *Virginia* will tow them up the Canal, and if found to answer, will be regularly employed in that business. We shall welcome heartily the first direct arrivals at this port of the "black diamonds" from the Cumberland region, and hope soon that a successful and prosperous business will commence.

Canal Commerce.

Cleared, September 13.

Boat John Van Lear, groceries, &c., for Charlestown, Shepherdstown and Williamsport,

from McVeigh, Bro. & Co., and salt from Fowle & Co., and groceries from Wm. Bayne.

Boat Gazette, Noland's Ferry, salt from Fowle & Co., and groceries from McVeigh, Bro. & Co.

Boat John P. Garrott, groceries for Oakland Mills from Wm. Bayne.

Tue. 9/17/50, p. 2. **Canal Commerce.**

Arrived, September 16.

Boat Pennsylvania, from Hancock, tan bark to C. C. Smoot.

Boat Neptune, from Hancock, tan bark to C. C. Smoot.

Wed. 9/18/50, p. 3. Canal Commerce.

Cleared, September 17.

Boat Neptune, plaster and salt from Fowle & Co., and groceries, &c., for Clear Spring and Hancock, from McVeigh, Bro. & Co.

Boat Pennsylvania, plaster and salt from Fowle & Co., and groceries, &c., for Williamsport and Harper's Ferry, from McVeigh, Bro. & Co.

Boat Wells A. Harper, plaster from Lambert & McKenzie, and groceries for Harper's Ferry, from McVeigh, Bro. & Co.

Thu. 9/19/50, p. 3. **Canal Commerce.**

Arrived, September 18.

Boat Whale, Mercerville, 672 bbls. flour to Lambert & McKenzie.

Improvement.

For some days past there has been considerable blasting of rock, in the lot just south of the Canal on High street, in order to make room for the warehouses that are to be put there by Geo. Waters, Esq., to accommodate the expected increase in Canal business as soon as that work is opened to Cumberland. It has taken much labor to level the hill which formerly occupied that spot, so as to render it suitable for the new purpose to which the ground is to be appropriated. It will now be one of the most conveniently located and best

business places on the Canal. - *Georgetown Advocate.*

Fri. 9/20/50, p. 2. The Canal boats H. G. Phelps and L. A. Phelps, with full cargoes, departed from this port yesterday, *for Cumberland, Md.*, in tow of the Canal steam tow boat Virginia. We hope for a successful trip through the Alexandria and the Chesapeake and Ohio Canals to the Mountain City.

Mon. 9/23/50, p. 2. **Canal Commerce.**

Arrived, September 21.

Boat Ben. Franklin, Williamsport, 400 bbls. flour to T. M. McCormick & Co.

Departed.

Boat Gazette, Payson, groceries, &c., from McVeigh, Bro. & Co. for Shepherdstown.

Tue. 9/24/50, p. 2. **Completion of the C. & O. Canal.**

- We understand the celebration of the opening of the Canal will probably take place early in October. It is expected that the State's Agents, the Canal Directors, and a large number of distinguished gentlemen will come up the line from Dam No. 6 to Cumberland, and as the Gubernatorial election is so near at hand, it is probable the celebration will be postponed until after that event, so as to permit the gentlemen invited to attend. The 9th of October will probably be the day. We suggest to our fellow citizens the propriety of holding a town meeting early next week to determine in what manner they will receive their distinguished guests. - *Cumberland Civilian.*

p. 3. **Canal Commerce.**

Arrived, September 23.

Boat Gen. Washington, flour and leather to D. F. Hooe, and flour to Fowle & Co.

Departed, September 23.

Boat Ben. Franklin, groceries and shoes from McVeigh, Bro. & Co., for Burkettsville, Williamsport, (Md.) and Winchester, Va. and for Williamsport (Md.) with sack salt from T. M. McCormick, & Co.

Wed. 9/25/50, p. 3. **Canal Commerce.**

Arrived, September 24.

Boat Mill Boy, Goose Creek, corn to Fowle & Co.

Boat Gen. Washington, Goose Creek, corn to Fowle & Co.

Departed.

Boat Gen. Washington, with plaster and salt from Fowle & Co., hardware from James A. English, lumber from Waters & Zimmerman, Smoot & Uhler, and James Green, groceries, boots and shoes from McVeigh, Bro. & Co., groceries from J. Newton Harper, Queensware from Robert H. Miller, dry goods from Berkley & Harper, for Leesburg, Virginia, groceries from Wm. Bayne for Pleasant Valley and Elizabeth Mills.

Boat Phineas Janney, Harper's Ferry, salt from Fowle & Co., castings from T. W. & R. C. Smith, lumber from Waters & Zimmerman, and groceries from McVeigh, Bro. & Co.

Boat Belle, Shepherdstown, groceries, shoes, &c., from McVeigh, Bro. & Co.

Thu. 9/26/50, p. 2. **Chesapeake and Ohio Canal.**

- On enquiring at the Canal Office, at what time the Canal will be likely to open, we find that it is their opinion that the water will be let on the whole line sometime early in October; perhaps, about the first week.

The steam tow-boat, which we mentioned a short time ago, as being below, has passed up the Canal. One objection to the use of steam on the Canal is the delay at the Locks, each boat having to wait until all others are through the locks before it can proceed. It takes about five minutes to each boat to pass through the Locks. - *Georgetown Advocate.*

Canal Commerce.

Departed, September 25.

Boat Mill Boy, groceries for Wheatland, from Wm. Bayne.

Mon. 9/30/50, p. 2. **Opening of the Canal.**

The Cumberland Civilian says that its citizens are making arrangements for a proper

participation in the ceremonies of the formal opening of the Chesapeake and Ohio Canal, on the 9th of October. A large number of distinguished gentlemen, including the President of the United States and the Governors of Virginia and Maryland, have been invited by the Canal Board to be present, and it is confidently expected that the majority of them will attend. The Civilian adds: "The Canal so far as navigation is concerned, *is completed!* The water was started from this place for Dam No. 6, five days ago. The process of filling will be completed in the course of a few days."

We learn, also, from the Civilian that the canal boat Southampton, belonging to the transportation line of Messrs. McKaig & Agnew, is now loading with coal from the mines of the Frostburg Coal Company, at the wharf of the Maryland Mining Company, and will depart for Alexandria in a few days.

We shall hail with great pleasure the opening of the Coal trade on the Canal. We think and believe that the advantages presented at this port, make it quite certain that Alexandria will be the principal *depot* of this important trade. Here are already commodious accommodations for a large supply of coal, and here vessels can arrive and receive their cargoes with every facility and without detention. We hope to see a thriving business commenced at once, and that it may continue to increase and improve, as each year will open and develop the mineral treasures in the upper country.

Canal Commerce.

Arrived, September 28.

Boat John Glenn, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Departed, September 28.

Boat Wells A. Harper, groceries, boots, shoes, hats, caps, &c., for Weverton, Petersville, Burkettsville, and Knoxville, Md., Harper's Ferry and Leetown, Va., from McVeigh, Bro. & Co.; and groceries for Harper's Ferry, and Oak Hill, Page county, Va., from Wm. Bayne.

Wed. 10/2/50, p. 3. **Canal Commerce.**

Arrived, October 1.

Boat Julia A. Elgin, Harper's Ferry, flour to Fowle & Co.

Cleared, October 1.

Boat John P. Glenn, groceries for Belmont, Pleasant Dale and Elizabeth Mills, from Wm. Bayne.

Thu. 10/3/50, p. 2. **Completion of the Canal.**

This great work is at last completed, and Boats are now being laden with Coal for transportation to the District and Alexandria. - We may soon expect to see them on their downward trip.

The Canal Board were in session in Cumberland last week, and the question of a reduction of tolls was before them. We have not heard the result of their deliberations. There is much room for the proposed reduction. They are far above the tolls paid on the Erie Canal, New York and other Northern works. - *Shepherdstown Register.*

p. 3.

Canal Commerce.

Cleared, Oct. 2.

Boat Julia A. Elgin, Harper's Ferry, groceries, boots, shoes, hats, &c., for Berlin, Knoxville, Petersville, Keedysville, Burkettsville, Weverton, Md., from McVeigh, Bro. & Co.; plaster from Cazenove & Co.; window glass, putty, &c., for Point of Rocks, from Wm. Stabler & Bro.; and groceries for Harper's Ferry from Fleming & Douglass.

Fri. 10/4/50, p. 2. **Canal Commerce.**

Cleared, Oct. 3.

Boat Pennsylvania, Hancock, groceries, boots, shoes, hats, &c., for Williamsport and Clearspring from McVeigh, Bro. & Co., Queensware from R. H. Miller, and hardware from J. A. English.

Sat. 10/5/50, p. 3. **Canal Commerce.**

Cleared, October 4.

Boat Pennsylvania, groceries for Clarksburg, Williamsport and Hancock from Wm. Bayne.

Tue. 10/8/50, p. 2. A new canal boat, the Pacific, to be commanded by Capt. Nash, and owned by Capt. D. B. Smith, was launched at this place, on Saturday last.

An adjourned meeting of the Alexandria Canal Company was held yesterday, but the Committee on the subject of extending the Canal further into town, not being prepared to report, the meeting adjourned until the third Monday in November.

Canal Commerce.

Arrived, October 7.

Boat Ben. Franklin, Williamsport, flour to T. M. McCormick & Co.

Wed. 10/9/50, p. 3. **Canal Commerce.**

Arrived, October 8.

Boat Gen. Taylor, Berlin, flour to Lambert & McKenzie.

Departed, October 8.

Boat Ben. Franklin, for Williamsport, Md., sack salt from T. M. McCormick & Co.

Thu. 10/10/50, p. 2. **Canal Commerce.**

Arrived, Oct. 9.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Departed, Oct. 9.

Boat Hugh Smith, Harper's Ferry, lumber from James Green & Son.

Boat Gen. Washington, groceries for Leesburg from Wm. Bayne.

Boat Gen. Taylor, groceries for Berlin from Wm. Bayne.

Fri. 10/11/50, p. 2. It is expected that probably the first arrivals of the Coal Boats from Cumberland, at this port, will be hailed on Monday next. They will be greeted by a salute, and other appropriate demonstrations on the part of our citizens.

p. 3.

Canal Commerce.

Departed, October 10.

Boat Hugh Smith, groceries, boots, shoes, hats, &c., for Burkettsville, Md., from McVeigh, Bro. & Co.

Boat Rough & Ready, groceries, boots, shoes, &c., for Berlin, Md., from McVeigh, Bro. & Co.

Boat Gen. Washington, groceries, boots, shoes, &c., for Leesburg, Va., from McVeigh, Bro. & Co.

Mon. 10/14/50, p. 3. **Canal Commerce.**

Departed, October 14.

Boat Pacific, for Cumberland, salt, plaster and sundries, from D. B. Smith, groceries for Green Spring Depot from Wm. Bayne.

Tue. 10/15/50, p. 3. **The Chesapeake and Ohio Canal.** *From the Cumberland*

Alleganian, Oct. 12. This great work, commenced nearly a quarter of a century ago, is at length so far completed, as to be in a navigable condition from Cumberland to tide-water. The opening was celebrated in our city on Thursday last.

On Wednesday evening, the President and Directors of the Canal Company, the State's Agents, and a number of guests from several counties of Maryland, Virginia and the District cities, accompanied by the Independent Blues' Band of Baltimore, arrived in our city, via the Rail-road, to participate in the opening ceremonies.

On Thursday morning at 8 o'clock, Col. Davidson's Company of Light Artillerists from the Eckhart Mines, arrived; and about one hour after, a Procession - made up of the Military, the Canal Board and guests, the corporate authorities and citizens - was formed in Baltimore Street, under the direction of Col. Pickell, of Baltimore, and marched to the head of the Canal. On arriving at this point, and after the firing of a salute by the Artillerists, William Price, Esq. on behalf of the corporate authorities and citizens, in a neat speech,

welcomed the Canal Board and their guests, and congratulated them upon the occurrence of the event so long looked for - the opening of the Canal to Cumberland. Gen. James M. Coale, President of the Canal Company, responded in appropriate terms; and embraced the occasion to briefly review the history of the progress of the work.

About 11 o'clock, the several boats fitted up for the occasion, pretty well crowded, proceeded down the Canal in the following order:

Way's excursion boat, *Jenny Lind*, having on board the Canal Board and their guests from abroad;

The *Charles B. Fisk*, with the Baltimore Band and a large number of citizens;

Mr. Clarke's boat, with the Eckhart Artillerists and the Mechanics' Band of Cumberland;

These were followed by Southampton, Delaware and Ohio, (of Messrs. McKaig & Agnew's Merchant's Line,) and Freeman Rawdon (of the Cumberland Line) all bound for Alexandria, laden with coal; and Mr. Mong's Elizabeth, with coal for Harper's Ferry.

The Canal Board and their guests landed about nine miles below Cumberland, where they partook of an abundant collation, prepared for the occasion, on board the *Charles B. Fisk*. The company returned to Cumberland about 8 o'clock in the evening, delighted with the excursion.

The proceedings of the day closed with a Supper and Ball in the evening, given by citizens, at Heflefinger's Hotel.

Canal Commerce.

Cleared, October 14.

Boat Neptune, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., salt and plaster from Fowle & Co., dry goods from Brent & Bryan, Queensware from R. H. Miller and hardware from Jas. A. English.

Wed. 10/16/50, p. 3. **Canal Commerce.**

Arrived, Oct. 15.

Boat Phineas Janney, from Page County, Shenandoah flour to Fowle & Co.

Thu. 10/17/50, p. 2. **The Steam Tow-Boat Virginia.** - Passed this place last week *enroute* for Cumberland, for the purpose of towing Coal Boats on the Canal, in which trade will hereafter engage. It will ply between Cumberland and Alexandria. - *Shepherdstown Register*.

p. 3. We learn that the Coal Boats, which left Cumberland on the 10th inst., for this place, were on Tuesday, about 18 miles above Hancock, and were detained there for want of water. Owing to the long spell of dry weather we have had, the water is very low, which at this time is a source of great annoyance. We hope in a day or two to be able to announce the arrival of the Boats with the Coal.

We understand the new work on the Canal, is in admirable order, and promises to be quite as durable as any part of the line.

Canal Commerce.

Cleared, October 16.

Boat Belle, dry goods for Hard Scrabble, from Samuel R. Adams and groceries from Wm. Bayne.

Boat Phineas Janney, groceries for Luray, Page County, Va., from Wm. Bayne.

Fri. 10/18/50, p. 3. **The Coal Coming.**

Correspondence of the Alexandria Gazette.
Hancock, Washington Co., Md., Oct. 16, 1850.

Supposing it would be gratifying to you, as well as interesting to many of your readers to know the fact, I thus take it upon myself to inform you and them, that the people of this place were yesterday evening gratified with a sight of what they have been long looking for, namely, the arrival of boats from Cumberland, by the Chesapeake and Ohio Canal. About eight o'clock, the boat "Southampton" belonging to Messrs. McKaig & Agnew and the boat "Freeman Rawdon" belonging to a New York Company both passed here on their way

to your place, heavily laden with Coal. These two boats are running a race for the honor of the first arrival at your city, each being towed by six mules; the "Southampton" being three fourths of a mile ahead when passing this point.

Our citizens were greeted with a salute from a small cannon, and quite a display of Fire Works from on board the "Freeman Rawdon," while she was passing the town, which was responded to by long, loud and hearty cheers from the crowd along the Canal.

These boats left Cumberland, on last Thursday morning, since which they have labored hard to pass over the new part of the Canal, having great difficulty to do so, owing to the extraordinary low stage of the river, and the leakage of a new Canal made over Slate bottom, all of which difficulties will be remedied by the first good rain, when we may expect the constant running of boats.

If they meet with no further difficulty, these two boats will reach your place on Friday, or early on Saturday next. The steamboat "Virginia" is still here, but will leave tomorrow, for Cumberland. Yours truly, D. E. P.

Canal Commerce.

Departed, October 18.

Boat Belle, groceries from McVeigh, Bro. & Co., and Fleming & Douglass; hardware from Creighton & McNair; Queensware from R. H. Miller; and dry goods from Berkley & Harper.

Sat. 10/19/50, p. 2. **Opening and Completion of the Canal!** First Arrival of Coal, &c., &c.!!!

We have the pleasure, this morning, to announce the arrival, on Thursday evening, of two of the Boats laden with Coal from Cumberland. The "Freeman Rawdon," belonging to a New York Company, was the first to reach the basin, and was closely followed by the "Southampton," belonging to the transportation line of Messrs. McKaig & Agnew, of Cumberland. The Boats were received by our citizens, with a salute of 100

guns, and other demonstrations. These are the first arrivals direct from the mines that have reached our wharves by way of the Canal, and we hail with joy and gladness (in common with our fellow citizens) an event so intimately connected, as we conceive, with the future growth and prosperity of our good old town. For many years we have had our attention steadfastly directed to the completion of this work, as the sure harbinger of better and more prosperous days; and have watched with anxious eye, its slow but steady progress to its western terminus, and now that we are privileged to chronicle its completion in connection with an arrival direct from the mines, we shall be excused if, in the buoyancy of our hopes and expectations, we yield to the excess of our joy. For many years we have labored faithfully in behalf of this great work, and whenever doubt or uncertainty have attended the operations of the Company, we have never failed to lend our feeble efforts in support of the claims. But all doubt and uncertainty must now give way. This great Giant has stretched forth his long arm and unlocked the buried treasures of the mountains, and laid them at our feet. It now becomes us to unite in making the best disposition possible, of the advantages secured to us by its completion. The great Potomac Valley, with the Agricultural and Mineral resources with those immense and inexhaustible Coal drifts on the eastern slope of the Alleghenies, are now spread out before us and brought within our reach. Let us, then, in view of these great advantages, "go forward and possess the land." Let us band together in a united effort, and our word for it, the hum of active trade will soon be heard again in our streets, and the long prostrate energies of our citizens be re-invigorated. It is not enough that these new avenues of trade are open to us - they will fail without our aims and efforts are judiciously directed. We must enter the lists with our more active neighbors, and like them *unitedly* labor for our common good. Then, and not till then shall we reach that point of

commercial prosperity to which we have a right to aspire, in view of our local advantages. We say then, in conclusion, to our fellow citizens, let us join in, hand and heart, and unitedly labor *shoulder to shoulder* in every enterprise. Let us imitate the example set us by our sister cities, and leave "no stone unturned" to reach the full and entire consummation of our hopes. To promote an end so much to be desired, shall be our constant aim.

p. 3. **Canal Commerce.**

Arrived, October 18.

Boat Freeman Rawdon, Cumberland, coal to Waters & Zimmerman.

Boat Southampton, Cumberland, coal to D. B. Smith.

Mon. 10/21/50, p. 2. **Navigation of the Canal.**

The difficulties attending the filling of a new Canal, *for the first time*, will be properly appreciated by those who are conversant with such matters. It is calculated, for instance, that it requires as much water to fill the various levels between Cumberland and Dam No. 6 - a distance of 50 miles - as would be needed for seventy miles of Canal of uniform width and depth. Such being the fact, it may readily be conceived that the opening of navigation on the Chesapeake and Ohio Canal has been attended with many difficulties and embarrassments. In the first place the plan of the work always contemplated a dam across the Potomac river below the Great Tunnel, and a feeder at South Branch. In fact the law under which it has been completed, provides for these improvements, and gives the Company the power to construct them with the revenues of the Canal. As yet, however, they have not been constructed, and while the Dam at Cumberland is No. 8, there is at this time no Dam No. 7 in existence. In the absence of these facilities for supplying the Canal with water, it was necessary at the opening of navigation to rely on the supply obtained at Cumberland. Even this, in consequence of the unusual low state of water in the Potomac, from a long continuance of dry

weather, had to be used with the greatest care and precaution. - *Cumberland Civilian*.

Tue. 10/22/50, p. 2. **Chesapeake and Ohio Canal.** - The opening of this important improvement for *continuous navigation from Cumberland to Alexandria* was celebrated at Cumberland on the 10th inst., in very imposing style - of which the *Civilian* furnishes interesting details. The President and Directors of the Company, and a number of distinguished strangers, were present on the occasion. Able addresses were delivered by Wm. Price, esq., in behalf of the Municipality of Cumberland, and by General James M. Coale, President of the Canal Company in reply. Through the agency of Col. John Pickell, a splendid Baltimore Band was procured for the occasion, which imparted great animation to the scene. A large procession was formed early in the day, and the *Civilian* says that "when everything had been arranged, five canal boats, laden with the rich product of the mines of Alleghany, and *destined for Eastern markets*, were passed through the Locks amid the salvos of Artillery from the Eckhart company, accompanied by the brilliant performance of the Band."

We deem it unnecessary to dwell upon the incidents of the passage down the Canal in the boats "Jenny Lind" and "C. B. Fisk" - the cold collation at the Spring - the music of the Band and the firing of cannon - nor upon the rich entertainment at Barnum's on the return of the Company, and the crowning festivity of the Ball in honor of Cumberland's fair daughters. The whole day was one of unusual enjoyment. We publish the subjoined extract from the speech of President Coale: - *Rich. Whig*.

"We still, gentlemen, may hold on to the hope, particularly in view of the contemplated improvement of the Ohio, that the General Government will sooner or later redeem its early pledges, and furnish the necessary means to carry on the Canal by a continuous line of communication to the Ohio river upon the original plan which was adopted principally at

its instance. We may perhaps with great confidence expect that the State of Virginia which has recently exhibited a revived interest in the success of this company, and has generously come forward to its assistance, by guaranteeing its bonds in a limited amount, will contribute efficient aid towards the extension of the work as a mixed improvement from this point to the mouth of Savage river, with a view to the development of her rich and abundant coal fields, lying on the Southern side of the North Branch. And I have no doubt but that the State of Maryland will cause a connection to be formed with the city of Baltimore, either by an extension of the Canal through the District of Columbia, or by a lateral Canal from some more northern point, in case it shall be found practicable.

"But gentlemen, whatever may be the future fate of this great undertaking, and whether these plans be carried out or not, its advantages, so far as your immediate and local interests are concerned, are now secured to you. The guarantees are before you - you have them in that solid structure which stretches across from your town to the Virginia shore, and arrests and gathers together the current of the Potomac to become tributary and subservient to your enterprise - in that broad beautiful sheet of water upon whose deep bosom a merchant-man may float. In that commodious basin which reaches out from the Canal to multiply the accommodations for business, and increase the general facilities of trade - in that deep navigable communication on which connects your wharves with the wharves of Georgetown and Alexandria, and upon whose placid surface every man may, at any hour of the day, freely launch his boat, and by merely conforming to regulations established for the general good, and paying a small toll for the use of the improvement, transport the products of your industry, and the "hoarded labor of your mountains," from your very doors, to the tide water of the Potomac, from whence they pass,

on "the wings of the wind," to the ports of the uttermost parts of the earth.

"But by the side of these eminent advantages stand high responsibilities. Now that these great benefits are confirmed to you, it is your duty to exert yourselves to turn them to profitable account, as well for those by whose means they have been afforded to you, as for yourselves and your posterity. You must work up your spirit to a full appreciation of the high destiny that is before you and within your reach, if you vigorously and worthily pursue it. By the opening of the navigation to Cumberland and the connecting facilities which exist between this point and the navigable waters of the Ohio, a chain of improvements, such as was contemplated by Gen. Washington in 1784 to attract and secure the western trade, is thoroughly consummated. But vast and wonderful changes in every respect have taken place since his day, and the improvement that was considered sufficient and would have been all-sufficient *then*, cannot be expected to answer the contemplated purpose *now*. It will doubtless, however, bring to your town no inconsiderable trade from beyond the mountains. But the main reliance, both for the advancement of your own interests and for the success of the Canal, must be on the labor and on the liberal enterprise of the inhabitants, the proprietors of the Coal-fields and the managers of the Coal companies of Alleghany. The Canal Company on its part will cordially cooperate in all proper and just measures for the attainment of these objects. But it will depend upon them whether the population and the wealth of the county shall be augmented in a degree commensurate with its resources. It will depend upon them whether long lines of boats will soon constantly be seen gliding down that great highway, freighted with the rich treasures of your "Black Indies," which as an element of National wealth, and the source and foundation of manufacturing and commercial prosperity, are far more important and valuable than the

placers of California, or than mines of gold and silver."

p. 3.

Canal Commerce.

Arrived, October.

Boat Ben. Franklin, flour and lumber to T. M. McCormick & Co.

Boat John Glenn, Goose Creek, flour and leather to D. F. Hooe.

Departed.

Boat Southampton, Cumberland, by D. B. Smith; and groceries for Clear Spring, Md., from Wm Bayne.

Boat Ben. Franklin, for Williamsport, plaster and sack salt from T. M. McCormick & Co.

Boat Freeman Rawdon, groceries from Wm. Bayne for Luray, Honeysville and Newport, Page Co., Va.; Mount Solen, Rockbridge Co., and Dayton, Rockingham Co., Va.

Mon. 10/21/50, p. 3. **Canal Commerce.**

Departed, October 19.

Boat Freeman Rawdon, Cumberland Line, groceries from McVeigh, Bro. & Co., Fleming & Douglass, William Bayne and Stephen Shinn; salt from Fowle & Co.; drugs from Cook & Peel.

Wed. 10/23/50, p. 3. **Canal Commerce.**

Departed, October 22.

Boat Frank Thomas, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.; and lumber from James Green & Son.

Boat John Glenn, groceries from Wm. Bayne for Belmont, Philamont and Pleasant Dale; groceries from McVeigh, Bro. & Co.; hardware from J. A. English; Queensware from R. H. Miller.

Boat Wm. Cost Johnson, lumber from James Green & Son.

Boat Gen. Washington, lumber, coal and furniture from James Green & Son.

Thu. 10/24/50, p. 3. **Canal Commerce.**

Arrived, October 23.

Boat John P. Garnett, Knoxville, corn to Fowle & Co.

Cleared.

Boat John Glenn, groceries and fish from Creighton & Bodkin for Goose Creek.

Sat. 10/26/50, p. 3. **Canal Commerce.**

Cleared, October 23.

Boat John P. Garnett, groceries from Wm. Bayne for Knoxville, Md. and Queensware from R. H. Miller.

Boat Gen. Washington, groceries from Wm. Bayne for Union, Wheatland, Belmont and Leesburg; Queensware from H. C. Smith and R. H. Miller; lumber from Waters & Zimmerman.

Mon. 10/28/50, p. 2. **Canal Commerce.**

Departed, October 26.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.; dry goods from Brent & Bryan and Samuel R. Adams; and hardware from James A. English.

Boat Gen. Washington, groceries, boots, shoes, hats, &c., for Leesburg from McVeigh, Bro. & Co.

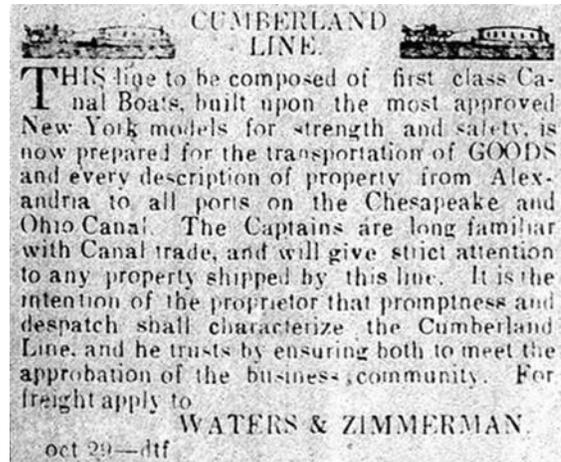
Boat Hugh Smith, groceries, &c., for Harper's Ferry from McVeigh, Bro. & Co.; groceries from Wm. Bayne for Glenville, Gilmer Co., Va.

Tue. 10/29/50, p. 2. **The Canal.**

We are not yet able to commence a regular report of the arrivals and departures of canal boats from this place. With the exception of a slight rain on Wednesday night the weather has continued dry, and the supply of water is inadequate for regular navigation. We notice, however, that several canal boats, intended for the coal and other trade have arrived at Cumberland from below. Two of these boats are from the Erie canal in New York, and have successively pushed their way to the foot of the Alleghany mountains. The most of these boats will, we suppose, load at once with coal and bide their time for water. We notice that the Southampton and Freeman Rawdon have left

Alexandria for Cumberland, loaded with goods for various points on the line. - *Cumberland Civilian of Friday.*

p. 3.



[Transcriber's Note: The above Ad was placed on 10/29/50 and ran daily, usually on p. 1, until 11/13/50.]

Wed. 10/30/50, p. 2. We understand that a letter has been received from the Chief Engineer of the Chesapeake and Ohio Canal, under date of the 27th instant, which says, that the late rains have furnished a supply of water, to the Canal, and that the Canal boats may now be looked for in a day or two.

Canal Commerce.

Arrived, October 29.

Boat John Van Lear, jr., Williamsport, corn to Fowle & Co.

Thu. 10/31/50, p. 2. In consequence of the sinking of the embankment of the Alexandria Canal, at Four Mile Run, the water has been drawn off the Canal, for the purpose of making the necessary repairs, and strengthening the work at that place. The water will be off, it is thought, for some two or three weeks. In the meantime, the Coal boats, and freight boats, for this place, will be towed down by steamboats from Georgetown.

Sat. 11/2/50, p. 2. **Canal Commerce.**

Departed, November 2.

Boat John Van Lear, jr., groceries, &c., for Kearneysville, Sharpsburg, Williamsport and Clear Spring from McVeigh, Bro. & Co.; and drugs and oils from Wm. Stabler & Bro.

p. 3. The canal boats Ohio and Delaware, with Cumberland coal, arrived at Georgetown on Thursday.

Mon. 11/4/50, p. 2. **Coal Direct from Cumberland.** - The canal boats Ohio and Delaware, consigned to our enterprising fellow citizen, Wm. T. Dove, arrived at this city on Wednesday last, direct from Cumberland. Owing to the bad condition of our city canal, the Delaware could not pass through that portion of it between the Basin and the terminus of the Chesapeake and Ohio Canal at 17th street, and had to be locked through and towed around to the Navy Yard by the steamer *Salem*. The Ohio was landed at the yard of the consignee, on the canal, in the rear of the residence of the late Gen. Van Ness. The first shipment of Cumberland coal, under contract, will be immediately made from this city by Mr. Dove, in fulfillment of an order for some eight hundred tons, to be sent to Philadelphia.

An incident has just occurred in the history of our city which has been looked forward to with hope and anxiety by our citizens for almost a quarter of a century, and yet it is suffered to "overcome us like a summer cloud, without our special wonder." The first boat laden with coal has reached the city, direct from Cumberland! Who that was present can ever forget the scene that took place on the 4th of July, 1828, when the then Chief Magistrate of the Republic "broke ground" on the Chesapeake and Ohio Canal, amid all the pomp and circumstance of a splendid civic festival, and the hearty zeal and enthusiasm with which our then Mayor (who never does anything by halves) entered into the matter, determined to make the display worthy of the occasion. And so it was. The glorious work, commenced under such favorable auspices, after encountering and surmounting

numberless difficulties, is consummated. All the anticipations in which we then indulged are about to be realized - a vast and exhaustless source of wealth and prosperity is at last opened to us; and yet we hail its advent with no rejoicings, and welcome the event with no shout of joy. On the contrary, the ultimate completion of a great work in which we have so long felt the deepest interest, has found us utterly unprepared to reap the advantages which might reasonable have been expected to flow from it. The outlet of the canal at Georgetown it were a misnomer to call a basin, for it is dry land; our city canal is but little better, and not in a navigable condition; and thus, after the early, uniform and constant support which the city has given to the great work, its citizens, it would seem, are to calmly look on, whilst its chief benefits are to inure to others. - *Nat. Int.*

The Coal Trade.

Our neighbors in Washington are not satisfied, it seems, with the prospect of the Cumberland Coal Trade, at that place. The truth is, *Alexandria* is the proper and natural depot; and hence the coal companies themselves, have turned their attention here, built coal wharves, and prepared all the necessary facilities for the business. Here the coal boats can deliver their cargoes on board of vessels of any size, which, with outspread canvass, can take it to any destination, without let or hindrance.

The Alexandria Marine Railway, we are glad to hear, is doing a thriving business. We observe a large steamboat, the Powhatan, on the ways, for repairs, and several other steam-boats and vessels at the Railway Wharf. This is an incorporated company, and has a steam engine, and every other facility, for hauling up vessels for repair. [Transcriber's Note: Could canal boats have been built or repaired here?]

Tue. 11/5/50, p. 2. **Chesapeake and Ohio Canal Trade.** - The fine showers that fell

during the latter part of last week raised the Potomac so as to afford abundant water for Canal navigation. The result is, that considerable life and activity exists around the canal basin and wharves. Boats are beginning to arrive and depart in such numbers as to show that a regular business has commenced. Below will be found a report of the trade, thus far, which we shall continue regularly thereafter, and we hope, in an improved form.

ARRIVED - Boat Pacific, with shoes, salt and groceries from Alexandria. Boat Southampton, with 5½ tons of powder from Alexandria. Boat Freeman Rawdon with merchandise from Alexandria. Some twelve or thirteen empty boats have also arrived from various points below, intended for the Canal trade. No regular report of this trade can be given at this time.

DEPARTED, Oct. 10. - Boat Southampton, Taylor, 76 tons, 200 wt. coal, for Georgetown. Boat Ohio, Thomas, 82 tons, 100 wt. coal for Georgetown. Boat Delaware, Myers, 78 tons, 600 wt. coal for Georgetown. Boat Freeman Rawdon, Brower, 98 tons, 1500 wt. coal for Georgetown. Boat Elizabeth, Grimes, 80 tons, 800 wt. coal for Georgetown.

Oct. 28. - Boat Isabel, Brady, 66 tons, 700 wt. coal for Antietam. Boat Cumberland, Brown, 85 tons coal for Georgetown.

Oct. 29. - Boat M. O. Davidson, Dixon, 104 tons coal for Georgetown. Boat Eckhart, Benson, 104 tons coal for Georgetown. Boat Westmoreland, Garner, 82 tons coal for Georgetown.

It should be borne in mind that much of the above coal passed down the Alexandria Canal to the town of Alexandria. - *Cumberland Civ.*

p. 3. **Canal Commerce.**

Arrived, November 4.

Boat Frank Thomas, Washington County, Md., wheat to Fowle & Co.

Cleared, November 4.

Boat Hugh Smith, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.

Boat Frank Thomas, groceries, &c., for Boonsboro, Md., from McVeigh, Bro. & Co.

Wed. 11/6/50, p. 2. **Canal Commerce.**

Arrived, November 5.

Boat Belle, Shepherdstown, 915 bbls. flour to John B. Daingerfield.

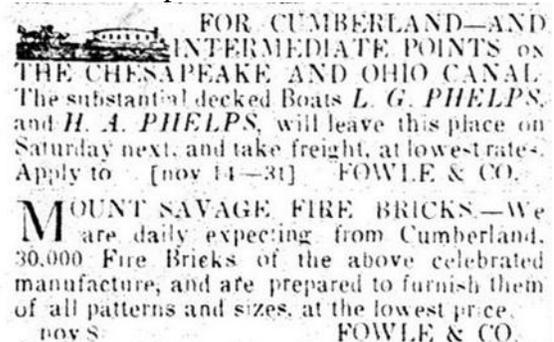
Thu. 11/7/50, p. 3. **Canal Commerce.**

Departed, Nov. 6.

Boat Delaware, Merchant's Line, groceries from Wm. Bayne for Bowling Green and Cumberland; sack salt from D. B. Smith; groceries from McVeigh, Bro. & Co., for Cumberland.

Boat Belle, groceries, boots, shoes, hats, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.; Queensware from R. H. Miller; hardware from James A. English, and dry goods from Samuel R. Adams and Berkley & Harper.

Fri. 11/8/50, p. 2.



FOR CUMBERLAND—AND INTERMEDIATE POINTS ON THE CHESAPEAKE AND OHIO CANAL. The substantial decked Boats *L. G. PHELPS*, and *H. A. PHELPS*, will leave this place on Saturday next, and take freight, at lowest rates. Apply to [nov 14—31] FOWLE & CO.

MOUNT SAVAGE FIRE BRICKS.—We are daily expecting from Cumberland, 30,000 Fire Bricks of the above celebrated manufacture, and are prepared to furnish them of all patterns and sizes, at the lowest price.

nov 8 FOWLE & CO.

[Transcriber's Note: The above Ad ran on 11/8/50 and ran for 3 times. The initials of the boat names do not match other references.]

Sat. 11/9/50, p. 3. **Canal Commerce.**

Arrived, November 8.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Mon. 11/11/50, p. 2. **Chesapeake and Ohio Canal.**

- A rumor prevailed last week, at the lower end of the line, that there was a break in the new portion of the Canal. There was, however, not a particle of truth in it. It is true

there was some leakage on the slate level near Orleans, which has already been in a great degree arrested, but the banks of the Canal are firm and entire and likely to remain so. If there has been delay in the arrival of boats below, it has originated for the most part from the fact that they have been so loaded as to draw more water than they were limited to by the Chief Engineer of the Canal. - *Cumberland Civilian*.

Canal Commerce.

Arrived, Nov. 9.

Boats Cumberland and Salem, from Cumberland, coal to D. B. Smith.

The canal has been in good boating order since the late rains. There have been several arrivals from below, and as the boats were empty ones for the coal trade, we do not report them.

DEPARTURES - Oct. 31. - Boat Mountaineer, 95.19 coal for Georgetown. Boat W. T. Hamilton, 95.19 coal for Georgetown. - Boat Salem, Martin, 87.9 coal from Frostburg coal co. to D. B. Smith, Alexandria.

Nov. 1. - Boat Atlantic, Scott, 81.7 coal from Frostburg coal co. to D. B. Smith, Alexandria. Boat Southampton, Taylor, 83.3 coal from Frostburg coal co. to Joseph N. Fearson, Georgetown, D.C. Boat H. G. Phelps, McCaffrey, 100 tons coal and fire brick from Allegany Mining co. and Mount Savage iron co. to Fowle & Co., Alexandria. Boat L. A. Phelps, do from do to do. Boat Freeman Rawdon, Brower, 105.5 coal from Maryland Mining co. to Waters & Zimmerman, Alexandria.

Nov. 2. - Boat Pacific, Nash, 91.7 coal from Frostburg coal co. to D. B. Smith, Alexandria.

Nov. 4. - Boat Elizabeth, Gwinner, 85.9 coal from Frostburg coal co. Wm. T. Dove, Washington City.

Nov. 5 - Boat Wm. B. Clarke, W. Taylor, 95.4 from Frostburg coal co. to Wm. Brown, Antietam. Boat Isaac Long, Knafe, 92.8 coal to W. Brown, Antietam.

Nov. 6. - Boat William, Wolfe, 59.12 coal from Frostburg coal co. to B. Reigle, Williamsport.

Nov. 7. - Boat Diana, Hettenhouse, 56.18 coal from Frostburg coal co. to W. L. Webb, Shepherdstown, Va.

Next week we shall recapitulate the amount of coal sent by Canal, showing the total amount sent by each company, and whether to Georgetown or Alexandria. - *Cumberland Civ.*

Tue. 11/12/50, p. 3. **Canal Commerce.**

Arrived, Nov. 11.

Boat Freeman Rawdon, Cumberland, coal to Waters & Zimmerman.

Boat Salem, Cumberland, flour to Wm. Bayne.

Cleared, Nov. 11.

Boat Gen. Washington, groceries from McVeigh, Bro. & Co. and Wm. Bayne, for Leesburg, Belmont and Pleasant Dale.

Wed. 11/13/50, p. 3. **Canal Commerce.**

Arrived, Nov. 12.

Boat Westmoreland, coal from Cumberland to D. B. Smith.

Thu. 11/14/50, p. 2. No less than nine canal boats coming from Havre de Grace to Baltimore, in tow of the steamboat Juniata, broke loose in the gale of Tuesday morning, and were wrecked. The Juniata had thirty one boats in tow.

p. 3. **Canal Commerce.**

Arrived, November 13.

Boat H. G. Phelps, Cumberland Coal and fire bricks to Fowle & Co.

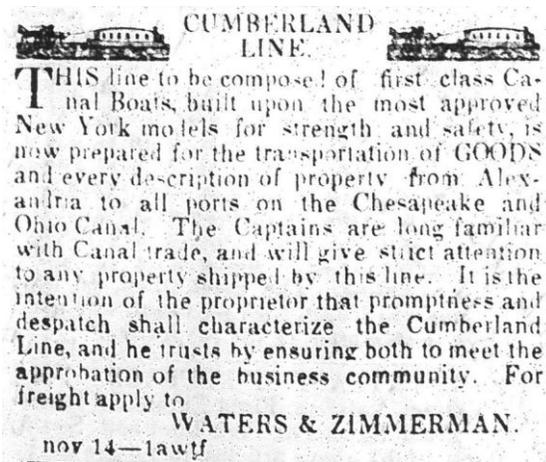
Boat L. A. Phelps, Cumberland Coal and fire bricks to Fowle & Co.

Boat Pacific, Cumberland Coal to D. B. Smith.

Boat Atlantic, Cumberland Coal to D. B. Smith.

Departed, November 13.

Boat Salem, plaster, fish and oil from D. B. Smith; sundries from Wm. Bayne and McVeigh, Bro. & Co.



**CUMBERLAND
LINE.**

THIS line to be composed of first class Canal Boats, built upon the most approved New York models for strength and safety, is now prepared for the transportation of GOODS and every description of property from Alexandria to all ports on the Chesapeake and Ohio Canal. The Captains are long familiar with Canal trade, and will give strict attention to any property shipped by this line. It is the intention of the proprietor that promptness and despatch shall characterize the Cumberland Line, and he trusts by ensuring both to meet the approbation of the business community. For freight apply to

WATERS & ZIMMERMAN.

nov 14—1awtf

[Transcriber's Note: This ad continued, daily until 2/22/51 even though the canal was closed for the winter.]

Fri. 11/15/50, p. 2. The Clearspring Whig says that the fifteen boats which lately came from Cumberland, by the Chesapeake and Ohio Canal, had 1,200 tons of coal, worth at least five thousand dollars, and yielded nine hundred dollars in tolls to the Canal Company.

p. 3. **Canal Commerce.**

Arrived, November 14.

Boat Hugh Smith, Harper's Ferry, flour to Fowle & Co.

Departed, November 14.

Boat Hugh Smith, plaster from Fowle & Co., and groceries from Wm. Bayne for Harper's Ferry.

Boat Southampton, Cumberland, plaster and fish from D. B. Smith.

Boat Westmoreland, Cumberland, salt from D. B. Smith and groceries from Wm. Bayne.

Sat. 11/16/50, p. 2. There has been a considerable freshet in the Potomac, owing to the heavy rain of last Tuesday. Yesterday morning we had one of the heaviest fogs of the season.

Canal Commerce.

Arrived, November 15.

Boat Belle, Shepherdstown, flour to Fowle & Co.

Two boats with lime stone for Thomas & Dyer.

Departed.

Boat Freeman Rawdon, slate and lumber from Waters & Zimmerman; salt from Fleming & Douglass.

Boat Hugh Smith, groceries, &c., for Harper's Ferry from McVeigh, Bro. & Co.

Boat Westmoreland, groceries, &c., for Shepherdstown, Sharpsburg and Williamsport, Md., from McVeigh, Bro. & Co.

Mon. 11/18/50, p. 3. **Canal Commerce.**

Arrived, November 16.

Boat Wells A. Harper, Harper's Ferry, flour to Wm. L. Powell & Son.

Departed.

Boat Belle, groceries, boots, shoes, &c., for Harper's Ferry and Shepherdstown from McVeigh, Bro. & Co.; Queensware from R. H. Miller; and dry goods from Berkley & Harper.

The heavy rains during the past week have raised the waters of the Potomac, and afforded an abundance of water for the Canal, which is now in first rate boating order. The Chief Engineer, however, has for the present limited boats engaged in transportation from Cumberland to a draft of 3 feet 9 inches of water. This is done by way of precaution and to prevent delay. No boat drawing more water is permitted to enter the Canal.

ARRIVALS. - Boats J. Pitman, Virginia, Isabel and Cumberland, all empty and intended for the coal trade.

Nov. 14. - Boat Delaware, Myers, 250 sacks salt from D. B. Smith, Alexandria, to McKaig & Agnew, & 7½ tons groceries to A. S. McNamee and Mr. Duffy, Cumberland.

DEPARTURES - Nov. 8. - Boat Ohio, Thomas, 75.2 coal from Frostburg Coal Co. to D. B. Smith, Alexandria. Boat Charles,

Hammond, 36.6 coal from Frostburg Coal Co. to A. Shupp, Williamsport.

Nov. 11. - Boat Virginia, Morgan, 58.4 coal from Maryland Mining co. for Georgetown.

Nov. 12. - Boat Denton McCoy, Bootman, 77.11 coal from Frostburg coal co. to B. Reigle, Williamsport.

Nov 13. - Boat John G. Stone, Beard, 78.10 coal from Maryland Mining co. for Williamsport, intended for Pennsylvania use. Boat Pennsylvania, Bootman, 79.3 from Frostburg coal company to B. Reigle, Williamsport.

Nov. 14. - Boat Maryland, Gilleece, 69.4 coal from Frostburg coal co. to W. Brown, Antietam.

Amount of coal shipped from Cumberland to various points from Oct. 10 to Nov. 14, in 38 boats: 2,713.8.

For various reasons we are unable as yet to present the statement promised in our last. - *Cumberland Civilian*.

Tue. 11/19/50, p. 3. **Canal Commerce.**

Departed, November 18.

Boat Cumberland, groceries, &c., for Harper's Ferry, Williamsport, Hancock and Cumberland, from McVeigh, Bro. & Co.; salt and fish from D. B. Smith.

Wed. 11/20/50, p. 2. The general meeting of the Alexandria Canal Company, held on the 18th instant, adjourned till the second Monday in January next, at 11 o'clock, A.M.

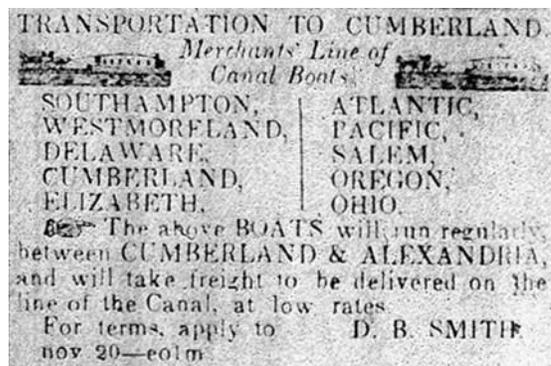
p. 3. **Canal Commerce.**

Arrived, Nov. 19.

Boat F. S. Thomas, Williamsport, wheat to Fowle & Co.

Departed, Nov. 19.

Boat Pacific, by D. B. Smith, salt, fish, &c. for Cumberland.



[Transcriber's Note: The above Ad ran on 11/20/50 and then daily, usually on p. 1, until 12/20/50. So, there were three proprietors running canal boats from Alexandria to and from Cumberland.]

Thu. 11/21/50, p. 3. **Steamboat on the Shenandoah.** - We have been informed by Col. Castleman, President of the Shenandoah Steamboat Company, that he is now in Washington, and expects to launch the beautiful steamer built for the company, in the waters of the Shenandoah at Harper's Ferry, on Friday next. The boat will at once start on its upward trip, going so far as the condition of the river will permit. If this experiment should prove successful, it will be an era of no ordinary magnitude in the history of the counties bordering on the Shenandoah. - *Charlestown Spirit of Jefferson*.

Sat. 11/23/50, p. 3. **Canal Commerce.**

Arrived, November 22.

Boat Snively, Point of Rocks, pig iron, to Fowle & Co.

[Communicated.]

I see in the Gazette a proposition to reduce the tolls on the Chesapeake and Ohio Canal. I hope this will not be done, until they pay up the Scrip Circulation they issued some years since, and whom is held by many poor men, one of which I am; they even refuse to receive it in payment of tolls on the Canal. Let them do justice before they are generous. Let all just men urge justice. Yours.

ACQUILA STONE

Loudoun county, Va., Nov. 23.

Mon. 11/25/50, p. 2. **Canal Commerce.**

Arrived, Nov. 23.

Boat Gen. Washington, Goose Creek, wheat to Fowle & Co.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

Tue. 11/26/50, p. 2. **Canal Commerce.**

Departed, November 25.

Boat Atlantic, plaster, &c., from D. B. Smith for Cumberland.

ARRIVALS - Empty Boats, A. K. Stake, Susan McCoy, J. J. Hoffman, W. B. Clarke, D. Siegel, Gen. Taylor, Isaac Long, for the coal trade.

Nov. 14. - Otho Baker, James, from Mercerville, with 5¼ tons castings, to John Beall & Co., Cumberland.

Nov. 20. - Southampton, Taylor, with dry goods and 60 tons plaster from Alexandria to McKaig & Agnew, Cumberland.

Nov. 21. - Freeman Rawdon, Brower, with 25 tons slate from Alexandria for P. Episcopal Church, Cumberland; also 2½ tons salt.

DEPARTURES - Nov. 14. Isabel, Brady, 70.13 coal from Frostburg coal co., to W. Brown, Antietam.

Nov. 15. Delaware, Byroads, 81.06 coal from Frostburg coal co., to D. B. Smith, Alexandria.

Nov. 16. Otho, James, 97.17 coal from Frostburg coal co., to W. L. Webb, Shepherdstown, Va. Allegany, Hoblitzell,, 41.15 from Frostburg coal co., to W. D. Dove, Washington.

Nov. 18. Susan McCoy, Doyle, 61 coal from Alleghany coal co., for Millstone Point. George W. Riggs, jr., Wellman, 105.1 from Maryland Mining co., to George W. Riggs, jr., Washington.

Nov. 19. W. B. Clarke, Taylor, 78.15 coal from Frostburg coal co., to W. Brown, Antietam. Isaac Long, Knafe, 85.16 coal from Frostburg coal co. to W. Brown, Antietam. A.

K. Stake, Thompson, 39.16 coal from Md. Mining co., for Williamsport.

Nov. 21. D. Seigle, Dixon, 89.12 coal from Frostburg coal co., to Hunter & Dowling, Georgetown.

Amount of coal shipped from Cumberland to various points from October 10, to November 21, 3,531 tons. - *Cumberland Civilian*.

[Communicated

The proper way to secure the redemption of the Scrip of the Chesapeake and Ohio Canal Company, is a *reduction of tolls*, by which the revenues of the company would be increased, and the finances of the concern be placed on a better footing. A reduction of tolls will increase the trade on the Canal, and be of immediate and great advantage in every respect. All experience proves that to make a Canal profitable, you must put down the tolls to the lowest possible rate. A. MERCHANT.

[Communicated.

If the present rates of tolls on the Chesapeake and Ohio Canal will allow only a limited business, but by a reduction of tolls that business will be increased *four-fold*, or more, what ought the Company do to enable them to redeem their scrip? A SCRIP HOLDER.

Wed. 11/27/50, p. 2. **Canal Commerce.**

Arrived, November 26.

Boat Delaware, Cumberland, coal to D. B. Smith.

Departed, November 26.

Boat John P. Glenn, groceries for Belmont, Loudoun Co., Va., from Wm. Bayne.

Boat Gen. Washington, groceries for Waterford and Leesburg, from Wm. Bayne.

Thu. 11/28/50, p. 2. **Canal Commerce.**

Cleared, Nov. 27.

Boat Hugh Smith, groceries from Wm. Bayne for Berlin, Va. and Knoxville, Md.

Fri. 11/29/50, p. 2. Capt. D. B. Smith is now loading at this port, another brig for Boston, with Cumberland coal. Success to the trade!

Canal Commerce.

Arrived, Nov. 28.

Boat Ohio, Cumberland, coal to D. B. Smith.

Boat Wells A. Harper, Harper's Ferry, flour to Fowle & Co. and Wm. L. Powell & Son.

Sat. 11/30/50, p. 3. [Communicated.

The commencement of the Coal Trade has brought into use on the Chesapeake and Ohio Canal, a class of boats built after the fashion of the New Yorkers and Pennsylvanians, combining beauty, strength and utility. As a specimen of these boats, the "G. W. Riggs, Jr.," now taking in salt from the ship Gen. Washington, presents something really handsome. She was built in Cumberland and belongs to Ward's Cumberland Line. Her model shows mechanical skill highly creditable to her builders. The material of which she is constructed are of the best kind and her capacity is such that she will carry a burthen of 150 tons whenever the water in the Chesapeake and Ohio Canal will allow a draft of five feet. The comfortable arrangement of the cabin shows that the proprietor has an eye to the good condition of his men. This is a matter of importance to boat owners. The men who, during a trip to and from Cumberland, have to labor night and day, should have pleasant quarters to sleep and eat in, and to which they can resort when not on duty. We hope to see this line composed of a large number of such boats, pouring coal into Alexandria, and offering daily facilities for shipping merchandise to the *west*, by canal to Cumberland, plank road to West Newton, Pa., and so on down the Ohio. Bright days ahead for Alexandria! Z.

Canal Commerce.

Arrived, Nov. 29.

Boat Capt. Walker, 70 miles, lime stone to Thomas & Dyer.

Departed, Nov. 29.

Boat Delaware, Cumberland, plaster by D. B. Smith.

Boat Hugh Smith, Harper's Ferry, 400 sacks salt from Lambert & McKenzie.

Boat Wells A. Harper, Harper's Ferry, 300 sacks salt from Lambert & McKenzie; and groceries from McVeigh, Bro. & Co.

Mon. 12/2/50, p. 2. The Fredericksburg News thinks that "Richmond is the only town in the state that can import." Alexandria has imported, can import and will import. We hope to see the day when we can notice large importations. There is nothing to prevent it. We have every facility and every advantage. The ship Gen. Washington, of 677 tons burthen, now lies at our wharves, discharging a cargo of 7,000 sacks of salt, and other articles, a direct *importation* from Liverpool.

p. 3. **Canal Commerce.**

Departed, November 30.

Boat G. W. Riggs, jr., Cumberland Line, with groceries for Knoxville, Burketsville and Hancock, Md., Shepherdstown, Kerneysville, Va., boots, shoes, hats, &c., for Senecaville, Ohio, from McVeigh, Bro. & Co., salt, &c., from Waters & Zimmerman, groceries from Wm. Bayne.

Boat Ohio, Cumberland, oil for D. B. Smith, 160 sacks salt and mackerel, from T. M. McCormick for Williamsport.

Boat Hugh Smith, groceries from Fleming & Douglass for Winchester via Harper's Ferry.

Boat Wells A. Harper, Harper's Ferry, furniture from James Green & Son.

Boat Gen. Washington, Leesburg, lumber from James Green & Son.

Tue. 12/3/50, p. 2. **Reduction of Tolls on Coal.** - We understand, says the Cumberland Civilian, that at a meeting of the President and Directors of the Chesapeake and Ohio Canal Company, held in Baltimore, on Wednesday last, it was resolved to reduce the toll on Coal transported on the Canal from Cumberland to

Georgetown, from 74 cents per ton, the present rate, to 54 cents per ton; provided the Coal Companies guarantee the transportation of 300,000 tons per annum; and to 37 cents per ton in case they guarantee the transportation of 600,000 tons. We understand the Companies will give the guarantees at once, thus securing a lively business to the Canal, and a handsome revenue to the State.

p. 3. **Canal Commerce.**

Arrived, Dec. 2.

Boat F. S. Thomas, Washington County, Md., wheat to Fowle & Co.

The Canal has been in fine order during the past week, and consequently business has been quite brisk. The land-slide below the tunnel, spoken of in the papers, was a small affair, and occasioned no interruption to navigation. It is understood that a large number of new boats, with mining cars, and corresponding facilities for loading, will be prepared for the opening of the spring trade.

ARRIVALS - During the week a number of empty boats have arrived for the coal trade. Also Salem, with fish, hardware, merchandize, salt and plaster, to McKaig & Agnew.

Westmoreland, with merchandize and salt, to McKaig & Agnew.

L. A. Phelps and H. G. Phelps, with fish, castings, salt and oats to different parties.

Elizabeth, with wheat and dry goods,

Nancy Dawson, with nails.

Cumberland, with fish, dry goods and salt to McKaig & Agnew

Maryland, with nails.

DEPARTURES - Nov. 22. General Taylor, White, 73.13 coal from Frostburg coal co. to Short, White & Co., Berlin, Md. Boat Enoch Louis Lowe, Ensminger, 87.13 coal from Maryland Mining co., to Hunter & Dowling, Georgetown.

Nov. 23. Southampton, Taylor, 84.06 coal from Frostburg coal co. to D. B. Smith, Alexandria. J. L. Pascoe, Brown, 44.02 coal from Maryland Mining co. to Hunter &

Dowling, Georgetown. Freeman Rawdon, Petrie, 86.08 coal from Maryland Mining co. to Waters & Zimmerman, Alexandria, also 3 tons whiskey.

Nov. 25. John Van Lear, Stake, 73.11 coal, from Frostburg coal co. to W. Brown, Antietam. M. O. Davidson, Hetzer, 83.07 coal from Maryland Mining co. to Hunter & Dowling, Georgetown.

Nov. 26. Oregon, Taylor, 76.05 coal from Frostburg coal co., to D. B. Smith, Alexandria. W. T. Hamilton, Ensminger, 81.01 coal from Maryland Mining co. to Hunter & Dowling.

Nov. 27. Westmoreland, Garner, 80 coal from Frostburg coal co., to W. L. Dove, Washington. L. A. Phelps, McCaffrey, 59.05 coal, and H. G. Phelps, McCaffrey, 77.04 coal, 15 tons fire brick, from Alleghany coal co. and Mt. Savage Iron co. to Fowle & Co. Alexandria.

Nov. 28. Cumberland, Brown, 80.15 coal from Frostburg coal co. to D. B. Smith, Alexandria. Salem, Morter, 84.18 coal from Maryland Mining co. to W. L. Dove, Washington. Eckhart, Bonner, 89.19 coal from Maryland Mining co. to Hunter & Dowling, Georgetown. Mountaineer, Allen, 80.19 coal from Maryland Mining co. to Hunter & Dowling, Georgetown. Maryland, Crockett, 69.04 coal from Frostburg coal co., to W. Brown, Antietam. Isabel, Brady, 65.04 coal from Frostburg coal co. to W. Brown, Antietam.

Amount of Coal sent by Canal to various points from 10th of October to 29th November, 4,800.3 tons. - *Cumberland Civilian*.

Thu. 12/5/50, p. 3. If "Ion" from Georgetown, would *pay the postage* on his communication, *first*, it might than be competent for him to enquire into the payment of the outstanding scrip of the Chesapeake and Ohio Canal, through our columns.

The publication of the Shepherdstown, Va., Register has been stopped, for want of support.

Canal Commerce.

Arrived, December 3.

Boat J. Snively, Point of Rocks, pig iron to Fowle & Co.

Boat Westmoreland, Cumberland, coal to D. B. Smith.

Fri. 12/6/50, p. 3. **Canal Commerce.**

Arrived, Dec. 5.

Boat Belle, Shepherdstown, flour to Lambert & McKenzie.

Departed, December 5.

Boat Westmoreland, groceries for Frostburg, Md., from Wm. Bayne.

Sat. 12/7/50, p. 2. **Chesapeake and Ohio Canal.**

- The January interest on the bonds of the Chesapeake and Ohio Canal Company will be paid upon the presentation of the coupons at the Banking house of *Selden, Withers & Co.* of this city; or by an agreement made by said firm, in Baltimore, or other principal cities of the United States; thus affording additional facilities to the holders of the bonds for having their coupons cashed.

It is gratifying to observe that the Canal Company is now moving on successfully in all its operations, and that the prospect before it is highly flattering. The probability is that the quantity of coal that will be transported on the Canal during the next year will exceed the expectations that have been hitherto entertained on the subject by its most sanguine friends. - *Nat. Int.*

Canal Commerce.

Arrived, December 6.

Boats Southampton and Oregon, Cumberland coal to D. B. Smith.

Departed, December 6.

Boat Freeman Rawdon, groceries, boots, shoes, hats, &c., for Hancock and Clearspring, Md., from McVeigh, Bro. & Co.

Boat Belle, groceries, boots, shoes, hats, &c., for Shepherdstown, from McVeigh, Bro. & Co.

Boat Phineas Janney, groceries, &c., for Elk Branch, Charlestown and Martinsburg, Va., from McVeigh, Bro. & Co.

Mon. 12/9/50, p. 2. **Canal Commerce.**

Cleared, Dec. 7.

Boat Belle, groceries for Shepherdstown, Md. from Wm. Bayne.

Boat Southampton, Merchant's Line, groceries for Cumberland, Md., from Wm. Bayne.

Wed. 12/11/50, p. 2. **Canal Commerce.**

Arrived, December 10.

Boat Rough & Ready, Williamsport & Berlin, flour to Robert H. Miller, and T. M. McCormick & Co.

Departed.

Boat Southampton, salt from D. B. Smith, and groceries from Wm. Bayne, for Cumberland.

Boat Oregon, salt from D. B. Smith for Cumberland.

Thu. 12/12/50, p. 3. **Canal Commerce.**

Arrived, December 11.

Boat H. G. Phelps, Cumberland, coal and fire bricks to Fowle & Co.

Boat Cumberland, from Cumberland, coal to D. B. Smith.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Departed.

Boat Rough & Ready, groceries for Berlin, Va., from Wm. Bayne.

Fri. 12/13/50, p. 2. **Canal Commerce.**

Arrived, December 12.

Boat Gen. Washington, Goose Creek, wheat to Fowle & Co.

Boat Wells A. Harper, Goose Creek, wheat to Fowle & Co.

Boat John Glenn, Goose Creek, wheat to Fowle & Co.

Boat Margaret Moore, Goose Creek, flour to D. F. Hooe and Master.

Boat Neptune, Goose Creek, flour to D. F. Hooe and Master.

Sat. 12/14/50, p. 2. **The Coal Trade.**

The Clearspring Whig says it has heard much complaint about the difficulty of getting Coal in Cumberland, and asks if we cannot keep 20 boats running with Coal, what can we do for 1,000, the number that should be on the Canal? The Whig thinks somebody must be asleep and calls upon the people of Alleghany to wake up.

We should remark in reply that the delays that have deferred the completion of the Canal from time to time, - bringing that event, at last, near the end of the season for navigation, - have induced the parties who will engage most largely in the business, to postpone operations until the spring. The result is that the Coal Companies have added nothing as yet to the cars, motive power, &c., they have heretofore employed in furnishing Coal for transportation on the rail road. Nor are the fixtures for loading at the wharves yet completed to one fiftieth part of the extent that will be necessary for the business. It has been regarded as more prudent to postpone the commencement of these heavy operations until the opening of spring and then take a fair start under the reduced rates of tolls. When that time arrives, the friends of the Canal may rest assured that the "black diamonds" will be brought down from the mountains in such quantities as will satisfy the most enthusiastic of its well wishers. - *Cumberland Civilian*.

p. 3. **Canal Commerce.**

Arrived, Dec. 13.

Boat J. Snively, Point of Rocks, pig iron to Fowle & Co.

Departed, Dec. 13.

Boat L. A. Phelps, Cumberland, groceries, &c. for Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Neptune, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Gen. Washington, Goose Creek, groceries from Creighton & Bodkin; groceries

for Leesburg and Elizabeth Mills from Wm. Bayne.

Boat John P. Glenn, groceries for Waterford and Belmont, from Wm. Bayne.

Boat Wells A. Harper, groceries for Dayton and Honeyville, Page Co., Va., from William Bayne.

Mon. 12/16/50, p. 2. **Canal Commerce.**

Departed, December 14.

Boat Neptune, groceries for Belmont, Loudoun Co., Va., from Wm. Bayne.

Wed. 12/18/50, p. 2. **Canal Commerce.**

Arrived, Dec. 17.

Boat Pacific, Cumberland, coal to D. B. Smith.

Boat Atlantic, Cumberland, coal to D. B. Smith.

Boat Julia A. Elgin, Edgar, Harper's Ferry, 590 bbls. flour to Lambert & McKenzie.

Departed, December 17.

Boat Edward Payson, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Hugh Smith, groceries, &c., for Harper's Ferry from McVeigh, Bro. & Co.

Boat Julia A. Elgin, groceries, &c., for Harper's Ferry, from McVeigh, Bro. & Co.

Thu. 12/19/50, p. 2. **Canal Commerce.**

Arrived, Dec. 18.

Boat F. S. Thomas, Opequon Creek, wheat to Fowle & Co.

Fri. 12/20/50, p. 2. **Canal Commerce.**

Arrived, December 19.

Boat Atlantic, Cumberland, flour to William Bayne.

Sat. 12/21/50, p. 2. **Cumberland Coal.**

The brig Galena at this port on Saturday from Alexandria, has on board the first cargo of Cumberland Coal ever exported from that port, where it is now received by the Chesapeake and Ohio Canal recently opened from Cumberland

to Georgetown and Alexandria. This cargo of coal is from the "Frostburg Mines," for the Fitchburg Rail Road Company, who, we understand, are using it successfully in one or more locomotives on that road. Satisfactory experiments have also been made with it on the Providence Rail Road, and it is likewise used on board the Cunard and other Atlantic steamers, in preference to English coals. It is now coming into use in this vicinity for all steam and manufacturing purposes, and for smiths' use, for which it is found superior to other coals. Extensive arrangements are now making at Alexandria for the delivery of the coal the coming season. - *Boston Advertiser*. p. 3.

Canal Commerce.

Departed, Dec. 20.

Boat Geo. W. Riggs, Jr., by Waters & Zimmerman, with merchandize from Baltimore and Philadelphia for Cumberland and sundries from McVeigh, Bro. & Co.

Mon. 12/23/50, p. 2. **Canal Commerce.**

Arrived, December 21.

Boat Freeman Rawdon, Cumberland, coal to Waters & Zimmerman.

Boat Isabel, Brady, Mercerville, 825 bbls. flour to Lambert & McKenzie.

Boat Phineas Janney, Harper's Ferry, 850 bbls flour to Cazenove & Co. and Wm. L. Powell & Son.

Departed.

Boat Isabel, Brady, Harper's Ferry 2¼ tons crackers for Winchester from A. Jamieson & Son.

Boat Phineas Janney, groceries for Harper's Ferry, from Wm. Bayne; and groceries, &c., for Harper's Ferry, Knoxville and Weverton from McVeigh, Bro. & Co.

Fri. 12/27/50, p. 2. **Canal Commerce.**

Arrived, December 25.

Boat Delaware, Cumberland, coal to D. B. Smith.

Sat. 12/28/50, p. 2. **Steam on the Shenandoah.**

The steamer built in Washington by Mr. McKinstrey, after passing through various rapids of the Shenandoah, is now moored at Castleman's Ferry. Mr. Castleman, President of the Steamboat Company, having taken down part of his crop in four gondolas and disposed of it in the district, started with his boat on the canal to test the adaptation of steam for navigating the Shenandoah. The upward loading in the gondolas on the canal consisted of 63,000 shingles, 40 sacks salt, 30 tons plaster, 1 barrel sugar, 6 kegs nails, 3 cans oysters, 1 bag coffee and a variety of smaller articles. It is believed the steamer could have brought with ease 100 tons up the canal.

Arrived at Harper's Ferry, the steamer commenced her daring trip up the Shenandoah. On board of her was placed 28 sacks salt, 1 barrel sugar, 1 bag coffee, 1 keg nails, and other smaller articles. Attached to her was a gondola carrying 40,000 shingles, 6 barrels oysters, and some other articles, in all from 10 to 12 tons; the steamer had about 3 tons additional on board. With this cargo she passed through the Slaughter-house chute and Bull's falls, and proceeded as far as Little Falls, 8 miles above the Ferry. At that point, the machinery having sustained some injury, it was deemed advisable to remove the load; and the steamer towing one gondola, proceeded to her destination, which she reached in 6 or 7 hours sailing time. The windlass it was found necessary to use at only four rapids, the Slaughter-house chute, Bull's falls, Little's falls, and Walraven's mill-dam. It is confidently asserted by the Engineer, Mr. Caps, who is authority for the above statements, that the steamer, in a reasonable stage of the water, (she draws only nine inches) can take from Harper's Ferry to Castleman's Ferry, a load of 3 to 4 tons and tow a gondola with a burden of 10 or 12 tons, in two days, all worked by five hands. The engineer further states that he can make take from Little's falls to Castleman's Ferry, one loaded gondola and three empty ones, with the assistance of four

hands, in one day. The distance is about 17 miles by the river.

It will open a new era in the trade of the Shenandoah basin if steam can be used successfully on the river, and it will save the destruction of a vast amount of the finest timber now annually wasted in building gondolas. From two to three thousand of these, it is said, costing from \$20 to \$30 each, are floated down the river with produce every year and sold at different points, when empty, particularly at Harper's Ferry, at an average of \$6 each. - *Winchester Virginian*.

p. 3. **Canal Commerce.**

Arrived, December 27.

Boat H. H. Casey, Cumberland, coal to Waters & Zimmerman.

Boat Neptune, Goose Creek, 686 bbls. flour to D. F. Hooe.

Boat Margaret Moore, Goose Creek, 400 bbls. flour to D. F. Hooe.

Boat John Glenn, Goose Creek, wheat to Fowle & Co.

Mon. 12/30/50, p. 3. **Canal Commerce.**

Departed, Dec. 28.

Boat Freeman Rawdon, with groceries, boots, shoes, &c., for Shepherdstown, Martinsburg and Harper's Ferry, Va., and Sharpsburg, Petersville and Knoxville, Maryland, from McVeigh, Bro. & Co.

Boat Neptune, groceries, &c., for Leesburg, from McVeigh, Bro. & Co. and Wm. Bayne.

Boat Delaware, Cumberland, plaster from D. B. Smith.

Boat Westmoreland, Cumberland, plaster from D. B. Smith.

During the past week there has been considerable ice on the Canal and basins at this place. Yesterday, however, the weather moderated and the ice disappeared to some extent. Still navigation may be regarded as at an end, the Boats being laid up as fast as they arrive. It is understood that early in January the water will be drawn off from the upper Canal

for the introduction of improvements at the locks and flumes, and to deepen certain points along the line. We have no arrivals nor departures to report. - *Cumberland Civilian*.

Tue. 12/31/50, p. 2. **Canal Commerce.**

Arrived, Dec. 30.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Tue. 1/7/51, p. 2. An adjourned general meeting of the Chesapeake and Ohio Canal Company, will be held at Barnum's, in Baltimore, on the 9th instant.

Thu. 1/9/51, p. 2. **The Shenandoah.**

The Steamboat experiment on the Shenandoah river has proved so far successful as to result in the boat's reaching Castleman's Ferry, some twenty miles from its mouth, and in leaving no doubt that it is practicable for the boat to ascend the river much higher. We understand that still there is much doubt of this success proving of much practicable benefit to the productive region of country drained by this river, from the labor, expense and delay connected with the passage of the boat over the shoals and riffles; but we hope that doubt may be dissipated by the ultimate full success of the enterprise. - *Leesburg Washingtonian*.

Fri. 1/10/51, p. 2. The Directors of the Chesapeake and Ohio Canal Company are now in session in Baltimore, and have before them a proposition from the various Coal Companies, for a reduction of the tolls on Coal on the Canal.

Mon. 1/13/51, p. 2. **The Shenandoah**

Steamboat. - We are informed that the steamboat lately put upon the blue waters of the Shenandoah, effected a successful passage through the rapids near Millwood, and, when last heard from, had made its way up as far as a point between Front Royal and Woodstock. It is the intention to work it up as far as Port

Republic. It gives us pleasure to ascertain the success of this, its first and experimental trip.

When the boat passed Millwood, the inhabitants went down to the river and greeted it with repeated cheers. It was to them a sight never witnessed in those waters before - a little steamer coursing its way along the winding base of the Blue Ridge. - *Winchester Rep.*

p. 3. The repairs at Four Mile Run, having been completed, the water will be let into the Alexandria Canal today, and the entire line will be navigable tomorrow.

Tue. 1/14/51, p. 2. **Chesapeake and Ohio Canal.** - Governor Lowe thus speaks of this work in his inaugural message:

"The Chesapeake and Ohio Canal, the source of so much anxious legislation, and the history of which is a continued series of trials and disappointments, has at length, under the guidance of its devoted and intelligent officers, after a long agony, been safely brought to a state of completion, which, if it does not fully realize the calculations of the original (and, in my humble judgment, extravagant and baseless,) policy, which designated the Ohio river as its western terminus, nevertheless cannot fail to become the fruitful source, in time, of great wealth to the State in the development of her exhaustless mineral treasures. For who can weigh the mountains and estimate their value? Who shall set limits to the hidden stores of nature? From her highest peak to her very foundations, Alleghany county is *wealth!* She is the undeveloped treasury of the State, and the Chesapeake and Ohio Canal must necessarily be her main distributing artery."

Wed. 1/15/51, p. 2. **Canal Commerce.**
Arrived, January 14.

Boat Neptune, Goose Creek, flour to D. F. Hooe, wheat to McVeigh, Bro. & Co.

Boat John Glenn, Goose Creek, wheat to Fowle & Co.

Thu. 1/16/51, p. 3. **Canal Commerce.**
Cleared, January 15.

Boat Neptune, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Virginia, groceries, &c., for Harper's Ferry, Boonsboro and Shepherdstown, from McVeigh, Bro. & Co.

Boat John P. Glenn, groceries for Elizabeth Mills from Wm. Bayne.

Fri. 1/17/51, p. 3. **Canal Commerce.**
Arrived, January 16.

Boat Wells A. Harper, Goose Creek, wheat to James Irwin.

Sat. 1/18/51, p. 2. **Drowned.**

On the night of the 24th ult., Mr. James Buckles, of this county, was drowned in the Chesapeake and Ohio Canal above the bridge at Harper's Ferry. He had been sleeping in a stationary boat, and it is supposed he fell in while attempting to cross on a board from the boat to the tow-path. He was unmarried. - *Charlestown Spirit of Jefferson.*

p. 3. **Navigation on the Canal.**

The Navigation on the Canal has entirely ceased for the Winter. It will commence with renewed vigor in the spring, however, when Georgetown and Alexandria may expect to be inundated with such a flood of black diamonds as was never before heard of. Old Alleghany is pluming herself for a mighty effort. All her energies are now being concentrated for that purpose. Give us a fair and adequate compensation and we mountaineers will show the world what we can do. We have an exhaustless supply of the best semi-bituminous coal, which for all possible purposes cannot be equaled, and we are determined that the consumers shall find it out. All we ask is fair play and an adequate compensation. Give us that and we will not fear the result. - *Cumberland Unionist.*

Mon. 1/20/51, p. 3. **Boat Yards.**

Our boat yards are in full operation at the present time. Mr. Ward has created quite a settlement on the basin near the locks. He has two boats on the stocks which are nearly completed. Messrs. Clarke and Korn, and Mr. John Young, are likewise by no means idle, but are hammering away daily on massive structures intended for the transportation of coal. In view of the recent guarantees this business must be profitable. Every boat that can be made will be needed in the spring. - *Cum. Civ.*

Chesapeake and Ohio Canal.

During the recent very mild and spring-like weather the ice has disappeared from the canal almost entirely. Trade upon it, however, has been suspended for the present, and the water will be drawn off during the month to deepen certain points and make improvements at the flumes. A few boats have arrived from below with plaster, but we do not think necessary to continue our reports until the opening of the spring trade. - *Cumberland Civilian*, 17.

Mon. 1/27/51, p. 2. **Cumberland Coal Companies.** - Maryland Mining Company.

This Company is one among those most actively engaged in the transportation of coal. The own fine coal lands connected with the Canal by a Rail Road, at the terminus of which is a commodious basin with fixtures, already completed, for loading. The Works and Rail Road cost \$300,000, and the active capital employed amounts to \$75,000 more. For the year ending June 1st, 1850, this Company transported to market, 105,000 tons of coal, employing 60 men at an average rate of wages of \$25 per month.

Frostburg Coal Co. - This Company has for some time been engaged in the successful mining of Coal. The cost of their coal lands was \$100,000; the cost of the Rail Road, horse power, added to their active capital makes the sum of \$50,000. They employ 40 hands at an

average rate of wages of \$30 per month, and for the year ending June 1st, 1850, sent to market 50,000 tons of Coal.

Tue. 1/28/51, p. 2. **Canal Commerce.**

Arrived, January 27.

Boat John Glenn, Goose Creek, flour to D. F. Hooe and Cazenove & Co.

Wed. 1/29/51, p. 3. **Canal to Baltimore.**

A Proposition is before the city council of Baltimore in reference to the opening of a canal from Georgetown, D.C., to Baltimore. To effect this important object, it is proposed that the company undertaking it, shall issue bonds, with the pledge of the tolls of the company and the city's dividend on stock in the Baltimore and Ohio Railroad Company, for the payment of interest.

The Annapolis Republican, speaking of this important movement, says:

"Some years since there was a route surveyed for a canal from Bladensburg to Baltimore, by which the distance between these two places was ascertained to be *forty miles*. Another, called the Linganore route by the lower summit to Baltimore was likewise surveyed, and the distance found to be some little over *eighty one miles*."

"It was ascertained at the same time that a canal about *twenty-four miles* in extent would connect the waters of Severn river with those of the Eastern branch; and that it would run through a country presenting no serious difficulty to its passage. A canal between the Eastern branch and Severn, could, if canalizing a double distance double the expense, be made at half the cost a canal could be made between Baltimore and Bladensburg. To make such works profitable, economy in *distance*, which in such matters is economy *in money*, should not be lost sight of. The less the original cost the lower *would* be the tolls, demanded by the company, and the greater the advantage of the canal to shippers of produce upon it."

Chesapeake and Ohio Canal.

The Clearspring Whig states that for the purpose of making some necessary repairs, the water was drawn off last Saturday, and will not be re-admitted before the first of March.

Thu. 1/30/51, p. 3. The bill now before the House of Delegates in relation to the Chesapeake and Ohio Canal, proposes to guaranty the bonds of the Company to the amount of \$150,000, for the improvement of the South Branch of the Potomac, and to provide an additional feeder to the Canal at that point.

Thu. 2/6/51, p. p. 2 The Cumberland Civilian states that the application which has been made to the Virginia Legislature, now in session, to guaranty \$150,000 of the bonds of the canal company, to enable it to construct a feeder at the south branch, has been received very favorably, and stands a fair chance of being granted. This will be an important improvement, not only to the canal, but to the inhabitants of that portion of Virginia lying on the south branch. It will give an abundance of water to the one, and afford an outlet to market to the other.

Fri. 2/7/51, p. 2. John McGee, an Irish laborer, was killed on Wednesday, near the outlet of the Canal, at this place, by the falling of a bank while he was at work under it. He was immediately extricated but life was extinct.

Mon. 2/17/51, p. 2. The refilling of the Chesapeake and Ohio Canal will commence on the 1st of March.

Tue. 2/25/51, p. 3. [Transcriber's Note: In the following three Ads, note that in the first one an agent in Cumberland has been added and that one boat of the line will leave daily, except Sunday, which was not stated in the 11/14/50 Ad. In the second Ad, Fowle & Co. resumed their service but do not mention the frequency

of departures. The third Ad ran daily for a week but then since the canal did not in fact open for navigation on March 1, 1851, the H. H. Casey did not depart then.]

DAILY TRANSPORTATION LINE TO
 CUMBERLAND. 

"The Cumberland Line," composed of first class CANAL BOATS, built upon the most approved New York models for strength and safety, is now prepared for daily transportation of goods and every description of property from Alexandria and Georgetown to Cumberland, and intermediate places on the Chesapeake and Ohio Canal. The Captains are long familiar with Canal Trade, and will give strict attention to any property shipped by this line. Promptness and despatch shall characterize the "Cumberland Line," and the proprietor hopes by ensuring both, to meet the approbation of the business community. A boat of this line will leave Alexandria and Cumberland each day, Sundays excepted.

AGENTS.
WATERS & ZIMMERMAN, Alexandria.
feb 25 P. B. PETRIE, Cumberland.

FOR
 CUMBERLAND, 

And intermediate points on the Canal.
ALLEGHANY COMPANY'S LINE.
The Boats of this Line will commence their regular trips on the opening of the Canal, next week, and will take freight at reasonable rates.
Apply to FOWLE & CO.
feb 25-4f

FIRST BOAT FOR CUMBERLAND.
 The H. H. CASEY, now lying at our wharf, will leave for Cumberland, on Saturday, 1st of March, and will take freights for that place and way points.
feb 25-1w WATERS & ZIMMERMAN.

Wed. 2/26/51, p. 2. It is expected that the Chesapeake and Ohio Canal will be opened for navigation to Cumberland, on the 1st of March. The Alexandria Canal, also, will be opened at the same time.

Thu. 2/27/51, p.2. An adjourned general meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at Gadsby's Hotel, in the city of Washington, on Thursday, this day, at twelve o'clock M.

Mon. 3/3/51, p. 2. The Cumberland Civilian of Friday says: it is not probable that the water can

be let into the Canal at this place before the 10th of March, in consequence of the incompleteness of certain repairs at the locks.

Chesapeake and Ohio Canal Co.

We learn with sincere gratification that, at a general meeting of the stockholders of the Chesapeake and Ohio Canal Company held yesterday at Gadsby's hotel, in this city, Governor Sprigg, of Maryland, was unanimously elected President of the company in the place of General Coale, resigned. Governor Sprigg is a gentleman of the old school - one of the few who are left to show in their daily life that the possession of business habits and qualities of the highest order is not inconsistent with the uniform display of the charities and graces which lend its chief attraction to social intercourse. - *Republic*.

Thu. 3/6/51, p. 2. The water is now in the Chesapeake and Ohio canal as far as Harper's Ferry, and, in a day or two, our spring business will have fairly commenced.

Mon. 3/10/51, p. 2. **Chesapeake and Ohio Canal.** - The water is again in the Chesapeake and Ohio canal, and the Clearspring Sentinel says that a number of Boats, heavily laden, were to have started from Williamsport, on Tuesday, for the District. The Sentinel adds: "The boat-owners and boatmen have got their 'dander up' at the recent 'by-laws, rules and regulations,' made by the canal board. The rules are very lengthy, and, if enforced as directed, will drive a considerable amount of trade from the canal."

Tue. 3/11/51, p. 2. **Reduction of Tolls on Coal.** - The Board of Directors of the Chesapeake and Ohio Canal, at their meeting at Washington City on Friday last, passed a resolution to reduce the present rates of toll on Coal transported on Canal, to *two and a half mills per mile* per ton, which will amount to about 45 cents per ton from Cumberland to

Georgetown. This reduction, moreover, is made without requiring any guarantees from the Coal Companies, and is, therefore, a distinct and independent measure. We need hardly say that it has met the hearty approbation of the parties interested in the Mining of Coal in that region. Already do we see its effect in a renewed activity in that important branch of business - boat building. We know of one Company that is now receiving proposals for the building and equipment of thirty boats for its service alone. In the meantime operations are going on vigorously at Ward's boat-yard. Already has Mr. W. Launched three fine boats this season, and is rapidly completing six more which he will launch in a few days. Mr. Young and Messrs. Korn and Clarke, likewise, are busily engaged at their respective boat yards, and everything betokens an unusual activity in that line of business.

We understand the Canal Board have also made important reductions on other articles besides Coal, but we have not yet seen the new rates of toll. - *Cumberland Civilian*.

p. 3. **Canal Commerce.**
Arrived, March 10.

Boat Gen. Washington, Berlin, flour to R. H. Miller.

Boat Rough & Ready, Berlin, wheat to Fowle & Co.

Boat Capt. Walker, lime-stone to Thomas & Dyer.

Wed. 3/12/51, p. 2. **Alexandria Canal.**

The Board of Directors have reduced the tolls on Flour one half, making it now half a cent for the whole distance; and on Wheat, Indian Corn and Rye, one third, leaving it at one cent a ton per mile. At the same time the tolls on Plaster Paris were fixed at half a cent, and on Shad and Herring at two cents a ton per mile. These changes go into operation at once.

p. 3. **Canal Commerce.**
Cleared, March 11.

Boat Essex, groceries, &c., for Harper's Ferry, Charlestown and Shepherdstown, Va., from McVeigh, Bro. & Co.

Fri. 3/14/51, p. 3. **Canal Commerce.**

Arrived, March 13.

Boat Samuel Clark, 661 bbls. E. Stem flour to T. M. McCormick & Co.

Sat. 3/15/51, p. 3. **Canal Commerce.**

Arrived, March 13.

Boat Gen. Cass, Noland's Ferry, corn to Cazenove & Co.

Mon. 3/17/51, p. 2. The Cumberland Civilian states that water was let into the Chesapeake and Ohio Canal at that place on Wednesday, and that navigation is expected to be resumed on Tuesday next.

p. 3. **Canal Commerce.**

Arrived, March 15.

Boat Gen. Washington, Goose Creek, wheat to Fowle & Co.

Boat Catharine Schaeffer, Washington County, corn to Lambert & McKenzie.

Boat Neptune, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Tue. 3/18/51, p. 2. **Cumberland Coal.**

As the Canal will be open for navigation in a few days, and the rich product of the Allegany mines will, for the first time, have an outlet to market, no matter what may be the quantity presented for transportation, it will not be uninteresting to refer back to the demand which has heretofore existed for its use, and to glance at the probability of a rapid increase for the future.

The Cumberland Coal has been successfully used for years by the Baltimore and Ohio Railroad Company. It has likewise been employed with great success on the Reading Railroad in Pennsylvania for the same purpose. Other Railroad Companies at the North and East, have also used it, and in every instance to

the entire satisfaction of the engineers and managers.

At the present time, very steam-ship engaged in navigating the Atlantic from Philadelphia to New York and Boston, employs this coal exclusively whenever it can be obtained in sufficient quantities.

The steam-ships of the United States Navy will take no other coal when this can be had. The Engineers of the Navy regard it as without a rival, as a generator of steam.

The manufacturers of iron and glass throughout the North are beginning to perceive its superiority over any other coal used in their branches of business, and its entire freedom from sulphur will cause them in a very short time to employ it to the exclusion of every other kind.

But its use as a fuel for domestic purposes is likewise advancing with gigantic strides. Whenever it could be had, it has thus far taken the place of every other kind of fuel in every quarter of the country to which it has been carried. It emits a heat as intense as that of anthracite, without its noxious gases. It ignites as rapidly as the more highly bituminous coals, without their disagreeable smoke and super abundant soot.

Thus it will be seen that the coal of this region is already greatly in demand, and that its superior qualities are well known to those whose interest it is to be acquainted with the facts.

Of the increase of the demand it is almost useless for us to say anything. The use has heretofore depended on the *supply*. This fact alone is sufficient to show that the demand will constantly increase even for the ordinary purposes for which this species of coal is employed. The other considerations connected with the rapid increase of the steam ocean marine, and the advance of propulsion in all the Atlantic cities, we are forced to pass by, for want of time. We have said enough, however, to show that all the coal that can be carried down the Canal hereafter, will find a market, no

matter to what point, far or near, by sea or land, it may be transported. - *Cumberland Civilian*. p. 3.

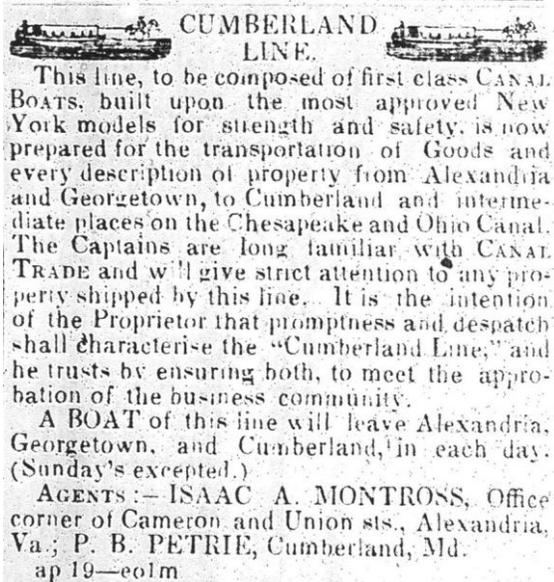
Canal Commerce.

Cleared, March 17.

Boat Gen. Cass, Noland's Ferry, groceries from McVeigh, Bro. & Co.

Boat Neptune, groceries for Belmont, Loudoun county, Va., from Wm. Bayne.

Wed. 3/19/51, p. 3.



CUMBERLAND LINE.

This line, to be composed of first class CANAL BOATS, built upon the most approved New York models for strength and safety, is now prepared for the transportation of Goods and every description of property from Alexandria and Georgetown, to Cumberland and intermediate places on the Chesapeake and Ohio Canal. The Captains are long familiar with CANAL TRADE and will give strict attention to any property shipped by this line. It is the intention of the Proprietor that promptness and despatch shall characterise the "Cumberland Line," and he trusts by ensuring both, to meet the approbation of the business community.

A BOAT of this line will leave Alexandria, Georgetown, and Cumberland, in each day. (Sunday's excepted.)

AGENTS:—ISAAC A. MONTROSS, Office corner of Cameron and Union sts., Alexandria, Va.; P. B. PETRIE, Cumberland, Md.

ap 19—eolm

[Transcriber's Note: It would appear that since 2/25/51 there had been enough business generated on the Cumberland Line to justify having an Agent in Alexandria; relieving Waters & Zimmerman of that responsibility.]

The Cross-Cut Canal.

Reply of President Swan to the City Council.

A series of resolutions were adopted by the city council relative to a Cross Cut canal to Georgetown, and other matters, and referred to a select committee, of which Hugh Bolton, esq., was chairman, and directed respectfully to solicit from the president of the Baltimore and Ohio Railroad company any and all of the information that may be in his possession, together with any suggestions, touching the aforesaid queries, which he may be pleased to make. Mr. Swan, the president of the railroad company, yesterday sent a reply to the council covering eighteen printed octavo pages, and

embracing a great variety of important statistical information. He commences by stating that there is no real cause for alarm, so far as the Baltimore and Ohio railroad company are concerned, either from the canal as at present located, with Alexandria as its terminus, or the extension of that work to the city of Baltimore, by means of the Cross-Cut or Maryland canal, as contemplated in the resolutions of the committee.

Mr. Swan considers the policy of the State in assuring the burden of constructing the Chesapeake and Ohio canal, with its terminus beyond the limits of our State, as having been a great error; and with regard to the construction of a Cross-Cut canal from Baltimore to Georgetown, which is conceded to be the only practicable route, he says:

"I regret to say that I can see no ground upon which to recommend the expediency of such a measure, *either now or at any future time*; and that I am constrained to believe, that the District cities will always enjoy an advantage in the trade which may be induced to pass over the line of the Chesapeake and Ohio Canal, over the city of Baltimore, *with any and all the facilities which may be afforded by a cross cut canal*. Such a conclusion I am aware, is anything but complimentary to the policy which induced the State of Maryland to embark so large an amount in this enterprise, but I feel that we have no longer any right to conceal a truth *which is every day becoming more and more apparent*."

The Georgetown route is estimated by Mr. Trimble, at \$3,530,000 - and is 44¾ miles in length. The toll and transportation upon this canal are assumed by Mr. Trimble at a half a cent each for coal, being 44¾ cents per ton, or one cent per ton per mile.

The letter of Mr. Swan proceeds to give statistics and comparisons to show the impracticability of a cross-cut canal competing with either the Baltimore and Ohio Railroad of the Washington Branch Railroad in bringing coal to Baltimore.

I have thus endeavored to show by the foregoing estimate -

1. That the cross-cut or Maryland Canal will involve a cost of \$3,650,000. That it will require a transit of 2,824,268 tons of coal, at a charge of 208-100 per ton per mile, or 56-100 cents for the whole distance of 46 miles, to pay six per cent upon the capital involved in its construction.

2. That coal can be transported from the point of intersection of the canal and railroad at the Point of Rocks, over the Baltimore and Ohio Railroad, to Baltimore, at a cost not exceeding 93 $\frac{1}{3}$ cents, without change in the existing rates of said railroad, while the charge by the Chesapeake and Ohio Canal to Georgetown, and by cross-cut canal from thence to Baltimore, at the rate of one cent per ton per mile, would be 94 cents.

3. That coal can be transported from Georgetown to Baltimore, by the Washington Branch of the Baltimore and Ohio Railroad, at a cost not exceeding *one and one sixth* of a cent per ton, for a trade of 500,000 tons, compared with one cent per ton per mile on the cross cut canal, with a trade of 1,350,000 tons, the difference would be in favor of the railroad by 11 cents per ton, and consequently that the construction of the cross cut or Maryland Canal, as contemplated in your third resolution, would be inexpedient and useless, in every view in which it could be presented to the consideration of the tax payers of the city of Baltimore.

"To what extent the coal trade introduced by the Baltimore and Ohio Railroad Company has added to the business and wealth of the city of Baltimore - its prospective increase, and the comparative rates of toll on railroads and canals."

In reply to the first branch of this resolution, my answer must necessarily be vague. It is difficult to say, with anything like certainty, to what extent the coal trade has added to the wealth of the city. We know that it has been gradually increasing since the extension of the Baltimore and Ohio Railroad to tidewater; and

that during the year 1850, it had reached 123,000 tons, delivered at Locust Point, besides about 25,000 tons which stopped short of that point. We know further that property in the vicinity of the company's wharves, at Locust Point, has greatly enhanced in value, and that every day is adding to its importance, by the facilities held out in that quarter to objects of enterprise, which could not be so advantageously accommodated elsewhere. The rapid improvements going on at Locust point furnishes abundant evidence to the effect of the road, and the coal trade to which its transportation is exclusively confined. By an ordinance of the city in the last annual report of the Baltimore and Ohio Railroad Company, it was stated that 607 vessels had arrived at the company's wharves during the year, and the number of houses constructed within the same period has given an impetus to this new settlement which cannot fail to exercise a most salutary influence upon the general prosperity of the city.

In regard to the increase of the coal transportation, I would remark, that the subject is one which has engaged the attention of this company; and that during the progress of the work to the Ohio river, an increased supply of coal may be expected to pass over the road.

To what extent this transportation will be augmented, must depend upon the market in New York and the eastern cities, and the facility with which Cumberland coal may be brought into competition with the Pictou and other coals now sold on those markets.

In the quality of the article, it is believed that no coal which has yet been discovered in this country, compares with that of the Alleghany region, for the various purposes to which steam is applied, and, with some reduction in price, it is likely to become not less popular as a domestic fuel.

Mr. Swan seems to doubt the truth of the statement put forth that the Canal Company has entered into a contract at the rate of one-fifth of a cent per ton per mile, for the immediate

transportation of 500,000 tons per annum to be delivered at Alexandria, and must be taken, he presumes, with some degree of allowance. Capitalists, he thinks, could hardly be found to embark on such an experiment, without better encouragement than is now held out for immediate consumption, even at the low rate proposed by the canal. The railroad has been since 1843 building up a market for less than 140,000 tons, and that it is evident that an effort to throw so large an amount into market, *in advance of consumption*, if it were practicable at the low rate assumed by the canal, would be attended with ruinous results. - *Balt. Sun.*

Canal Commerce.

Arrived, March 18.

Boat Wm. Cost Johnson, Noland's Ferry, corn to Cazenove & Co.

Thu. 3/20/51, p. 2. **Washington Corporation.**

At the regular meeting of the two Boards held on Monday, after an exciting discussion, the following joint resolution was passed:

"*Resolved*; That the Board of Control be, and is hereby instructed, immediately after the passage of this resolution, to dismiss Mr. C. B. Clusky as engineer of the Washington Canal."

p. 3.

Canal Commerce.

Arrived, March 19.

Boat Susan, Hancock, wheat and corn to Fowle & Co.

Cleared, March 19.

Boat Mount Vernon, groceries, &c., for Petersville, Md., and Martinsburg, Va., from McVeigh, Bro. & Co.

Sat. 3/22/51, p. 3. **Canal Commerce.**

Cleared, March 22.

Boat Mount Vernon, groceries for Cumberland from Wm. Bayne.

Mon. 3/24/51, p. 2. **Canal Regulations.**

Having heard much complaint concerning many of the provisions of the "By-Laws, Rules and Regulations" recently adopted by the authorities of the Chesapeake and Ohio Canal,

and published for the government of its navigation, we have made enquiry in regard to the matter, and have been furnished by a gentleman well versed in such information with the following paper on the subject. We publish it that the facts upon which the complaints are founded may reach the proper source, and there receive due consideration, which, we doubt not, will be the case.

Regulation No. 6 is perfectly useless and can have no object.

Regulation No 21 is the same, and so long as the name and hailing place is in the safest and most proper place, viz., on the stern, it only entails on boats an unnecessary expense, and the letters being so much in the way on the sides must be continuously erased.

Regulation No. 29 requires boats ascending the Canal, which boats will be generally empty, or nearly so, to give the *tow path* side to a descending and loaded boat between Guard Locks 4 and 5, thereby transposing the laws governing boats on all other Canal, which invariably direct boats to *keep to the right*; and further confusing drivers and boatmen, particularly during the night, and jeopardizing the safety of the ascending boat and her horses whenever that is any current or wind. A loaded boat is always under control, as she is so deep in the water; a light boat having no hold of the water will lose her headway as soon as her team stops, and, if there is wind or current it is frequently the case that her team has not power enough to regain control of her, and get drawn into the Canal and drowned; or to save the team the tow line is cut and the boat drifts on rocks or suffers from contact with other objects. Further, at the point named, a loaded boat descending is compelled to lay out far from the tow path to avoid rocks; should she pursue the even tenor of her way, regardless of ascending boats, the ascending boat drawing so much less water can pass in side her some distance, and instead of the ascending boat being compelled to let her tow line pass under a boat drawing 4 feet water, the other boat merely drops her line

a foot in the water and her team continues drawing while her line is under the light or ascending boat. There is but one safe way and that has stood the test of years on other Canals, and it is "*keep to the right.*"

Regulation No. 71 is extremely arbitrary; it subjects boats to annoyance and detention from ignorant lock tenders and inspectors, and can be avoided by compelling the Captain to make oath on his bill of lading whenever suspicion exists that unfair statements have been made by him or the shippers as to the quantity or nature of his cargo. Further, these boats are large and deep and frequently have lots of assorted merchandize for different ports on the line of the Canal; those lots are put by themselves in the boat to facilitate delivery at the points to which they may be consigned, frequently in the night; to assort and separate articles that pay the same toll, to enable some stupid lock tender or inspector to understand them, would mix the goods of different consignees, and engender mistakes and confusion.

The primary object on the part of the Canal Board should be to enact such laws as will facilitate operations on the Canal, and at the same time protect its interests; carefully to avoid any rules that may cause confusion and give trouble to boatmen or subject them to ill treatment by reason of delays from the *employees* of the Canal who may be induced to use their authority to the annoyance of the captains from a pique or grudge against the boat, captain, crew or owners. Other Canal can do it, why cannot the Chesapeake and Ohio? - *Cumberland Civilian.*

The Canal.

Navigation has been resumed on the Canal, and boats are daily arriving at and leaving this place for various points on the line. We have commenced our regular reports of Canal Commerce and shall take every precaution to render these reports as accurate as possible that they may be consulted without fear at home or abroad. - *Cum. Civ.*

p. 3.

Canal Commerce.

Arrived, March 22.

Boats Martha Francis and Captain Walker, limestone to Thomas & Dyer.

Boat Gen. Cass, Goose Creek, wheat to Cazenove & Co., and corn to Fowle & Co.

ARRIVED

March 10, H. G. Phelps, with oysters and sundries from Alexandria.

DEPARTED

March 13, Freeman Rawdon, Petrie, with 89.3 coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

March 14, Salem, Kedwiler, with 80 tons coal from Frostburg Coal Co., to D. B. Smith, Alexandria. Ohio, Hoover, with 62.16 coal from same to same. Cumberland, Benner, with 80.14 coal, from same to same. G. W. Riggs, Jr., Wellman, with 89.17 coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

March 15, Martin Hoffman, Burrows, with 86.5 coal from Md. Mining Co. to Waters & Zimmerman, Alexandria. Caroline, Strong, with 82.6 coal from Frostburg Coal Co. to D. B. Smith, Alexandria.

March 17, Elizabeth, Gwinner, with 83.14 coal from Frostburg Coal Co. to D. B. Smith, Alexandria. Southampton, Taylor, with 79.4 coal from same to same.

March 18, John G. Stone, Dunn, with 83.2 coal from Frostburg Coal C. to D. B. Smith, Alexandria. Emily Hoffman, Merrill, with 99.13 coal from Md. Mining Co. to Waters & Zimmerman, Alexandria.

March 19, Oregon, Hoover, with 86.10 coal from Frostburg Coal Co. to D. B. Smith, Alexandria. Miles Standish, Cobb, with 84.17 coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

March 20, Anna Woodward, Rosa, with 86.16 coal from Maryland Mining Company, to Waters & Zimmerman, Alexandria. Westmoreland, Moyer, with 73.17 coal from Frostburg Coal Co. to D. B. Smith, Alexandria.

Amount of coal sent by Canal from 10th
 October 1850 (day of opening) to Jan. 1,
 1851 7,171.07
 Amount of Coal sent by Canal from 13th
 March to March 20th, 1851 1,266.09
 Amount sent to date: Tons 8,437.11
{Cumberland Civilian}

Thu. 3/25/51, p. **Chesapeake and Ohio Canal.**

The bill guaranteeing the bonds of the Chesapeake and Ohio Canal Company for \$150,000, so as to enable the company to furnish an ample supply of water from the South Branch of the Potomac, for all seasons of the year, having failed in the Legislature of Virginia, it becomes important that some steps should be taken to secure the purpose indicated - one which is so highly necessary for the successful operation of the Canal. It has been suggested that a meeting of the bond holders, as well as of the citizens of the country through which the South Branch improvement will pass, as well as citizens of the District, Alexandria, and others interested, should be held shortly to take into consideration the best mode of aiding the great work upon which our hopes, to some extent, depend, and from which we have anticipated considerable accession of trade and business. If all the interests that we have mentioned, combine, they can easily effect whatever may be determined on.

p. 3. **Canal Commerce.**

Arrived, March 24.

Boat Freeman Rawdon, Cumberland line, coal to Waters & Zimmerman.

Boat Geo. W. Riggs, jr., Cumberland line, coal to Waters & Zimmerman, and 49 packages glass ware from Pittsburg to R. H. Miller.

Boat J. P. Smart, Big Spring, Va., 3,100 bushels wheat to Fowle & Co.

Boat Rough & Ready, Berlin, 2,700 bushels wheat to Fowle & Co.

Boat Salem, Cumberland coal to D. B. Smith & Co.

Boat Southampton, Cumberland coal to D. B. Smith & Co.

Boat Cumberland, Cumberland coal to D. B. Smith & Co.

Boat Martin Hoffman, Cumberland coal to Waters & Zimmerman.

Boat Wm. Cost Johnson, Noland's Ferry, corn to order.

Boat John Van Lear, Williamsport, 2,900 bushels corn to Fowle & Co.

Departed, March 24.

Boat Gen. Cass, groceries for Mount Gilead, Loudoun Co., Va., from Wm. Bayne.

Boat Eagle, Hancock, dry goods, from Bryan, Adams & Co.

 {Communicated]

The arrival on Saturday of the boat "Freeman Rawdon," the pioneer of the Canal, accompanied by her consort, "Geo. W. Riggs, jr.," both of the "*Cumberland Line*," announces that the coal trade has commenced in good earnest. It is now reduced to a "fixed fact," that the Cumberland coal must find a market via the Chesapeake and Ohio Canal; and the time is not far distant, when we shall chronicle *every day* the arrival of a number of boats, such as the Rawdon and Riggs, deeply laden with coal.

Mr. Ward, the enterprising owner of the "Cumberland Line," has a large number of hands engaged in building boats at Cumberland, and it is his intention to turn out four of them a month. We must look a little further than Cumberland for an increase of trade. Besides coal, the Geo. W. Riggs, jr., brought down forty-nine packages of Glass Ware, forwarded from Pittsburg, to a house in Alexandria. This is a mere glimmering of what will follow, if our people will be wide awake and turn the advantage they are about to enjoy into a good account. Z.

 The water was let into the Canal on Saturday, and yesterday the receipts of grain amounted to 10,000 to 12,000 bushels. The trade is brisk.

Wed. 3/26/51, p. 3. **Canal Commerce.**

Arrived, March 25th.

Boat De Witt Clinton, 549 bbls. "Eli Stem" flour to T. M. McCormick & Co.

Cleared, March 25th.

Boat Eagle, Hancock, groceries, boots, shoes, &c., from McVeigh, Bro. & Co., hardware from J. A. English & Co., and Queensware from Hugh Smith & Co.

Boat Wave, groceries, &c., for Williamsport, from McVeigh, Bro. & Co.

Boat Freeman Rawdon, Cumberland, crackers from A. Jamieson & Co., drugs from Stabler & Bro.

Boat Hugh Smith, Harper's Ferry, laths by Fowle & Co.

Boat J. P. Smart, Big Lick, groceries from Wm. Bayne, Queensware from R. H. Miller, hardware from James A. English & Co., and lumber by Smoot & Uhler.

Boat Gen. Cass, Goose Creek, groceries by Wm. Bayne, and guano and plaster by Fowle & Co.

Boat Southampton, groceries for Cumberland from Wm. Bayne.

Thu. 3/27/51, p. 3. **Canal Commerce.**

Arrived, March 26.

Boat Col. Crockett, Weverton, corn to Wm. L. Powell & Son.

Boat Elizabeth, Cumberland, coal to D. B. Smith & Co.

Cleared.

Boat Rough & Ready, Berlin, plaster from Fowle & Co.

Boat Wm. Cost Johnson, Noland's Ferry, plaster from Lambert & McKenzie, and guano from Fowle & Co.

Boat DeWitt Clinton, Williamsport, plaster from Fowle & Co., and T. M. McCormick & Co.

Boat John Van Lear, 13 tons groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co. for Williamsport, Md.

Boat Southampton, Cumberland, and Salem, for Cumberland from D. B. Smith & Co.

Fri. 3/28/51, p. 3. **Canal Commerce.**

Arrived, March 27.

Boat Henrietta, Leesburg, flour to D. F. Hooe, John Lawson, Cazenove & Co., and Wm. L. Powell & Son.

Boat Neptune, Goose Creek, 2,500 bushels corn to Fowle & Co.

Boat Gen. Washington, do, flour to D. F. Hooe.

Sat. 3/29/51, p. 3. **Canal Commerce.**

Arrived, March 28.

Boat Oregon, coal to D. B. Smith & Co.

" Westmoreland, do. do.

" Caroline, do. do.

" Delaware, do. do.

Mon. 3/31/51, p. 2. **Demand for Cumberland**

Coal. - It may assist those who are doubtful as to the probable future of demand for Cumberland coal to know what orders have been sent to a single company in this county during the past year. From the second annual report of the Washington Coal Company, made to the stockholders on the 11th of February, 1851, we learn that orders were received by that company during the past year for the delivery of Cumberland coal at the following points, viz: Panama, Acapulco and San Francisco on the Pacific; and Norfolk, Washington, Baltimore, Philadelphia, New York, Boston, Brooklyn, Albany, Troy, Newark, Hudson, Nantucket, Portland, Hartford, New Haven, Providence, Jersey City, Lansingburg, Bridgeport, Stafford, and numerous other places. Now that the canal is open for navigation, and extensive arrangements are being made to develop the wealth of our mines in reality, it may be readily seen that there will be no lack either of demand or supply of that valuable mineral. -
Cumberland Civilian on Friday.

The South Branch Feeder.

We regret to learn that the bill guaranteeing the bonds of the Chesapeake and Ohio canal Company for \$150,000, so as to enable the

Company to construct a Feeder at the South Branch of the Potomac, has failed in the Virginia Legislature. We still hope, however, that it will be reconsidered and yet become a law. But for the near approach of the adjournment of the Legislature, which takes place on the 31st inst., we should entertain strong hopes of the ultimate success of the measure.

If, however, the proposition should finally be lost, something must be speedily done to secure an ample supply of water for the Canal at all seasons of the year. The Alexandria Gazette suggests, in that event, a meeting of the bond holders and citizens of the country through which the South Branch improvement will pass, as well as the citizens of the District, Alexandria, and others interested, to take into consideration the best mode of effecting the object in view. It seems to us that this suggestion should meet with favor from all the parties interested in the success of the Canal.

Three modes of obtaining a supply of water at the South Branch have been suggested. 1. A Feeder. 2. A Dam across the Potomac. 3. An Engine for pumping the water into the Canal. This latter, we are told, has been used with great success on the Chicago and Illinois Canal. We suppose the cheapest mode that will effect the end desired will be recommended by the Chief Engineer of the Canal, and adopted by the Company. - *Cumberland Civilian*.

Canal Commerce.

Arrived, March 29.

Boat Emily Hoffman, Cumberland coal to Waters & Zimmerman.

Boat Anna Woodward, Cumberland coal to Waters & Zimmerman.

Boat Miles Standish, Cumberland coal to Waters & Zimmerman.

Boat Maryland, Cumberland coal to D. B. Smith & Co.

Cleared, March 29.

Boat Oregon, Cumberland, by D. B. Smith.

Boat Elizabeth, groceries, &c., from McVeigh, Bro. & Co. and Wm. Bayne for Cumberland and intermediate points.

Boat Gen. Washington, Goose Creek, groceries from Wm. Bayne, lumber from J. Green & Son, plaster from Fowle & Co.

Boat Neptune, groceries for Pleasant Dale, Loudoun county, Va., from Wm. Bayne.

----- **ARRIVALS**

A number of boats have arrived here from below, but they were for the most part empty and we do not therefore report them.

DEPARTURES.

March 21, Otho Baker, Heskett, with 99.12 coal from Frostburg coal co., to W. L. Webb, Shepherdstown, Va.

March 22, Delaware, Sloan, with 74.17 coal to D. B. Smith, Alexandria, Va. Maryland, Gilleece, with 75 coal to D. B. Smith, Alexandria. Eckhart, Robinson, with 92.8 coal from Maryland Mining co., to Waters & Zimmerman, Alexandria.

March 24, Pennsylvania, Bootman, with 88 coal from Frostburg coal co., to D. B. Smith, Alexandria. H. H. Casey, Hopkins, with 90.16 coal from Maryland Mining co., to Waters & Zimmerman, Alexandria. Salem, Wolfe, with 87.7 coal from Frostburg coal co., to B. Reigle, Williamsport.

March 25, William, Wolfe, with 62.1 coal from Frostburg coal co., to B. Reigle, Williamsport.

March 26, Isaac Motter, Ardinger, with 100 coal to Williamsport. Mountaineer, Hetzer, with 92.3 coal from Maryland Mining co., to Waters & Zimmerman, Alexandria. Wm. B. Clarke, Taylor, with 83.12 coal from Frostburg coal co., to Wm. Brown, Antietam.

March 27, John G. Stone No. 2, Hook, with 85.1 coal from Frostburg coal co., to Hancock. Mary R. Zimmerman, Sherman, with 89.18 coal from Maryland Mining co., to Waters & Zimmerman. J. D. McCoy, Hook, with 88.2 coal to Hancock.

Amount of coal this week 1208.16

Amount before	8437.11
Amount to date, Tons	<u>9646.07</u>

{Cumberland Civilian}

Tue. 4/1/51, p. 2. **Canal Commerce.**
Arrived, March 31.

Boat L. A. Phelps, Cumberland Coal to Fowle & Co.

Boat H. G. Phelps, Cumberland Coal to Fowle & Co.

Boat John G. Stone, Cumberland Coal to D. B. Smith & Co.

Boat Gen. Taylor, Berlin, flour to R. H. Miller, wheat and corn to Fowle & Co.

Boat Gen. Cass, Berlin, flour to D. F. Hooe. Gondola _____, Harper's Ferry, corn to Fowle & Co.

Gondola _____, Quarter Branch, corn to order.

Cleared.

Boat Wave, groceries, boots, shoes, hats, &c., for Charlestown, Harper's Ferry and Shepherdstown, Va., and Sharpsburg, Clearspring, Williamsport, Hancock, Old Town and Cumberland, Md., from McVeigh, Bro. & Co.

Boat Maryland, Cumberland by D. B. Smith & Co., groceries for Hancock from McVeigh, Bro. & Co.

Wed. 4/2/51, p. 2. The appearance of the commencement of the Canal trade to this place, is very pleasing. The fine coal wharves at the upper end of the harbor, are covered with the "black diamonds," and vessels lying at them, taking in their cargoes.

All along the wharves, lower down, we perceive, also, canal boats delivering their cargoes of flour, wheat, corn, &c., and taking in their return cargoes for different places up the Chesapeake and Ohio Canal.

Mr. Eastlack, at his boat yard, is building and launching as fast as he can prepare them, Canal boats designed for the trade on the Canal.

Alexandria ought to be, and will be, we hope, the depot for the Chesapeake and Ohio canal trade of *all kinds*.

A splendid Canal boat, built for the Allegany Coal Company, and called the William Fowle, was launched from the ship yard of Mr. Eastlack at this place on Monday last.

Canal Commerce.

Arrived, April 1.

Boat H. H. Casey, Cumberland, coal to Waters & Zimmerman.

Boat Ohio, Cumberland, coal to D. B. Smith & Co.

Boat Catherine Shafer, Williamsport, 3,500 bushels yellow corn to Fowle & Co.

Cleared.

Boat Westmoreland, Cumberland, by D. B. Smith & Co.

Boat Caroline, do. do.

Boat Miles Standish, dry goods from Bryan, Adams & Co., and groceries from McVeigh, Bro. & Co., for Cumberland.

Boat Neptune, Goose Creek, plaster by Fowle & Co., lumber by James. Green & Son, and hardware by James A. English & Co.

Boat Gen. Cass, Goose Creek, plaster by Fowle & Co.

p. 3. The Alexandria Marine Rail Way is in successful operation and doing a good business. At Mr. Hunter's Ship Yard a marine rail way is in the course of construction.

Thu. 4/3/51, p. 2. Our reports of the daily arrivals and departures of Canal boats, at and from this place, show that our Canal commerce is already an important item in our commercial and business department.

p. 3. **Washington Canal.**

Yesterday, the water was let into so much of the line of the Chesapeake and Ohio Canal as lies between the western limits of the city and Van Ness's; and now there is a connection with the Washington city canal as far east as Third street. In the course of about two weeks the

canal will be navigable half a mile beyond - to Virginia avenue. - *Republic*.

Canal Commerce.

Arrived, April 2.

Boat John F. Essex, Harper's Ferry, 400 bbls. flour to W. L. Powell & Son.

Cleared.

Boat Caroline, groceries for Williamsport from Wm. Bayne.

Fri. 4/4/51, p. 2. The steamboat launched at Washington, on Monday, is a propellor designed for towage or the transportation of passengers on canals. It is spoken favorable of, as likely to answer for the purpose intended. It has been built so as to suit the locks of the Rappahannock Canal, where it will first be put in operation. We shall be glad to hear of the success of this or some other steamboat for Canals. The introduction of steam on canals is a *desideratum*.

p. 3. **Canal Commerce.**

Arrived, April 3.

Boat Mary R. Zimmerman, Cumberland, coal to Waters & Zimmerman.

Boat Mountaineer, Cumberland, coal to Waters & Zimmerman.

Boat Eckhart, Cumberland, coal to Waters & Zimmerman.

Boat Pennsylvania, Cumberland, coal to D. B. Smith & Co.

Boat Belle, Shepherdstown, 3,000 bushels corn to Fowle & Co.

Boat Wm. C. Johnson, Noland's Ferry, 1,700 bushels corn to Lambert & McKenzie.

Cleared, April 3.

Boat John F. Essex, sundries by McVeigh, Bro. & Co.

Boat Hugh Smith, groceries for Harper's Ferry from McVeigh, Bro. & Co.

Boat Caroline, groceries, &c., for Clearspring, Md., from McVeigh, Bro. & Co.

Boat Gondola, groceries from McVeigh, Bro. & Co.

Sat. 4/5/51, p. 2. A visit to the Coal wharves, where the Canal boats are unloading, and the sea vessels are taking in their cargoes, is now worth making. It looks like business. Success to the trade!

As long as the supply of Coal from Cumberland continues, the demand for vessels for its transportation must continue, also. Vessels from the Eastern cities can always secure a cargo of this useful and valuable article. They are and will be wanted.

p. 3. **Canal Commerce.**

Arrived, April 4.

Boat Jenny Lind, Cumberland coal, to Fowle & Co.

Cleared.

Boat Catherine Shafer, Williamsport, plaster by Fowle & Co., and groceries from Fishback & Bro.

Boat Gen. Taylor, Berlin, fish and salt by Fowle & Co.

Boat L. A. Phelps, Cumberland, by Fowle & Co.

Boat H. G. Phelps, Cumberland, by Fowle & Co.

Boat Belle, Shepherdstown, hardware from James A. English & Co.

Mon. 4/7/51, p. 3. **Canal Commerce.**

Arrived, April 5.

Boat J. P. Smart, Edward's Ferry, 1,200 bushels corn to Fowle & Co.

Boat Isabel, Honeywood, 1,800 bushels wheat and corn to Fowle & Co.

Departed.

Boat Delaware, Cumberland, by D. B. Smith & Co.

Boat John G. Stone, do. do

Boat Ohio, do. do.

Boat Pennsylvania, Cumberland, by D. B. Smith & Co., and groceries from Wm. Bayne.

Boat Jenny Lind, Cumberland, by Fowle & Co., and groceries for Mercerville, Md., from McVeigh, Bro. & Co.

Boat Anna Woodward, Cumberland, dry goods from Bryan, Adams & Co., and groceries from Wm. Bayne.

Boat Mary R. Zimmerman, Cumberland, by Waters & Zimmerman.

Boat Belle, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co. and Wm. Bayne; and dry goods from Bryan, Adams & Co.; for Shepherdstown, Va.

Boat Ann Thompson, groceries from Wm. Bayne.

Tue. 4/8/51, p. 3. **Canal Monument.**

The Board of Directors of the Chesapeake and Ohio Canal Company have ordered a monument to be erected at some suitable point at Cumberland, to commemorate the completion of the canal to this place. The matter has been entrusted to the entire care of Col. John Pickell, of Baltimore, one of the directors, who will visit Cumberland in a short time to select the proper location. - *Cum. Civ.*

canal Commerce.

Arrived, April 7.

Boat Isaac Motter, Cumberland, coal to D. B. Smith & Co.

Boat J. D. McCoy, do. do. do.

Boat J. G. Stone No. 2, do. do. do.

Boat Southampton, do. do. do.

Boat De Witt Clinton, flour to T. M. McCormick & Co.

Departed.

Boats Pennsylvania and Ohio, Cumberland, by D. B. Smith & Co.

Boat H. H. Casey, Cumberland, by Waters & Zimmerman, groceries, &c. from McVeigh, Bro. & Co.; iron from James Dempsey.

Boat Catoctin, fish for Catoctin.

Boat John P. Garrott, groceries, &c., for Burkettsville, Md., from McVeigh, Bro. & Co.

Boat Isabel, groceries, &c., for Honeywood Mills, from McVeigh, Bro. & Co.

Boat John P. Smart, furniture from H. Bradley & Son and Wm. H. Muir, for Big Spring Mill; groceries for Leesburg, Va., from

McVeigh, Bro. & Co. and Wm. Bayne; shoes, &c., from G. H. Bayne & Co.

Boat Union, groceries for Old Town, Md., from McVeigh, Bro. & Co.

Chesapeake and Ohio Canal Trade.

DEPARTED FROM CUMBERLAND.

Omitted last week. - L. A. Phelps and H. G. Phelps, McCaffrey, 159.12 coal from Allegany Mining co., to Fowle & Co., Alexandria. Jenny Lind, Artz, 62.16 coal from same to same.

March 28, Isaac Long, Hays, 87 coal from Frostburg coal co., to W. Brown, Antietam. M. H. Enswinger, Ensminger, 91.3 coal from Maryland Mining co., to Waters & Zimmerman.

March 29, Mountaineer, Martin, 88.2 coal from Frostburg Coal Co., to D. B. Smith & Co., Alexandria. David Seigle, Dixon, 86.14 coal from Maryland Mining coal co., to Waters & Zimmerman, Alexandria.

April 1, Mount Vernon, Dublin, 95 coal from Alleghany Mining co., to Fowle & Co., Alexandria. Eldorado, Rizer, 88.10 coal from Frostburg coal co., to Fowle & Co., Alexandria. E. J. Neal, Neal, 94.10 coal from Maryland Mining co. to Hunter & Dowling, Georgetown. Cumberland, Benner, 86.12 coal from Frostburg coal co. to D. B. Smith & Co., Alexandria. Salem, Kidweller, 87.18 coal from same to same.

April 2, W. T. Hamilton, Ensminger, 91.4 from Maryland Mining co. to Hunter & Dowling, Georgetown. Southampton, Taylor, 85.9 coal from Frostburg coal co., to D. B. Smith & Co., Alexandria.

April 3, F. Rawdon, Petrie, 93.8 coal from Maryland Mining co., to Waters & Zimmerman, Alexandria. Oregon, Howser, 93.4 from Frostburg coal co., to D. B. Smith & Co., Alexandria.

Amount of coal this week	1168.10
Amount before (corrected)	9868.15
Amount to date	<u>11,037.05</u>

Wed. 4/9/51, p. 3. **Canal Commerce.**

Arrived, April 8.

Boat M. H. Ensminger, Cumberland, coal to Waters & Zimmerman

Boat Gen. Washington, Goose Creek, 1,900 bushels corn and wheat to Fowle & Co.

Thu. 4/10/51, p. 3. **Canal Commerce.**

Arrived, April 9.

Boat David Seigle, Cumberland, coal to Waters & Zimmerman.

Boat Mt. Vernon, Cumberland, coal to Fowle & Co.

Boat Oregon, Cumberland, coal to D. B. Smith & Co.

Boat Salem, do. do. do.

Boat Cumberland, do. do. do.

Boat Elizabeth, do. do. do.

Boat Grampus, Hancock, wheat to Cazenove & Co.

Cleared.

Boat Millard Fillmore, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.; dry goods from Bryan, Adams & Co.; hardware from James A. English & Co.; Queensware from R. H. Miller, for Hancock, Md.

Boat Isaac Motter, from D. B. Smith & Co.

Boat De Witt Clinton, plaster, salt and fish from T. M. McCormick & Co.

Fri. 4/11/51, p. 3. **Canal Commerce.**

Arrived, April 10.

Boat Mountaineer, Cumberland, coal to D. B. Smith & Co.

Boat Eldorado, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Southampton, from D. B. Smith & Co.; 15 tons groceries for Frostburg from William Bayne.

Boat C. C. Smoot, plaster from Fowle & Co.; groceries, boots, shoes, hats, &c., for Williamsport, Hancock, and Cumberland, Md., and Bedford, Pa. from McVeigh, Bro. & Co.

Boat Gen. Washington, groceries for Leesburg from Wm. Bayne and McVeigh, Bro. & Co.

Boat John P. Garrott, groceries for Knoxville from Wm. Bayne.

Sat. 4/12/51, p. 3. **Canal Commerce.**

Cleared, April 11.

Boat Mount Vernon, groceries, boots, shoes, hats, &c., for Harper's Ferry, Hedgesville, Martinsburg and Shepherdstown, Va., and Sharpsburg and Cumberland, Md., from McVeigh, Bro. & Co., and groceries from S. Shinn & Son, for Cumberland, Md.

Boat Millard Fillmore, Cumberland, from D. B. Smith & Co.

Boat Cumberland, by D. B. Smith & Co.

Boat Elizabeth, by D. B. Smith & Co.

Boat Salem, by D. B. Smith & Co.

Mon. 4/14/51, p. 2. **Cost of Transportation.**

Col. John Pickell, one of the Directors of the Canal Company, is reviewing, in a series of articles in the Baltimore American, the late letter of Thomas Swann, Esq., in relation to the Cross Cut Canal.

Among other interesting points discussed in the second number of this review, is the relative cost of transportation of coal on the Rail Road and Canal. Having stated Mr. Swann's argument on the subject, we feel bound in justice to give that of an advocate of the Canal.

In adverting to the remarks made by Mr. Swann, in which he expresses doubt as to the wisdom of the reduction recently made by the Canal Company in the rate of tolls on coal, Col. Pickell replies that he might with equal propriety question the low rate also very recently established by the Rail Road Company on Coal - "especially when compared with the rate originally adopted and then considered barely sufficient to be regarded as possessing a remunerating character." "A few years ago," says Col. P., "the freight on Coal from Cumberland was not less than \$3.50 per ton, and is now reduced to \$2.21 per ton, and it is

clear to my mind that either the profit upon this tonnage was *then* large, or the *present* rate is below the remunerating standard, and a consequent loss to the Company." Col. Pickell then takes up the subject of the cost of transporting coal from the Point of Rocks (where the Canal and Rail Road separate) to Baltimore, by Rail Road and by Canal, with Cross Cut, respectively. The calculation is based on the existing rates on the two works, it being assumed that the Canal is continued on from Georgetown to Baltimore. The following is the result:

By Canal

From the Point of Rocks to Georgetown, 48 miles, toll equal to	11¼ cts.
Freight from Point of Rocks to Georgetown	23½ cts.
From Georgetown to Baltimore, 44 miles, toll	10¾ cts
Freight from Georgetown to Baltimore	21½ cts
	67 cts

By Railroad

From Point of Rocks to Locust point, 70 miles, one and one third cents per mile 93 cts.
 Making a difference in favor of the Canal by 26 cents per ton, which upon a trade of 75,000 tons will amount to \$19,500.

Col. Pickell then goes on to say:

Arrangements, I have been credibly informed, are now in preparation by which the expense of transportation, or in other words, the freight will be reduced 50 per cent from the rates I have estimated above, and which would then exhibit the difference of cost in favor of the Canal of 49 cents per ton. Taking then the mean of these two differences and there would be 37½ cents less cost by the Canal than by the Railroad to Baltimore - a saving of \$28,125 - to the coal proprietors, in the cost of the article proposed for transshipment, delivered at Baltimore and I would ask whether this *advance*, for it is equivalent to an advance, would not be a strong inducement with many of

the coal companies to select this city as the great coal depot or point of transshipment.

In connection with this branch of the enquiry it must not be forgotten that the Railroad has reduced its freights to the probable *minimum* only upon the single article of coal, while the freight upon all other articles remain in *status quo*, and it will yet have to be determined by *experience* whether it is possible for the company to secure by this *extraordinary* reduction, a remunerating return upon the transportation of this article.

Col. Pickell then presents a table which is prepared to show the relative cost of transportation on some of the principal articles of trade - such as pork, beef, bacon, flour, salt, etc., on the Baltimore and Ohio Rail Road, the Chesapeake and Ohio Canal, and the Pennsylvania, New York and Ohio Canals. - *Cumberland Civilian*.

Canal Commerce.

Arrived, April 12.

Boat Geo. W. Riggs, jr., Cumberland, coal to Waters & Zimmerman.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Boat Neptune, Leesburg, flour to D. F. Hooe.

Boat Gen. Cass, do. do. do.

Boat J. P. Smart, do. do. do.

Cleared.

Boat Eagle, Hancock, 17 tons groceries, shoes, boots, hats, &c., from McVeigh, Bro. & Co.; dry goods from Bryan, Adams & Co.; and hardware from James A. English & Co.

Boat Freeman Rawdon, groceries, &c., for Williamsport, Md., from McVeigh, Bro. & Co.

Chesapeake & Ohio Canal Commerce.

DEPARTED FROM CUMBERLAND

April 4. - G. W. Riggs, Wellman, 104.5 coal from Md. Mining co., to Waters & Zimmerman, Alex. Elizabeth, Gwinner, 81.16 coal from Frostburg coal co. to D. B. Smith & Co., Alexandria. J. Snively, Hergershamer, 82.2

coal from Allegany Mining co. to Fowle & Co., Alexandria.

April 5. - Otho Baker, Heskell, 110 coal from Frostburg coal co., to D. B. Smith & Co., Alexandria. Virginia, Moran, 59 coal from same to owner on board, Washington city. American Flag, Hays, 91.14 coal from same to D. B. Smith & Co., Alex. M. Hoffman, Burrows, 96.5 coal from Md. Mining co. to Waters & Zimmerman, Alex.

April 7. - C. F. Mudge, McDougall, 102.14 coal from Md. Mining co. to Waters & Zimmerman. Westmoreland, Mayer, 63.8 coal from Frostburg coal co. to D. B. Smith & Co., Alex.

April 8. - Salome Clarke, Wolf, 88.19 coal from Frostburg coal co. to D. B. Smith & Co., Alex. Maryland, Gilleece, 81.04 coal from same to same. Louisa, Streeter, 103.3 coal from Md. Mining co. to Waters & Zimmerman, Alexandria.

April 9. - Emily Hoffman, Merrell, 105.4 coal from Md. Mining co. to Waters & Zimmerman, Alexandria. Delaware, Sloane, 93.8 coal from Frostburg coal co. to D. B. Smith & Co., Alex. H. G. Phelps, Hall, 80.13 coal from Allegany Mining co. to Fowle & Co., Alexandria.

April 10. - William, Ikes, 59.17 coal from Frostburg coal co. to D. B. Smith & Co., Alex. W. B. Clarke, Taylor, 86.19 coal from same to same. Miles Standish, Cobb, 92.19 coal from Maryland Mining co. to Waters & Zimmerman, Alexandria.

Amount of coal by Canal this week	1,598.10
Amount before	11,037.05
Amount to date, Tons	<hr/> 12,635.15
Amount Coal sent by B. and O. R. R. for the week ending April 5th, Tons:	3,051.10

- *Cumb. Civ.*

Tue. 4/15/51, p. 3. **Canal Commerce.**

Arrived, April 14.

Boat American Flag, Cumberland, coal to D. B. Smith & Co.

Boat Martin Hoffman, Cumberland, coal to Waters & Zimmerman.

Boat C. F. Mudge, Cumberland, coal to Waters & Zimmerman.

Departed, April 14.

Boat Eldorado, Cumberland, salt and fish by D. B. Smith & Co.

Boat Mountaineer, Cumberland, by D. B. Smith & Co.

Wed. 4/16/51, p. 2. There were six or seven vessels at the coal wharves yesterday, taking on cargoes of Cumberland Coal for Eastern markets. The Coal depot is now a business place, cheering to the eye, and we hope, equally so, to the business prospects of our town.

Charles B. Fisk, esq., has been appointed engineer of the Washington City Canal. He is the engineer of the Chesapeake and Ohio Canal.
p. 3. **Canal Commerce.**

Arrived, April 15.

Boat J. Snively, Cumberland, coal to Fowle & Co.

Boat Westmoreland, Cumberland, coal to D. B. Smith & Co.

Boat Maryland, Cumberland, coal to D. B. Smith & Co.

Boat Delaware, Cumberland, flour to Wm. Bayne.

Departed, April 15.

Boat Otho Baker, Cumberland, by D. B. Smith & Co., and groceries for Clearspring, from Wm. Bayne.

Boat Geo. W. Riggs, Jr., Cumberland, by Waters & Zimmerman.

Boat Neptune, Goose Creek, plaster from Fowle & Co., and groceries from Wm. Bayne, to Belmont.

Boat James F. Essex, Harper's Ferry, plaster from Fowle & Co.

Boat John P. Smart, groceries, shoes, &c., from McVeigh, Bro. & Co., for Loudoun County, Va., and groceries from Wm. Bayne, for Pleasant Dale, and hardware from James A. English & Co.

Boat Gen. Cass, groceries, &c., from McVeigh, Bro. & Co., for Leesburg, Va., and groceries from Wm. Bayne; and dry goods from Bryan, Adams & Co.

Boat Lady of the Lake, groceries, &c., for Shepherdstown, Md., from McVeigh, Bro. & Co.

Thu. 4/17/51, p. 2. We learn by a slip from the office of the Williamsport Sentinel, that a leak of considerable extent took place in the Chesapeake and Ohio Canal at the East end of the Aqueduct at that place on Sunday, the 13th. The damage is beyond sight as yet, as the water washed the dirt from between the Aqueduct and the slope-wall, inside and outside the Basin. At 12 o'clock on Monday, some 10 or 15 hands were put to work excavating the tow-path so as to puddle the defective part. The water came out some 15 or 20 feet below the top of the tow-path; hence it is more than likely that considerable labor will be required before the bottom of the leak can be reached. The general impression is that it will require the greater part of this week to repair it.

p. 3. **Canal Commerce.**

Arrived, April 16.

Boat Louisa, Cumberland, coal to Waters & Zimmerman.

Boat E. Hoffman, do. do. do.

Boat Miles Standish, do. do. do.

Boat Hugh Smith, Harper's Ferry, flour to D. F. Hooe and Cazenove & Co.

Boat Belle, Shepherdstown, corn to Cazenove & Co.

Boat Star, do. do. do.

Boat Susan, Hancock, 1,500 bushels wheat to Fowle & Co.

Boat Catherine Shafer, from Cedar Grove, 1,800 bushels yellow corn and 300 bbls flour to Lambert & McKenzie.

Departed.

Boat M. Hoffman, Cumberland, by Waters & Zimmerman.

Boat American Flag, Cumberland, by D. B. Smith & Co.

Boat Hugh Smith, groceries for Luray, Page county, Va., from Wm. Bayne.

Fri. 4/18/51, p. 3. **Canal Commerce.**

Arrived, April 17.

Boat Delaware, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Belle, Shepherdstown, plaster from Fowle & Co.; dry goods from Wm. N. Berkley and Bryan, Adams & Co.; hardware from Creighton & McNair; and groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Boat Emily Hoffman, barreled fish for Cumberland from Waters & Zimmerman.

Boat Paysin, groceries, &c. for Winchester from McVeigh, Bro. & Co.

Boat Wm. Fowle, groceries, boots and shoes for Sir John's Run and Cumberland, Md., from McVeigh, Bro. & Co.

Boat Westmoreland, from D. B. Smith & Co.

Boat Maryland, from D. B. Smith & Co.

Sat. 4/19/51, p. 3. **Canal Commerce.**

Arrived, April 18.

Boat Wm. B. Clarke, Cumberland, coal for D. B. Smith & Co.

Departed.

Boat Delaware, Cumberland, from D. B. Smith & Co.

Boat Salome Clark, Cumberland, from D. B. Smith & Co.

Boat Star, Shepherdstown, plaster from Fowle & Co.

Boat Susan, Millstone Point, plaster from Fowle & Co.; and groceries from Wm. Bayne.

Boat Belle, Millstone Point, groceries for Hard Scrabble and Shepherdstown, from Wm. Bayne and J. J. Wheat & Bros.

Mon. 4/21/51, p. 2. The break which we noticed as having occurred in the Chesapeake and Ohio Canal at Williamsport, Md. last week, has been repaired, and the Canal is again in navigable order.

p. 3. **Canal Commerce.**
 Cleared, April 19.
 Boat Salome Clark, Williamsport, Md.,
 groceries, &c., from McVeigh, Bro. & Co., and
 plaster and fish from T. M. McCormick.

Tue. 4/22/51, p. 3. **Canal Commerce.**
 Arrived, April 21.
 Boat Mary R. Zimmerman, Cumberland,
 coal to Waters & Zimmerman.
 Boat Mary R. Hale, Cumberland, coal to
 Waters & Zimmerman.
 Departed.
 Boat Wm. B. Clarke, Cumberland, plaster
 by Fowle & Co.

 DEPARTURES FROM CUMBERLAND.

April 11, Jenny Lind, Robertson, 76.8 coal
 Frostburg coal c., to D. B. Smith & Co.,
 Alexandria. Henry Clay, Cheney, 67.10 coal
 from same to same. Mary B. Hale, Mann,
 103.9 coal from Md. Mining co. to Waters &
 Zimmerman., Alex'a.

April 12, Jenny Lind, Artz, 71.11 coal from
 Alleghany coal co. to Fowle & Co., Alex'a.
 Caroline, Strong, 92 coal from F. C. C. to D. B.
 Smith & Co., Alex'a. Mary E. Zimmerman,
 Sherman, 99.19 coal from M. M. co. to Waters
 & Zimmerman, Alex'a.

April 14, John G. Stone, Murphy, 85.8 coal
 F. C. co. to D. B. Smith & Co., Alex's. Francis
 S. Thomas, Lynch, 69.8 coal from same to J. H.
 Piper, Mercerville. Mary L. Rawdon, Giles,
 103.7 coal from M. M. co. to Waters &
 Zimmerman, Alex'a. Enterprise, Garnett, 102.4
 coal from Alleghany coal co. to Fowle & Co.,
 Alex'a.

April 15, Pennsylvania, Bootman, 90.16
 coal from F. C. co. to D. B. Smith & Co.,
 Alexandria. John C. Calhoun, Moore, 60 coke
 from same to Wm. Brown, Antietam. Anna
 Woodward, Rosa, 101.4 coal from M. M. co. to
 Waters & Zimmerman, Alex'a. L. A. Phelps,
 McCaffrey, 87.10 coal from Alleghany coal co.
 to Fowle & Co., Alex'a.

April 16, Southampton, Taylor, 81.5 coal F.
 C. C. to D. B. Smith & Co., Alex'a. Oregon,
 Howser, 83.14 coal from same to same. H. H.
 Casey, Hopkins, 97.16 coal from M. M. co. to
 Waters & Zimmerman, Alexandria.

April 17, Ohio, Hoover, 84.15 coal from F.
 C. co. to D. B. Smith & Co., Alex'a. Elizabeth,
 Gwinner, 86 coal from Alleghany coal co. to
 Fowle & Co., Alex'a.

Amount of coal by Canal this	1,648.10
week	
Amount before	12,635.15
Amount to date, Tons	14,284.05
Amount of coal sent by B. and O. R. R. for the	
week ending Saturday the 12th instant, Tons:	2,756.16

Cumberland Civ.

Wed. 4/23/51, p. 3. **Canal Commerce.**
 Arrived, April 22.

Boat Elizabeth, Cumberland, coal to Fowle
 & Co.

Boat Experiment, Conrad's Ferry, 1,500
 bushels corn to Fowle & Co.

Boat Henrietta, Big Spring Mills, flour to
 Wm. L. Powell & Son.

Boat J. P. Smart, Big Spring Mills, 2,500
 bushels corn to Fowle & Co.

Boat William, from Cumberland, coal to D.
 B. Smith & Co.

Boat Oregon, from Cumberland, coal to D.
 B. Smith & Co.

Boat John G. Stone, from Cumberland, coal
 to D. B. Smith & Co.

Departed, April 22.

Boat Mary R. Hale, Cumberland line, by
 Waters & Zimmerman, goods from McVeigh,
 Bro. & Co., Wm. Bayne, Bryan, Adams & Co.,
 Lambert & McKenzie, and Wm. L. Powell &
 Son.

Boat M. R. Zimmerman, Cumberland, by
 Waters & Zimmerman.

Boat Enterprise, dry goods from Bryan,
 Adams & Co., for Leesburg.

Boat Experiment, groceries for Leesburg,
 from Wm. Bayne.

Thu. 4/24/51, p. 3. **Canal Commerce.**

Arrived, April 23.

Boat Ben. Franklin, Williamsport, flour to T. M. McCormick & Co.

Boat Jenny Lind, Artz, Cumberland, coal to Fowle & Co.

Boat H. G. Phelps, Cumberland, coal to Fowle & Co.

Departed.

Boat Elizabeth, Cumberland, fish from R. C. Barton and mackerel from Fishback & Bro.

Boat Ben. Franklin, for Williamsport, dry goods from Bryan, Adams & Co.; hardware from James A. English & Co.; and groceries from Wm. Bayne; plaster and herrings from T. M. McCormick & Co.

Boat Henrietta, Big Spring Mills, plaster from Fowle & Co., and groceries for Leesburg from McVeigh, Bro. & Co.

Fri. 4/25/51, p. 3. **Canal Commerce.**

Arrived, April 24.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Boat Enterprise, Cumberland, coal to Fowle & Co.

Boat Jenny Lind, Robertson, Cumberland, coal to D. B. Smith & Co.

Boat Henry Clay, Cumberland, coal to D. B. Smith & Co.

Boat Caroline, Cumberland, coal to D. B. Smith & Co.

Boat Southampton, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Jenny Lind, Artz, Cumberland, from Fowle & Co., and groceries from McVeigh, Bro. & Co.

Boat William, Cumberland, from D. B. Smith & Co.

Boat H. G. Phelps, Cumberland, from Fowle & Co.

Boat Oregon, Cumberland, from D. B. Smith & Co.

Sat. 4/26/51, p. 3. **Canal Commerce.**

Departed, April 25.

Boat Caroline, fish, &c., for Cumberland, from D. B. Smith & Co.

Boat Enterprise, Cumberland, from Fowle & Co.

Mon. 4/28/51, p. 3. **Canal Commerce.**

Arrived, April 26.

Boat H. H. Casey, Cumberland, coal to Waters & Zimmerman.

Boat Mountain Ranger, Cumberland, coal to Waters & Zimmerman.

Boat Eckhart, Cumberland, coal to Waters & Zimmerman.

Boat Ohio, Cumberland, coal to D. B. Smith & Co.

Boat Millard Fillmore, Cumberland, coal to Fowle & Co.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Boat M. H. Ensminger, Cumberland, coal to Waters & Zimmerman.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Departed.

Boat Mary L. Rawdon, Cumberland, fish from Wm. L. Powell & Son.

Boat Anna Woodward, Cumberland, fish from McVeigh, Bro. & Co.

Boat H. H. Casey, Cumberland, fish from Wm. L. Powell & Son, and groceries from Wm. Bayne.

Boat Southampton, Cumberland, by D. B. Smith & Co., and groceries from Wm. Bayne.

Boat L. A. Phelps, Cumberland, by Fowle & Co.

Boat Millard Fillmore, Cumberland, by Fowle & Co.

Tue. 4/29/51, p. 2. We learn that Emanuel Francis and George Maxwell, two of our worthy and enterprising Mechanics, have recently erected a Lime Kiln, but a short distance south of the outlet Locks of the Alexandria Canal, where they design to go

extensively in the lime business. May success attend them.

p. 3.

Canal Commerce.

Arrived, April 28.

Boat North Bend, Cumberland, coal to D. B. Smith & Co.

Boat Cumberland, do. do. do.

DEPARTURES FROM CUMBERLAND.

April 17, Tonoloway, Paulding, 49.5 coal from F. c. c. t Williamsport.

April 18, Mountain Ranger, Hetzell, 103.19 coal from M. M. c. to Waters & Zimmerman, Alex'a. M. H. Ensminger, Ensminger, 101.4 coal from same to same. North Bend, Kidweller, 44.17 coal from F. C. C. to D. B. Smith & Co., Alex'a. Cumberland, Benner, 81.1 coal from same to same. Denton J. McCoy, Crockett, 88.16 coal from Alleghany co. to Fowle & Co., Alexandria. Eckhart, Robinson, 91.18 coal from Md. M. co. to Waters & Zimmerman, Alex'a. Millard Fillmore, Beard, 88 coal from same to same.

April 19, D. Seigle, Dixon, 103.2 coal from M. M. co. to Waters & Zimmerman, Alex'a. Isaac Long, Nare, 64.17 coal from F. C. C. to W. Brown, Antietam. Isaac Motter, Ardinger, 104 coal from Alleghany co. to Fowle & Co., Alexandria.

April 21, G. W. Riggs, Wellman, 105.9 coal from M. M. co the Waters & Zimmerman, Alex'a. Salem, Kidweller, 93.14 coal from F. c. c. to D. B. Smith & Co., Alex'a.

April 22, E. J. Neal, Neal, 100.15 coal, from M. M. co. to Waters & Zimmerman, Alex'a. Mountaineer, Martin, 99.14 coal from F. c.c. to D. B. Smith & Co., Alex'a. Eldorado, Rizer, 69.9 coal from same to same. Mount Vernon, Dubbin, 96 coal from Alleghany co. to Fowle & Co., Alex'a.

April 23, W. T. Hamilton, Ensminger, 104 coal from M. M. co., to Waters & Zimmerman, Alex's. Martin Hoffman, Burrows, 83.8 coal from same to same.

April 24, F. Rawdon, Petrie, 96.2 coal from M. M. co. to Waters & Zimmerman, Alex'a. De

Witt Clinton, Moravey, 70 coal from F. c. c. to D. B. Smith & Co., Alex'a. Westmoreland, Moyer, 85.11 coal from same to same.

Amount of coal this week by Canal	2,029.14
Amount before	14,284.05
Amount to date, Tons	16,313.19

Cumberland Civilian.

Wed. 4/30/51, p. 3. **Canal Commerce.**

Arrived, April 29, to 4 o'clock.

Boat Eagle, Snively.

Boat Isaac Motter, 104 tons of coal to Fowle & Co.

Departures, April 29, to 4 o'clock.

Boat Ohio, Hoover, 1½ tons fish by D. B. Smith & Co.

Boat North Bend, Kidweller, by Fowle & Co.

Thu. 5/1/51, p. 2. Through the kindness of Mr. Gallaher, the Superintendent of the Locks, we are now enabled to give a *correct* report of the arrival and departure of the Canal Boats to and from this place, every day, up to 4 o'clock P.M.
p. 3. **Canal Commerce.**

Arrivals, April, after 4 o'clock.

Boat Col Crocket, Lockridge, flour and corn to Cazenove & Co.

Boat Martin Hoffman, Dusenbury, 83.8 tons of coal to Waters & Zimmerman, flour and bacon to Wm. L. Powell & Son.

April 30, up to 4 o'clock.

Boat Freeman Rawdon, 96.2 tons coal to Waters & Zimmerman.

Boat Mount Vernon, Dubbin, 96 tons of coal to Fowle & Co.

Boat Star, Cockerell

Boat Wm. Jackson, Knotts, limestone to Francis & Maxwell.

Boat Edward Payson, McMurren, limestone to Thomas & Dyer.

Boat Phineas Janney, Harper's Ferry, flour to T. M. McCormick & Co.

Departures, April 29, after 4 o'clock.

Boat M. Ensminger, Ensminger, empty.

Boat Cumberland, Benner, by D. B. Smith & Co.

April 30, *up to 4 o'clock.*

Boat Isaac Motter, Ardinger, by Fowle & Co.

Boat George W. Riggs, Jr., goods from McVeigh, Bro. & Co. and Wm. Bayne, for Cumberland, and patterns from Smith & Perkins for Harper's Ferry.

Boat Eagle, plaster from Fowle & Co., groceries, boots, shoes, &c., from McVeigh, Bro. & Co. and dry goods from Bryan, Adams & Co. for Hancock, Md.

Fri. 5/2/51, p. 3. **Canal Commerce.**

Arrivals, May 1, *up to 4 'clock.*

Boat Mountaineer, Martin, 99.14 tons of coal to D. B. Smith & Co.

Boat Eldorado, Martin, 69.9 tons of coal to D. B. Smith & Co., flour to market, bacon to Wm. L. Powell & Son.

Boat Salem, Kidweller, 93.14 tons of coal to D. B. Smith & Co.

Boat Westmoreland, Mayer, 85.11 tons of coal to D. B. Smith & Co., and 20 bbls flour to Wm. Bayne.

Departures, April 30, *after 4 o'clock.*

Boat David Seigle, Dixon, from Waters & Zimmerman.

May 1, *up to 4 o'clock.*

Boat Mount Vernon, Dublin, guano from Fowle & Co.

Boat Star, Cockerell, fish and furniture.

Boat Freeman Rawdon, from Waters & Zimmerman.

Sat. 5/3/51, p. 3. **Canal Commerce.**

Arrivals, May 1, *after 4 o'clock.*

Boat C. F. Mudge, 100.07 tons of coal to Waters & Zimmerman.

Boat Emily Hoffman, 99.17 tons of coal to Waters & Zimmerman.

Boat Otho Baker, 105.12 tons of coal to D. B. Smith & Co.

May 2, *up to 4 o'clock.*

Boat Maryland, 76.12 tons of coal to D. B. Smith & Co.

Boat De Witt Clinton, 69 tons of coal to D. B. Smith & Co.

Boat Oregon, 92.17 tons of coal to D. B. Smith & Co.

Departures, May 2nd, *up to 4 o'clock.*

Boat Wm. Jackson.

Boat Martin Hoffman, lumber by Waters & Zimmerman and groceries by Wm. Bayne.

Boat Salem, by D. B. Smith & Co.

Mon. 5/5/51, p. 3. **Canal Commerce.**

Arrivals, May 3, *up to 4 o'clock.*

Boat Delaware, 91.11 tons of coal to D. B. Smith & Co.

Boat American Flag, 95.15 tons of coal to D. B. Smith & Co.

Boat E. J. Neal.

Departures, May 2, *after 4 o'clock.*

Boat Col. Crockett, Lockridge, fish, shoes and groceries by McVeigh, Bro. & Co.

Boat Martin Hoffman, sundries from Waters & Zimmerman.

Departures, May 3rd, *up to 4 o'clock.*

Boat Eldorado, powder, salt and groceries from D. B. Smith & Co.

Boat Mountaineer, fish, salt and groceries from D. B. Smith & Co., and McVeigh, Bro. & Co.

Tue. 5/6/51, p. 3. **Canal Commerce.**

Arrived, May 3rd, *after 4 o'clock.*

Boat Louisa, Streeter, 100.09 tons coal to Waters & Zimmerman.

Departures, May 3rd, *after 4 o'clock.*

Boat C. F. Mudge, fish by Waters & Zimmerman, and groceries by Wm. Bayne.

Boat Emily Hoffman, from same.

Boat Otho Baker, from D. B. Smith & Co.

May 5th, *up to 4 o'clock.*

Boat E. J. Neal, fish and groceries.