

COMPILATION OF
CANAL TRADE ARTICLES FROM
GEORGETOWN ADVOCATE
DAILY NATIONAL INTELLIGENCER
THE DAILY MADISONIAN
GLOBE
and
THE WHIG STANDARD
five Washington, D. C. newspapers
1841 - 44

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FEBRUARY 2018

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Georgetown Advocate*, *Daily National Intelligencer*, *The Daily Madisonian*, *Globe* and *The Whig Standard* five Washington, D. C. newspapers, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. Some dates during the boating season were missing. All these newspapers were found online and articles therefrom are preceded by GA, DNI, DM, *Globe* and WS respectively.

There is some duplication in information due to the different newspapers publishing similar articles about, for example Canal Trade, wherein the reporters for the newspapers had different deadlines for reporting the data and thus the lists have different boats, distances, and/or cargo. I have tried to reconcile the data as best I can, thus this is an edited report. All the canal boat data was entered on an EXCEL spreadsheet and then checked for consistent spelling. Descendants are encouraged to contact the transcriber if a consistent spelling is wrong; e.g. McIlhenny or Leetch or Reichter.

The research continues, the reader may yet find a missing date, or better yet a missing newspaper.

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.

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Transcribed February 2018
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Canal Trade 1841 – 44

GA, Tue. 12/7/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

F. Thomas, Miller, 71 miles, lime.
Tip & Tyler, Guilliams, 88½ miles, flour.
Antietam, Hughes, Shepherdstown, wood.
S. Catherine, Mullecan, 42 miles, wheat,
flour and corn.
Flora, Connelly, 31 miles, wheat.

Ascending

F. Thomas, Miller, for 71 miles, salt,
lumber, oysters.
Tip & Tyler, Guilliams, 88½ miles, empty.
Antietam, Hughes, Shepherdstown, salt,
lumber, oysters.
S. Catherine, Mullecan, 42 miles, salt,
plaster and whiskey.
Flora, Connelly, 31 miles, salt.

GA, Sat. 12/11/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Thos. Jefferson, Cockrell, from Dam No.
3, wheat and oats.
Atlanta, Crow, Shepherdstown, wheat and
flour.
Fisk, Aud, Edwardsferry, oats and corn.
Waterwitch, Gibson, Harpersferry, ---
John Tyler, Cecil, Harpersferry, wood.

Ascending

Thos. Jefferson, Cockrell, for Dam No. 3,
plaster
Atlanta, Crow, Shepherdstown, salt.
Fisk, Aud, Edwardsferry, salt and whiskey
Waterwitch, Gilmer, Harpersferry, lumber.
John Tyler, Cecil, Harpersferry, lumber.

GA, Sat. 12/18/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Floretta, Mossburg, 38 miles, wheat.
Elgin, Sharpless, 69½ miles, nails, lime.
Catoctin, Jenkins, Seneca, wood.

Henrietta, Smart, Edwardsferry, wheat,
corn.

Columbus, Charlton, Dam No. 5, flour,
whiskey.

J. P. Ingle, Coons, Harpersferry, wheat,
flour.

Ascending

Floretta, Mossburg, 38 miles, empty.
Elgin, Shunless, 69½ miles, plaster, iron.
Catoctin, Jenkins, Seneca, sundries.
Henrietta, Smart, Edwardsferry, lumber,
sugar.
Columbus, Charlton, Dam No. 5, salt,
plaster.
J. P. Ingle, Coons, Harpersferry, fish, salt
and lumber.

GA, Tue. 12/21/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

F. Boat, Laury, Berlin, wheat.
Tyler, Hamontree, Seneca, corn.
Gen. Harrison, Jenkins, Seneca, wood.
Jack Frost, Cox, 76½ miles, flour.
Col. Benton, Crow, Shepherdstown, flour.

Ascending

F. Boat, Laury, Berlin, sundries.
Tyler, Hamontree, Seneca, sundries.
Gen. Harrison, Jenkins, Seneca, whiskey.
Jack Frost, Cox, 76½ miles, salt, coal.
Col. Benton, Crow, Shepherdstown, sugar,
molasses and salt.

GA, Tue. 3/8/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Oliver Twist, Hetzer, Williamsport, 55
tons ice.
J. P. Ingle, Coons, Harpersferry, wheat.
Linthicum, Entler, Dam No. 3, limestone.
Col. Benton, Crow, Shepherdstown, flour.
E. F. Accommodation, Good, Dam No. 4,
flour.
Victoria, Moreland, 33 miles, wood.
Ann Washington, Williams, ---, flour.

M. Francis, Flanagan, Dam No. 3, limestone and flour.

W. C. Johnson, Price, 44½ miles, iron and flour.

Ascending

Oliver Twist, Hetzer, Williamsport, plaster, potatoes and oysters.

J. P. Ingle, Coons, Harpersferry, plaster and potatoes.

Linthicum, Entler, Dam No. 3, sugar, coffee, &c.

Col. Benton, Crow, Shepherdstown, salt and molasses.

E. F. Accommodation, Good, Dam No. 4, plaster.

Victoria, Moreland, 33 miles, lumber and clover seed.

Ann Washington, Williams, ---, furniture.

M. Frances, Flanagan, Dam No. 3, clover seed, bacon and potatoes.

W. C. Johnson, Price, 44½ miles, plaster.

GA, Sat. 3/12/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Frank Thomas, Miller, 71 miles, ship plank.

Mary Elizabeth, Newman, Edwardsferry, flour, corn and wheat.

Catoctin, Jenkins, Seneca, wood.

Mohawk, Deltzel, 45 miles.

John Tyler, Cecil, 68¾ miles, limestone.

Alexandria, Trail, 44½ miles, wood.

Stranger, Moxley, Harpersferry.

Ascending

Frank Thomas, Miller, 71 miles, plaster and groceries.

Mary Elizabeth, Newman, Edwardsferry, plaster and lumber.

Catoctin, Jenkins, Seneca.

Mohawk, Deltzel, 45 miles, potatoes.

John Tyler, Cecil, 68¾ miles, fish.

Alexandria, Trail, 44½ miles, groceries.

Stranger, Moxley, Harpersferry, oysters and fish.

GA, Tue. 3/15/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Alleghany, Bost, Mercerville, 416 bbls. flour.

William, Crow, Shepherdstown, 1500 bu. wheat and flour.

Richard Johnson, Shaw, Mercerville, flour and lumber.

Henry Clay, James, Mercerville, 500 bbls. flour.

Ann Washington, Williams, Harpersferry, flour.

S. Catherine, Mullekin, 44½ miles, corn and oats.

Susan, Brantner, Shepherdstown, 450 bbls. flour.

William C. Johnson, Price, 44½ miles, flour and iron.

Frank Thomas, Miller, 71 miles, plank and wood.

Mary Eliza, Newman, Edwardsferry, flour, corn and corn meal.

Ascending

Alleghany, Bost, Mercerville, 20 tons plaster.

William, Crow, Shepherdstown, salt, coal, &c.

R. M. Johnson, Shaw, Mercerville, salt.

Henry Clay, James, Mercerville, potatoes, &c.

Ann Washington, Williams, Harpersferry, potatoes, &c.

S. Catherine, Mullekin, 44½ miles, fish, salt, plaster and lumber.

Susan, Branter, Shepherdstown, plaster.

W. C. Johnson, Price, 44½ miles, empty.

Francis Thomas, Miller, 71 miles, plaster and salt.

Mary Eliza, Newman, Edwardsferry, plaster and plank.

GA, Sat. 3/19/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

James Rumsey, Knott, Shepherdstown, flour, nails and limestone.

Martha Francis, Flanagan, Dam No. 3, limestone.

Jack Frost, Cox, 76 miles, flour.

Gondola, Short, Harpersferry, wheat and corn.

Geo. Washington, Hughes, 85 miles, wood

Ascending

James Rumsey, Knott, Shepherdstown, plaster, salt, potatoes and clover seed.

Martha Francis, Flanagan, Dam No. 3, lumber and potatoes.

Jack Frost, Cox, 76 miles, salt, plaster and potatoes.

Gondola, Short, Harpersferry, plaster.

Geo. Washington, Hughes, 85 miles, potatoes.

GA, Tue. 3/22/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Fisk, Aud, Edwardsferry, oats and wheat.

H. Clay, James, Mercerville, flour.

Alleghany, Bost, Mercerville, flour.

Elgin, Sharpless, 69 miles, swine.

Mary Eliza, Newman, 31 miles, flour, corn and oats.

Ann Washington, Williams, Harpersferry, flour and iron.

John Tyler, Cecil, 69 miles, limestone.

W. C. Johnson, Price, 48 miles, flour and iron.

Alexandria, Crist, 44½ miles, wood and oats.

May Flower, Wethers, -----, saw logs.

Ascending

All of the above boats, to their respective places whence they came, with the following cargoes in order: plaster and fish; salt, fish, coffee; plaster, do.; do., salt; do., do.; empty; plaster; do.

GA, Sat. 3/26/42, p. 5.

CHESAPEAKE & OHIO CANAL TRADE

Descending

J. P. Ingle, Coons, Harpersferry, wheat and flour.

Martha Francis, Flanagan, Dam No. 3, limestone.

Chesapeake, Spring, Berlin, wheat.

3 gondolas, McCallister, Harpersferry, corn and lumber.

W. C. Johnson, Price, 44½ miles, flour.

Ascending

Return cargoes, plaster, groceries, lumber and fish.

GA, Tue. 3/29/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Col. Crockett, ---, Harpersferry, flour.

Keel, Fleming, Hancock, flour.

Gen. Jackson, Crouse, Williamsport, flour.

Ellen, Brislore, Hancock, flour.

Lady Erin, Gilleece, Hancock, flour and bacon.

GA, Thu. 3/31/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Mohawk, Deltzell, 131 miles, wood, saw logs.

Benton, Crow, Shepherdstown, flour.

Gondola, Sanbar, Harpersferry, wheat.

Gen. Harrison, Steel, 107 miles, flour and whiskey.

8 keel boats, Haltzer, Cumberland, coal.

John Tyler, Cecil, 69 miles, limestone.

Union, Ardinger, Williamsport, flour.

Victoria, Shelton, 33 miles, corn and oats.

Columbus, Charlton, 107 miles, flour.

Caledonia, Garson, 130 miles, flour and bacon.

Ascending

Return boats laden with fish, plaster, groceries, lumber, tar, &c.

DM, Sat. 4/2/42, p. 3. *From the*

Georgetown (D.C.) Advocate – A foretaste of what is to be enjoyed by us on the completion of the Chesapeake and Ohio

Canal to the coal region at Cumberland, has been administrated this week by the arrival hither of a fleet of boats, laden with the black diamonds of the Alleghany. Fifteen boats freighted over 17,000 bushels of coal, are already arrived, and there are many more to follow. This coal we understand to have been contracted for by the Government, and pressure for the service of the United States' war steamers, the Missouri and Mississippi, which vessel are under orders for Washington.

These coal boats, these sable argosies, forerunners of what must indisputably be one of the most prosperous trades in the world, cannot but be hailed with triumphant gratification by all classes of our citizens, and should excite them to a steady determination to do whatever may present itself in the way of forwarding the desiderated completion of the canal.

We ought perhaps to state that we are indebted for this arrival to the high water mark in the Potomac between Cumberland and the head of the Canal, whereby the rapids of the river were comparatively obliterated.

GA, Tue. 4/5/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

H. Clay, James, Mercerville, flour.

Gondola, Pitcher, Harpersferry, empty bbls.

W. C. Johnson, Frazier, 51 miles, mill offal, corn, flour.

Ascending

Return cargoes: plaster, groceries, &c.

GA, Thu. 4/7/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Gondola, Wenner, Harpersferry, wheat, corn, flour and oats.

Mary Ann, Gardener, Dam No. 6, cooper's stuff.

Gondola, Heater, Harpersferry, corn. F. Boat, Everhart, 53 miles, wheat and corn.

Mary Elizabeth, Newman, Edwardsferry, flour and corn.

Col. Crockett, Hall, Harpersferry, flour.

Frank Thomas, Miller, 71 miles, flour, limestone and plank.

GA, Sat. 4/9/42, p. 3 & 7.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Floretta, Mossburg, 42 miles, corn, oats, rails and hay.

John Tyler, Cecil, 68½ miles, limestone.

W. C. Johnson, Walters, 44½ miles, flour.

Jack Frost, Cox, 76 miles, flour, plank, &c.

Victoria, Shelton, 39 miles, corn, oats and wheat.

GA, Sat. 4/23/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

M. Francis, Flanagan, Dam No. 3, limestone.

Union, Ardinger, Williamsport, flour, oats and whiskey.

Col. Benton, Bost, Shepherdstown, flour.

GA, Tue. 4/26/42, p. 3 & 7.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Columbus, Charlton, 107 miles, flour.

S. Catherine, Mullikin, 42 miles, flour.

Stranger, Moxley, 69 miles, limestone.

Sir. Charles, Fleming, Dam No. 6, flour and plank.

Fisk, Aud, 35 miles, wheat and corn.

Victoria, Shelton, 33 miles, corn and oats.

Union, Ardinger, Williamsport, flour.

Caledonia, Garson, Dam No. 6, plank.

GA, Sat. 4/30/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

John Tyler, Cecil, 69 miles, limestone.
Floretta, Mossburg, 42 miles, wheat and hay.

Alleghany, Bost, Mercerville, flour.
Henry Clay, James, Mercerville, flour.
Ellen, Brislin, Dam No. 6, flour.
Swift, Riley, Dam No. 6, flour.
J. P. Ingle, Brese, Harpersferry, flour and wheat.
Jack Frost, Cox, 76½ miles, flour.

GA, Tue. 6/7/42, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Descending

Wm. C. Johnson, Price, 44½ miles, flour, &c.
H. Clay, James, Mercerville, flour, whiskey.
Duck, Harns, 18 miles, wood.
Keel, Riley, Dam No. 6, flour and lumber.
Gondola, Short, Edwardsferry, wheat.

GA, Thu. 6/9/42, p. 3 & 7.
CHESAPEAKE & OHIO CANAL TRADE
Descending

Linthicum, Teel, Dam No. 3, limestone.
Millers Scow, Wilson, Seneca, lumber.
F. Thomas, Miller, 71 miles, lime.
Mary Ann, Moore, Dam No. 6, lumber.
Sir Charles, Fleming, Dam No. 6, cement.

GA, Sat. 6/18/42, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Descending

Fisk, Aud, 31 miles, wheat, corn and oats.
F. Boat, Everhart, 54 miles, sheep and wheat.
Victoria, Conley, 35 miles, sheep and corn.
Gondola, Short, Edwardsferry, wheat and corn.
Pocahontas, Manly, 22 miles, wood.
Emily Harrot, Ohr, Hancock, flour, wheat, &c.
John P. Ingle, Gibson, Harpersferry, wood.
Gen. Jackson, Harper, Harpersferry, wood.

GA, Tue. 8/2/42, p. 4.
CHESAPEAKE & OHIO CANAL TRADE
Descending

Patrick Henry, Goodrick, Williamsport, iron, nails and casting.
Stranger, Moxley, 81 miles, empty.
Henrietta, Richards, Edwardsferry, wheat.
Boxer, Graham, 41 miles, wheat.
Martha Frances, Flanagan, Dam No. 3, limestone.
H. Boteler, Williams, Harpersferry, iron.
Jack Frost, Cox, 76 miles, flour, wheat, offal.

GA, Tue. 8/9/42, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Descending

Wm. C. Johnson, Price, 44½ miles, flour.
Victoria, Conley, 33 miles, wheat.
Henrietta, Thomas, Edwardsferry, wheat, flour.
Virginia, Sweeny, Berlin, wheat.
James Rumsey, Knott, Dam No. 3, wheat.
Boxer, Graham, 36 miles, wheat.
Aurelia, Smart, Edwardsferry, wheat.
Harry of the West, Sloan, Dam No. 3, wheat.

GA, Thu. 8/11/42, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Descending

Eldridge, Short, Berlin, wheat.
Olivia, Ann, Seneca, flour.
William, Crow, Shepherdstown, flour and wheat.
Gen. Harrison, Steel, Dam No. 5, wheat.
Col. Benton, Walker, Shepherdstown, wheat and flour.
Tip & Tyler, Shafar, 88½ miles, wheat.
Union, Ardinger, Williamsport, wheat and flour.
Chesapeake, Spring, Berlin, wheat.

GA, Sat. 8/20/42, p. 3 & 7.
CHESAPEAKE & OHIO CANAL TRADE
Descending

Mary Elizabeth, Newman, Edwardsferry, wheat and oats.

--- Clinton, Goodrick, Williamsport, flour, whiskey, hay.

H. Clay, James, Mercerville, flour.

Henrietta, Thomas, Edwardsferry, wheat, flour.

Cutter, Shaw, Mercerville, flour.

W. C. Johnson, Trice, 44½ miles, flour.

Rich. Johnson, Dovenberger, Mercerville, flour.

Potomac, Ardinger, Williamsport, flour.

Boxer, Graham, 36 miles, wheat, flour.

GA, Tue. 8/23/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Olivia Anne, Jackson, Mercerville, flour.

J. Rumsey, Knott, Dam No. 3, wheat and flour.

Aurelia, Smart, Edwardsferry, wheat.

Tip & Tyler, Shafer, 88½ miles, wheat, flour.

Col. Benton, Walker, Shepherdstown, flour.

Dolphin, Jackson, Mercerville, flour.

William, Crow, Shepherdstown, flour.

Henry Boteler, Elgin, Harpersferry.

GA, Tue. 9/13/42, p. 3 & 7.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Floretta, Mossburg, 36 miles, 39 hhds. tobacco.

Ann Washington, Williams, Harpersferry, flour and iron.

Victoria, Conley, 35 miles, wheat, oats, tobacco and corn.

John Tyler, Cecil, 69 miles, limestone.

Veto, Deltzel, 45 miles, wood.

Susan, Crow, Shepherdstown, wheat and flour.

Chesapeake, Spring, Berlin, wheat.

W. C. Johnson, Price, 44½ miles, flour and offal.

Col. Benton, Walker, Shepherdstown, wheat and flour.

GA, Tue. 9/20/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending, 19th

Patrick Henry, Stake, Williamsport, flour.

Stranger, Moxley, Seneca, wood.

D. W. Clinton, Goodrick, Williamsport, flour

Henry Clay, James, Mercerville, flour.

Descending, 20th

Tip & Tyler, Shafer, 88 miles, flour and oats.

GA, Thu. 9/22/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Harry of the West, Moore, Dam No. 3, wheat.

M. Francis, Dormer, Dam No. 3, limestone

Olivia Anne, Jackson, Seneca, wheat.

Columbus, Charlton, Dam No. 5, flour.

Victoria, Conley, 35 miles, flour.

GA, Sat. 9/24/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Col. Benton, Walker, Seneca, wheat and flour.

Old Montgomery, Harris, 18 miles, wood.

Chesapeake, Spring, Berlin, wheat and flour.

Veto, Deltzel, 45 miles, wood.

W. C. Johnson, Price, 44½ miles, flour and mill offal.

Ann Washington, Williams, Harpersferry, flour and iron.

GA, Thu. 9/29/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Aurelia, Smarts, Edwardsferry, wheat and flour.

Lady Erin, Gilleece, Hancock, cement.

Pocahontas, Manly, Seneca, mill offal and wood.

Wm. C. Johnson, Walton, 44½ miles, flour
William, Crow, Shepherdstown, wheat,
flour.

James Rumsey, Knott, Dam No. 3, wheat,
flour.

Alleghany, Robertson, Seneca, wood.

M. Frances, Flanagan, Dam No. 3,
limestone.

GA, Tue. 10/4/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending, Oct. 3rd

W. C. Rives, Downs, 88¼ miles, wheat
and flour.

Tip & Tyler, Bost, 88¼ miles, wheat.

Descending, Oct. 4th

Old Montgomery, Harris, 18 miles, wheat.
Pocahontas, Manly, Seneca, corn meal and
shorts.

Hope, Lawrence, Point of Rocks, pig iron.

GA, Thu. 10/13/42, p. 7

CHESAPEAKE & OHIO CANAL TRADE

Descending, Oct. 12th

James Rumsey, Knott, Dam No. 3, wheat
and flour.

J. P. Kennedy, Harper, Harpersferry,
wheat.

John Tyler, Cecil, 69 miles, limestone.

E. F. Accommodation, Harper, Dam No.
4, flour.

Descending, Oct. 13th

May Flower, Hollehan, 69 miles,
limestone.

Eliza, Sharpless, 68½ miles, lime.

GA, Sat. 10/22/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending, Oct. 21st

Hope, Lawrence, Point of Rocks, iron.

Lady Erin, Gilleece, Hancock, iron and
cement.

W. H. Harrison, Staley, Shepherdstown,
flour.

Williams, Crow, Shepherdstown, flour.

Antietam, Hughes, Shepherdstown, flour.

Henry Boteler, Williams, Harpersferry,
flour.

Descending, Oct. 22nd

Keel Boat, Everhart, 53 miles, wheat and
corn.

GA, Thu. 10/27/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Fras. Thomas, Garrott, Hancock, wheat,
flour, iron, &c.

Col. Benton, Walker, Shepherdstown,
wheat, flour.

Old Montgomery, Harris, 18 miles, wood.

S. Catherine, Mullikin, 42 miles, bark and
oats.

Alleghany, Bohurn, Seneca, wood.

Victoria, Conley, Seneca, flour.

GA, Sat. 10/29/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending, Oct. 28th

Aurelia, Smart, Edwardsferry, flour and
wheat.

Jack Frost, Dillon, Rushville, flour.

James Rumsey, Knott, 68½ miles, flour
and wheat.

Descending, Oct. 29th

Oliver Twist, Hetzer, Williamsport, flour,
wheat and apples.

GA, Thu. 11/3/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

E. Eldridge, Short, 53½ miles, wheat,
flour, &c.

W. C. Rives, Downs, 88½ miles, flour,
oats and offal.

Tip & Tyler, Branna, 88½ miles, wheat
and flour.

Lady Jane, Park, 68½ miles, limestone.

W. H. Harrison, Staley, Shepherdstown,
flour.

GA, Tue. 11/8/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Shenandoah, Ray, Harpersferry, flour.
 Dolphin, Jackson, Mercerville, flour.
 Lady of the Lake, Eichelberger, 115 miles,
 wood.
 Susan, Crow, Shepherdstown, wheat and
 flour.
 Cutter, Shaw, Mercerville, flour.
 H. Clay, James, Mercerville, flour.

GA, Sat. 11/12/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Wm. C. Johnson, Frasier, 51 miles, flour,
 oats and corn.
 M. Francis, Domer, Dam No. 3, limestone.
 James Rumsey, Knott, Dam No. 3, wheat.
 Virginia, Lauray, Berlin, wheat.
 Gen. Harrison, Steel, Dam No. 5, whiskey,
 flour and wheat.
 Col. Benton, Bellmire, Shepherdstown,
 flour, wheat, corn and oats.

GA, Tue. 11/15/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Henrietta, Thomas, Edwardsferry, wheat,
 flour, corn, oats, &c.
 Eldridge, Short, 53½ miles, wheat, flour
 and corn.
 W. C. Johnson, Thomas, 44½ miles,
 wheat.
 Aurelia, Smart, Edwardsferry, wheat, flour
 and corn.
 Boxer, Graham, 36 miles, wheat.
 Pocahontas, Manly, Seneca, flour.
 H. Clay, James, Mercerville, flour.

GA, Thu. 11/17/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Chesapeake, Crampton, Berlin, wheat.
 Charlotte, Offurts, 30 miles, wood.
 John Tyler, Cecil, 69 miles, limestone.

Lady Jane, Parks, Dam No. 3, limestone.

GA, Sat. 11/26/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Harry of the West, Sloan, Dam No. 3,
 flour.
 Jack Frost, Dillon, Rushville, flour.
 Gen. Jackson, Harper, Harpersferry, flour.
 S. Catherine, Mullikin, 42 miles, flour and
 wheat.
 Quarter Branch, Everhart, Berlin, wheat.
 Henry Boteler, Williams, Harpersferry,
 812 bbls. flour.
 W. C. Johnson, Thomas, 44½ miles, flour.

GA, Thu. 12/22/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Descending

Mary Elizabeth, Newman, Edwardsferry,
 flour and apples.
 Antietam, Hughes, Williamsport, flour,
 mill offal and nails.
 De Witt Clinton, Goodrick, Williamsport,
 flour.

Globe, 2/13/43, p. 3. J. J. Abert, Colonel of
 the Corps of Topographical Engineers, in his
 late report to the Secretary of War, states
 that the aqueduct across the Potomac, which
 continues the Chesapeake and Ohio canal to
 Alexandria, is in such a state of forwardness,
 that no doubt is entertained that the water
 may be let into it during this year. The
 whole of the piers and abutments have been
 completed; also, the framework to sustain
 the canal trunk.

DNI, 3/2/43, p. 3. The Chesapeake and
 Ohio Canal Company, having completed the
 necessary repairs to the Canal, have, within
 a few days past, let in the water along the
 line from Hancock to Georgetown, and it is
 now in good navigable order.

Globe, 3/30/43, p. 1. The Williamsport (Md.) *Banner* of Saturday says, that notwithstanding the severe cold weather experienced for the last week or ten days, the Chesapeake and Ohio Canal continues in good navigable order, and a brisk trade is being done upon it.

DNI, 4/14/43, p. 3.

CHESAPEAKE AND OHIO CANAL

From the subjoined paragraph we regret to learn that all hope of the *immediate* completion of the Chesapeake and Ohio Canal to Cumberland has disappeared; and that it is now certain that it will not be undertaken until after the next session of the Legislature of Maryland; when, it can hardly be doubted, the requisite authority will be granted to the Company for the purpose.

From the Frederick Examiner, July 12

Chesapeake and Ohio Canal – We understand that the prospect of letting under contract the unfinished portion of the canal, until the *liens* of the State are waived or postponed for that purpose, has been dissipated, inasmuch as all the proposal which have been submitted for taking the work contemplate an exclusive lien on the tolls and revenues as an indispensable condition to the completion of the canal. The Board of Directors have been untiring in their efforts to get the work underway, but the terms proposed have been either objectionable on account of their details, or have been coupled with conditions which, without the aid of further legislation in the matter, the Board has no power to grant, and, consequently, were compelled to decline. From all the information which we have gathered in relation to the subject we think the Directors of the Company have been governed in the matter by a single to the well-being and the general and the paramount interests of the State, and it now only remains for the Legislature, at its next session, to pass such a law as will enable the

Company to finish the canal. When it is known that this can be done without taking a dollar out of the State Treasury, or preventing one from going into it that would otherwise go, it would be the quintessence of folly on the part of our law-makers not to enact the necessary provisions. We hope it will be the first subject that will engage the attention of the next Legislature, as it undoubtedly is one of the most important. We understand that in consequence of their inability to let the work under contract upon proper terms, the Stockholders, at their last meeting, held on the 6th instant, reduced the salary of the President to one thousand dollars per annum. This is commendable and judicious economy and will receive the approval of the public.

Globe, 4/17/43, p. 3. **FRESHET**

The Potomac river was out of its banks on Saturday and yesterday, and higher then we recollect ever to have seen it before. It is today within its banks again. There has not been much rain in this section of the country. The rise, it is supposed, was caused by the melting of the snow in the mountains. We learn that the town of Cumberland, Md., which lies on the Potomac – about 200 miles above this city, by water – was overflowed two or three days ago, and the Baltimore and Ohio railroad, where it runs along the low lands of the river, is four or five feet under water. The Chesapeake and Ohio Canal is said to be greatly damaged by the overflow.

DNI, 4/27/43, p. 3. **Chesapeake and Ohio Canal**

– It is deemed certain (says the *Georgetown Advocate*) that on the lower section of the Chesapeake and Ohio Canal, between Georgetown and Seneca, the water will be let in by the 5th of May; and throughout the whole length of the Canal by the 10th of May. On what is called the Georgetown level, including about twenty-

two miles, the water will be admitted by Friday next; therefore, boats may be expected to begin to arrive at Georgetown by Saturday.

 Cumberland, (Md.) April 24, 1843.

Spring has at last opened upon us. The crops of grain look remarkably well; one can almost fancy that the grass can be seen growing, the change has been so sudden from the depth of winter to the cheerful spring. The farmers have commenced ploughing for their oats and corn crops; the mechanics and laborers were never more busy; the prospects of the commercial and early completion of the Chesapeake and Ohio Canal are very encouraging; buildings for the use of the men are being erected. On one doubts that the work, under its able President, General McNeill, *will be finished to Cumberland next year.* *Balt. Patriot.*

DNI, 5/6/43, p. 3.

CHESAPEAKE AND OHIO CANAL

It will be interesting to many of our readers to be informed that the Chesapeake and Ohio Canal Company has reduced the rate of tolls to be charged on the canal to those of the tariff established in the year 1835, and that some few articles – of little value compared with their weight, such as cord-wood and plaster of Paris – have been brought below the rates of that tariff. This reduction was due to the agricultural interest especially, as the value of produce is so much below what it has been for many years. It was also called for by the fact that the company has been compelled, from the necessity of procuring the means of restoring the navigation of the canal and keeping it in order, to decline taking its own scrip in payments of tolls, as well as from the circumstance that most of the canals and other works have reduced their rates of transportation. These changes, it is

understood, will take place on the 20th instant.

It is believed that this step will greatly increase the trade upon the canal, as well as augment the income of the company; and, if the carriers will second this effort of the company by demanding but moderate profits on their labor, it cannot fail of having this desirable end.

By the favor of three of the banks of Georgetown and Washington, which lent the money to the company for that object, the damage sustained by the late freshet has been so far repaired as to admit the water again upon all except one division of the canal, and that one will be repaired by the 10th instant.

DNI, 5/18/43, p. 3.

CHESAPEAKE AND OHIO CANAL

The information contained in the following letter will, we presume, be generally acceptable to those who take an interest in this truly great public work:

Canal Office, Frederick, May 15, 1843.
Gentlemen: In one of your late numbers of the *Intelligencer* you notice the recent action of the President and Directors of this Company relative to a revision and reduction of the tolls upon the Canal.

I am now pleased to inform you that I have received official information “that, at a meeting of the State Agents held within the last few days, the agents then present (three in number) *unanimously* gave their assent and approval to the modified tariff of tolls, and the proceedings of the Board of Directors in relation thereto.”

Thinking it may afford pleasant intelligence to many of your readers, I send you the information, to be used as you see fit.

Yours, respectfully.

THO. TURNER, Clerk, &c.
 Messrs. Gales & Seaton.

DNI, 6/19/43, p. 3.

CHESAPEAKE AND OHIO CANAL

From the Cumberland *Civilian*, June 15
The Canal – At the general meeting of the stockholders at Frederick, on the 5th instant, we understand proposals were submitted by capitalists for completing the unfinished portion of the canal between Dam No. 6 and the town of Cumberland, as also for the extension of the work to the mouth of Savage. But it will be seen by the annexed report that the company deferred entering into any contract before affording a reasonable time for any other persons to offer proposals, and thereby release the Directors from any censure that might possibly accrue to them, as well as to afford the authorities of the State an opportunity of carrying out the provisions of the legislative enactment with regard to the sale of the work. We think the proper course to be pursued is here marked out, and such a one as will meet the approbation of the friends of the canal.

As to the prospects of the work on the canal being commenced soon, we of course cannot speak positively. We learn that General McNeill, the President of the Company, is still very sanguine in his expectations – that he says the work *will go on soon*, and that too to *completion*. We sincerely hope he may succeed. We are indebted to our Baltimore correspondent for the following report:

THE REPORT

The following report, made by direction of the committee upon the report of the President, is submitted to the Stockholders:

The matter of the report divides itself into two distinct subjects –

1st The accounts, expenditures, sales of property, income from tolls, &c., or in general of the finances of the Company. It has not been in the power of the committee to bestow upon these subjects the attention which their importance demands. We beg

leave, therefore, respectfully to recommend that a committee of three be appointed by the chair to attend to this part of the President's report.

2nd Of the extension of the canal. We are of opinion that the interest of the State, and all interests connected with or to be developed by the canal, are eminently involved in the early and substantial extension of the canal, in conformity with its plan, up to the town of Cumberland, and that to this end the energies of the President and Board of Directors should be directed with vigor and perseverance.

With this general expression of opinion, the committee will bring to the consideration of the meeting the necessity of obtaining certain precautionary measures, which will now be indicated.

1st That completion ought to be excited by public advertisement in the newspapers before contract be entered. Proposals to be received by the 26th June.

2nd No attempt should be made by the Company to purchase State bonds until the Treasurer shall have failed to effect a sale of the State's interest in the canal as authorized; say until the 10th July.

3rd That no contract shall be entered into except with the condition that it may be annulled by the Company after thirty days' notice, at any time within twelve months after the date of said contract, on the payment of one percent, as damages upon the unexpended portion of the contract.

4th Provided, however, that nothing whatever shall be done by the President and Board of Directors which may prevent or embarrass the sale by the State of Maryland of her interest in the canal.

True copy of the report of the committee upon the report of the President and Directors of the Chesapeake and Ohio Canal Company, submitted to the stockholders, &c., made June 6, 1843.

Test:

Thos. Turner

At the same meeting the following gentlemen were elected officers of the Chesapeake and Ohio Canal Company for the current year:

President

General William Gibbs McNeill

Directors

Col. Frisby Tilghman, Washington Co.
 John O. Wharton, Washington Co.
 William Price, Esq., Alleghany Co.
 Col. James M. Coale, Frederick Co.
 Daniel Burkhart, Esq., Berkeley Co., Va.
 J. P. Ingle, Esq., Washington city.

Globe, 6/29/43, p. 1. **The Chesapeake and Ohio Canal** – The *Georgetown Advocate* says: “We are authorized to state that the water will be turned out of the Chesapeake and Ohio canal, on the 10th of July, and remain out until the 5th of August, for the purpose of removing sand bars and making other necessary repairs.”

Globe, 7/3/43, p. 1. From the National Intelligencer - THE POTOMAC AQUEDUCT – The water is to be let into this magnificent work, by which the connection between Alexandria and the Chesapeake and Ohio Canal is established, on Tuesday, the 4th of July. The aqueduct was commenced in 1833. The opinion of the engineers, as to the mode of construction, was overruled; and an attempt made by certain contractors to build circular coffer-dams, in which to sink the piers. The failure of this plan, having its effect on an intelligent board of directors, placed the engineer (Major William Turnbull, of the corps of topographical engineers) in the position he has ever since held with such advantage to the work and honor to himself. It was not until the year 1834 that it was in his power seriously to commence operations; and he was then beset by every difficulty growing out of the novelty of the

work, the restricted means of the company, and the natural obstacles to be encountered.

This aqueduct springs over the Potomac river at Georgetown and conveys the water of the Chesapeake and Ohio canal into the Alexandria canal. It consists of two abutments and eight massive stone piers, at the distance of one hundred feet apart, supporting a wooden trunk; which superstructure, it was originally designed, also should have been of stone. The foundation of the piers is on the rack at the bottom of the river. Twenty feet of mud and twenty feet of water were in some places to be penetrated to reach this rock. The task of baring the rock of this super-incumbent mass, and keeping it dry, called out the highest qualities of the engineer. When everything looked the fairest, and the bottom was nearly reached, a sudden irruption of mud and water would take place from some unseen cause, and the work be thrown back to its original condition. But skill and perseverance triumphed over all, and the work now stands a monument of the proficiency of the present age in the art of engineering. As an hydraulic work, it ranks number one, and may be boldly pointed to in comparison with anything at home or abroad.

The progress of the work has attracted much attention in Europe; and the descriptions of it, published by order of Congress, which are elaborate, have been asked for with avidity, and republished in England. So that, hitherto, the work has had probably more celebrity abroad, than that of which it is so well deserving at home.

 The proceedings at the Potomac aqueduct have been quite interesting during this morning, the water being in course of admittance from the Chesapeake and Ohio canal into the basin at this the northern termination of the aqueduct. This was being done through a trunk of about three feet in

width, no part of the dividing embankment having yet been removed. When we were last on the spot, the basin was filling up handsomely, and the experiment bade fair to be perfectly successful.

Between this and the 4th of July, it is designed, we understand, that the aqueduct itself shall be fully tested, and that on that day the “crowning incident” for Alexandria will take place in the admission of water through the length of the canal, to that town. The occasion, it may be supposed, will not fail to call forth from the inhabitants of that ancient town demonstrations of joy in view of anticipated “benefits to be derived.”

Georgetown Advocate

DNI, 7/4/43, p. 3. **Potomac Aqueduct and Alexandria Canal** – We understand that, it having been deemed unsafe for the banks of the new Alexandria Canal to admit the water in large quantities at first, the determination last come to is to limit it gradually, so that the full supply will not be adventured before about the tenth of the month. On the fourth, however, about two feet of water will be let in, but as that is not sufficient for the purposes of navigation, we presume any intended celebration on that day will be postponed. Already the connection between the first lock on the Virginia side of the Aqueduct and the Chesapeake and Ohio Canal has been made by the admission of the water through the Aqueduct, where it now stands at full height.

Potomac Advocate, July 1.

DNI, 7/11/43, p. 3.

ALEXANDRIA CANAL

From the Alexandria Gazette of Saturday
Several erroneous statements have been published in some of the newspapers in relation to the letting in of the water to the canal, and the interruption that has occurred at the southern extremity of the aqueduct. It

may be well to set the matter right, and we are enabled to speak on the subject with entire correctness. On Thursday week the water was let in upon the embankment and arches of the northern abutment of the aqueduct, on a level with the Chesapeake and Ohio Canal, and not the slightest settlement of either walls or embankments was perceptible. Towards night, the water, a foot in depth, was let in upon the aqueduct and southern causeway, and on the following day they were full, and remained full, without any yielding, until Sunday evening, when the towing path on the southern causeway was observed to settle and the protection wall on the outside to give way. The water was drawn off immediately, and a breach in the bank prevented. On Monday a party of laborers were set to work and have since been engaged in repairing the damage. The walls, &c. have been carefully examined, and it will only require some twelve or thirteen days to repair them, at a cost of some eight or nine hundred dollars. These interruptions in the process of preparing the work and filling it for use, are to be expected, and take place on all canals, and we shall be extremely fortunate if our canal should escape with only this interruption.

DNI, 7/17/43, p. 3.

CHESAPEAKE AND OHIO CANAL

The Baltimore *American* assures us that the following note comes to it Editors from a most reliable source:

Baltimore, July 14, 1843.

To the Editors of the American:

Gentlemen: The editorial of the Frederick *Examiner* of the 12th instant, published in your paper of today, relative to the Chesapeake and Ohio Canal, I take much pleasure in informing you is not correct, although the writer no doubt supposed it to be so when it appeared. He, and all who are interested in that great work, will, I am sure,

be gratified to learn that the enterprising president of the company, General McNeill, has succeeded in making a contract for the immediate prosecution of the work upon terms as favorable to the stockholders as could possibly have been anticipated, and with contractors whose great energy and success in other undertakings of similar character in the Eastern States gives every assurance that their present engagement will be faithfully complied with. The fact itself that the work is about thus to be renewed, will no doubt inspire confidence in the undertaking, and if the hopes and expectations of General McNeill shall not be disappointed, will well entitle him to the grateful thanks of all who have an interest in the successful termination of this magnificent enterprise. Not will its benefits be limited to those only who have a direct interest in it as stockholders or creditors. If all the estimates of its eventual productiveness are not mere idle and enthusiastic conjectures, it will give, in its annual profits, a full return for every dollar which shall have been invested in it, and of course at once restore the State to the high credit she formerly enjoyed, and take away the occasion which a few designing men are now using to inculcate upon her citizens doctrines involving mere naked cheater and dishonesty under the name of Repudiation, that foul blot, even in the limited extent to which it has already gone, upon the American character. A MARYLANDER

DNI, 7/19/43, p. 3.

CHESAPEAKE AND OHIO CANAL

The following brief article on this interesting subject is from the pen of a practical citizen who is familiar with the history and progress of the great work to which he refers, and his communication is the more readily admitted because he is no interested person – that is, as we believe, not interested in any of the mineral companies

of the Alleghany, nor in the canal itself beyond the interest possessed by the community at large in a work of so great public importance and probable utility:

“I rejoice to see, by a statement in the Baltimore papers, that a contract has at last been made to complete this Canal up to Cumberland.

“It is clear that, until the Canal is completed to that point, neither the State of Maryland, nor the District of Columbia, nor any other stockholder, locality or interest can derive any benefit from previous sacrifices and expenditures; and it is equally clear that until so completed all these interests are subject to the most distressing exhaustion from the loss of all benefit from the large capital already invested in the work, and from the absence of that increase of trade so justly and so long expected from the Canal.

“If there be any fault in the matter, it is that it has been too long delayed; but better late than never. Now the great iron and coal interests of the Alleghany, the commercial expectations of the District, and the stockholder interest have their long protracted hopes revived. The day is fixed on which the fruition of their just expectations will commence; and we reflect upon the energy and talents of the President of the Company, his well-established ability to manage complicated and extensive matters, and the singular devotion and perseverance which he infuses into whatever he undertakes to do, we have no doubt of his success within the time specified in the contract.”

Globe, 7/20/43, p. 3.

To the Editor of the Globe:

Sir: If there be any subject which has heretofore kept this District, and especially this city, in doubt and depression, it has been the hope and fear respecting the completion of the Chesapeake and Ohio canal. No one,

who has taken the trouble of examination, could fail of coming to the conclusion that great permanent benefits are to be realized when that grand work shall enable the inhabitants of Allegany county to pour out their inexhaustible mineral treasures upon this District, both for consumption and exportation.

That day appears to be fixed; and we congratulate the State of Maryland, as well as our own District, that the contract, which we have carefully read, has been entered into by their practical and always indomitable president.

Whether it may have been, on the part of the board and president, for the purpose of bringing our purchases for the canal, (the cost now being known,) or to be held on to by the State, the step has been equally prudent and necessary. If the interests in the canal were our own, we should hold on; for there never has been a canal, either across the Atlantic, or in our own country, upon which constant transportation of good coal has been carried on, that has not paid enormous profits.

We feel persuaded that if the people of Maryland knew the unrivalled quality and extent of coal and iron at the western terminus of the canal, they would look upon the debt incurred for the completion of it as lightly as the hire of a conveyance which was to carry them to a rich but unexpected inheritance. We therefore hope that the directors, at their next meeting, will give us the assurance that all matters are fixed, and that the canal [is] in progress. MANY

DM, 7/24/43, p. 2. **The Chesapeake and Ohio Canal** – A meeting of the directors of this company was held in Frederick, Md., last Thursday. The President, General McNeill, laid before the board a statement with reference to the contract made by him, in the name of the company, with Thos. W. Letson and John Rutter, for the completion

of the unfinished portion of the canal between Dam No. 6 and Cumberland. The contractors, it appears, bound themselves to prosecute the work to the amount of \$100,000, for which they agreed to take the bonds of the company, payable in twenty years, and bearing six percent interest. The only security they required for the payment of the interest were the tolls on that portion of the work which they might complete. The board, however, unanimously disaffirm the articles of agreement and contract, and declare them to be null and void, for the reason that, according to the charter of the company, the power “to agree with any person or persons to cut canal,” etc. is conferred exclusively on the “President *and Directors*, or a majority of them assembled,” and that the President made the contract “of his own mere motion, and *without authority*.” Other decided objections are interposed to the contract; two of the most prominent of which are, that “no penalty or forfeiture is provided in case of the non-performance of the contract, on the part of the said contractors, and no guarantee for its fulfillment on their part;” and that “the execution of said contract would, in the opinion of the board, increase the difficulties of procuring, if, indeed, it did not entirely prevent, a postponement, of the liens and priorities of the State of Maryland.”

DNI, 7/24/43, p. 3. It is probable that, by means of a temporary trunk, the water from the Chesapeake and Ohio Canal will be carried over the breach in the Alexandria Canal, and let in upon the remainder of the work, so as to test the whole line. In the mean time the repair of the work on the causeway can go on without interruption. – *Alexandria Gazette*.

DNI, 8/21/43, p. 3.

CHEESAPEAKE AND OHIO CANAL
To the Editors

Washington, August 19, 1843

Messrs. Gales & Seaton: Please add the following facts to your notice of the late proceedings of the stockholders of the Chesapeake and the Ohio Canal Company.

1st. That the State of Maryland is so large a stockholder that her vote is greater than the combined vote of all other stockholders.

2nd. That the matter referred to in your paper of this morning (Saturday) was carried by the vote of Maryland alone; all other stockholders present, namely, the United States, the District cities, (Washington not present,) and private stockholders voting in the negative, except two private stockholders, one of whom was a director of the Company, and involved, as he was, in the very matter at issue by the vote.

3rd. That the only statement of the matter at issue between the President of the Company and the Board of Directors, in the possession of the stockholders was a long and elaborate ex parte paper from the Board of Directors.

4th. That the same vote, as before stated, refused to entertain a motion to refer the matter of the contract, and the course of the Board of Directors upon the same, to the consideration of a committee of stockholders, to report at that or an adjourned meeting, although such a course was also requested by the President of the Company, the party accused.

As the resolution (which we have seen in print) of the Board of Directors of the 4th of May, renewed on the 28th June, is not the resolution of that date under which Gen. McNeill acted, we subjoin a copy of the resolution under which he did act.

He had communicated certain terms upon which he could make a contract; the Board declining to agree to them. Col. Coale offered the following resolution, which was unanimously adopted:

“*Resolved*, That the Board are willing to let the entire unfinished portion of

the canal to Cumberland, or the west end thereof, under contract upon such terms as it is in their power legally to make; that is to say, they will enter into a contract for the completion of the whole canal to Cumberland, or the western end of the unfinished part of the line to that place; *Provided*, the person contracting and undertaking the work will agree to receive the bonds of the Chesapeake and Ohio Canal Company in payment, payable in twenty years, bearing interest payable semi-annually. *And provided further*, That ample security be given by the contractor or contractors for the fulfillment of the contract, the contract to be upon such terms and limitations as have been hitherto embraced in the contract of this Company for the construction of the canal – the work to be commenced in sixty days after the contract shall be entered into and be completed in two years thereafter. And the board are willing to give two millions of dollars for finishing the whole, payable in the bonds of the Company as aforesaid, or for less than the whole, a proportional part of that sum, payable in like manner, with the condition, if current funds be procured by the Company, the work so paid for shall be paid for at the rate and estimate of the chief engineer made in the year 1842*, and now on file in the office of the Company. And the board are further willing to give to such contractor or contractors a lien upon the net revenues of the canal, subject and secondary to the existing liens upon the same, for the payment of the interest and principal of the bonds that may be issued in fulfillment of said contract.”

* This amount is about \$1,550,000.

DNI, 8/22/43, p. 3.

CHESAPEAKE AND OHIO CANAL

From the *Baltimore American*.

Our readers are apprized of the change which has been recently made in the Presidency of the Company. We have been desired to state that Gen. McNeill, to whom the agents of the State of Maryland refused the opportunity of preparing an exposition of his course, or, as it seems, his defense, will take an early occasion of presenting that exposition to the public. In the meantime, at the request of General McNeill, we publish the following protests of Col. Abert and others, to show that the result was as far as possible from being *unanimous*:

Colonel Abert, in behalf of himself and others, asked leave to enter upon the proceedings of this day the following objections thereto, to be printed with the proceedings:

1st. Because the meeting has refused the customary and just course of referring the matter in controversy in these resolutions to the investigation and report of a committee.

2nd. Because the decision upon these resolutions is evidently made upon a one-sided report from one of the parties involved, namely the Directors, a report which can be considered in no other light than that of a justification and deference of one party.

3rd. Because we believe that report to contain partial and erroneous inferences, personalities and harshness, eminently bearing upon the character and conduct of one of the parties, a report which is, in fact, a defense of the Directors from themselves, and an attack upon the President, who was absent when said report was written and submitted to the Stockholders.

4th. Because we believe these matters require the investigation and opinion of an impartial and disinterested tribunal, namely, that of a committee of Stockholders, without which course a just and impartial exhibition of the matter before the stockholders will not be in their possession.

5th. Because that report from the Directors brings new matters to the knowledge of the Stockholders, not before brought to their knowledge; matters requiring deliberate and impartial investigation before a just decision upon them can be had.

6th. Because, from the personal explanation made this morning, August 17, by the President, (who arrived last night,) we are the more convinced that investigation and report by a committee is necessary.

7th. Because there is an application from the President (which has been brought to the notice of the meeting this day) desire in that the matter may be referred to a committee to report at an adjourned meeting, and that he may be allowed an opportunity to be heard in his defense and justification.

JOHN J. ABERT, (U.S. proxy)
M. ST. CLAIR CLARKE,
ROBERT H. MILLER, (as
proxy for Corporation of Alexandria)
CASPER W. WEVER,
SAMUAL BURCHE.

August 17, 1843.

The undersigned did not affix his name to the above protest because he was disinclined to ask courtesy at the hands of those who had refused justice.

The appointment of a committee asked for by the representative of the United States and others, was refused by the agents of Maryland because they intended to return home the next day and had not been therefore for an investigation. And the resolution offered by the said agents were not discussed, (so far as the undersigned was concerned,) because he saw that the case was prejudged already, and that the resolutions themselves were intended to carry out what it was admitted had been aimed at more than one month earlier, and before the contract referred to them had been entered into.

For these reasons, and more, the undersigned, at the moment of voting, made

his verbal protest against the action of the agents of Maryland as hasty and inexpedient. He does so, and in the same words, still.

J. H. ALEXANDER

DNI, 8/28/43, p. 3.

CHESAPEAKE AND OHIO CANAL

The arrangement referred to in the following paragraph has something so practical in its character that the movement towards it seems to shed a momentary gleam of sunshine on the present gloomy prospects of the Canal. We shall look with interest to the issue of it, protesting always against its being perverted into a scheme for defeating the further and speedy prosecution of the Canal:

From the Frederick Herald of Saturday. (August 26)
Chesapeake and Ohio Canal Company – We understand that the President of this Company (Col. Coale) has, in compliance with a resolution of the Board of Directors, opened a correspondence with the President of the Railroad Company, for the purpose of endeavoring to effect an arrangement for the transportation of coal on the Railroad from Cumberland to Dam No. 6, which is the present eastern [*sic*, western] terminus of the navigable portion of the Canal – the same to continue until the Canal is completed to Cumberland. If this arrangement can be made, the revenues on the canal would at once be increased, and the coal trade of Alleghany [*sic*, Allegany] receive an impetus that would, by the time the canal is finished, be of sufficient magnitude to render instant relief to the State. We think the measure a most judicious one in every view of the case, and hope the railroad will, for the short period as we hope that it will be required, find itself able to concur in carrying it out. As there is a gradual descent by the railroad from Cumberland to Dam No. 6, we think the Railroad Company could

afford at a reasonable price to transport coal that distance.

DNI, 8/30/43, p. 3. *Breach in the Chesapeake and Ohio Canal* – The Williamsport (Md.) *Banner* of Saturday last says: “We learn that a breach has taken place in the canal embankment in the neighborhood of Goose Creek, 27 miles above Georgetown, which will require a week or ten days to repair.”

DNI, 9/15/43, p. 3.

CANAL AND RAILROAD ARRANGEMENT

The Frederick *Examiner* of Wednesday says: “We take pleasure in stating that the President of the Chesapeake and Ohio Canal Company has succeeded in effecting an arrangement with the Railroad Company for the transportation of coal and iron from Cumberland to Dam No. 6, to a limited amount, as also the ascending trade from that point to Cumberland, on terms mutually satisfactory.

“We understand that immediate measures have been taken to carry the arrangements into effect, and that the chief engineers or superintending officials of the companies were to meet at Dam No. 6 yesterday morning to determine upon the place of transit, and mode of passing the coal, &c. from the cars to the boats.”

DNI, 9/18/43, p. 3.

CHESAPEAKE AND OHIO CANAL

We learn from the Frederick *Herald* of Saturday that the Board of Directors of the Chesapeake and Ohio Canal Company, at their meeting in Frederick city on Thursday last, unanimously approved of the arrangement which had been entered into by the President of the Baltimore and Ohio Railroad Company, in conformity with a resolution previously adopted, for the transportation of coal and iron on the Railroad from Cumberland to Dam No. 6. Under this arrangement (says the *Herald*)

we learn that the Railroad Company agrees to transport coal at two cents per tone per mile, and iron at the usual rate, to Dam No. 6, and such articles as may be brought to Dam No. 6 on the Canal, to Cumberland at the regular charge, until the trade reaches an amount requiring a material augmentation of machinery.

The *Herald* makes the following brief exposition of the motives of the new arrangement: "We believe that the two leading objects in view by the projectors of the arrangement were, the present increase of the tolls, and the fostering of the coal trade; but it never was expected, as has been elsewhere intimated, that the Canal Company by this arrangement would be able to pay the interest on its debt to the State.

"That desirable result can only be effected by completing the Canal, and the sooner the better. The present scheme was adopted, as regards its financial aspect, as a temporary expedient to increase the present weak resources of the Company and add to its revenues by opening a new trade, and in this view, it was judiciously designed and has been carried out with zeal and energy."

DNI, 9/21/43, p. 3. **Chesapeake and Ohio Canal** – A letter from a gentleman in Frederick county to his friend in Baltimore says that the damage done to the Canal by the rains of last week and the freshet in the Potomac is very extensive – so much so as to render it doubtful, in the writer's opinion, whether the means can be obtained for its proper repair. The flood of last week was a most extraordinary one, the waters of the Potomac having risen to a *higher point than had ever before been known*. A day or two will doubtless put the public in possession of authentic particulars as to the extent of the damages. – *American*.

DNI, 9/22/43, p. 3. - THE CANAL

The following from the *Georgetown Advocate*, contains the latest and most authentic information we have to the extent of the damage done to the Chesapeake and Ohio Canal by the late violent storm and flood: "We are at length able to give something of a definite character relative to the injuries sustained by the canal in consequence of the late freshet in the Potomac; in doing which we are happy to present to the public a bright as well as a dark side to the picture. Already does a considerable portion of the line of the canal, to our knowledge, present a scene of active labor. But to the accounts of the damage.

"A letter written at Harper's Ferry on Monday says that the canal at that place looks desperate and gives also the following further information. At Lock No. 32, about a quarter of a mile below Harper's Ferry, there is a very large breach; and at Lock No. 34, about half a mile above the same place, there is another around the abutment of the lock – the two being much of the same character; above that to Dam No. 4, as far as heard from by the writer, there are several not very large breaches. The water has also broken in from the river to the canal around the abutment of Dam No. 4, which the superintendent supposes very serious, though it had not yet washed out a great deal. Below Harper's Ferry, again, so far as there known, near Catoctin aqueduct is a breach about sixty feet in length; and three quarters of a mile above Monocacy aqueduct another about fifteen feet, whilst in various other places along the bank to the same point there are washes hardly below the high-water mark.

The letter closes with the following: "Your Georgetown citizens will have to stir round and lend a hand to the work of repair. If funds can be obtained, all damages from Dam No. 4 to Monocacy can be repaired in three weeks to one month at farthest.

“So much for the letter, which gives us information to within forty two miles of this place. On this remaining distance, between Monocacy and Seneca, there are some three or four breaches, only one, however, of any consequence, a small culvert, which being in the immediate neighborhood of a quarry, arrangements have already been made for its speedy repair. Coming this way there is only one other serious breach, that being near Seneca, and is rendered so in consequence of its great length and the want of proper material on the spot for its repair. For the others, of which there are a number, the materials and other advantages are at hand.

“ Thus we have the particulars of all the damage for about one-half of the whole distance of the canal, the only portion which is much liable to accidents, as beyond Harper’s Ferry the streams which enter the Potomac are both of less number and magnitude than those between this and that point. Whatever damage there may be higher up is doubtless comparatively small. We are confirmed in this belief by the receipt of the Charles Town (Va.) *Free Press*, which makes no mention of other damage above the lift lock at Harper’s Ferry.

“The above, taken in connection with the statements we have before published of the damage in the neighborhood of the Falls, will give a pretty clear idea of how greatly more extensive the present injury is than that of any former time. We are glad to learn that hands were sent up to be put to work between this and Seneca on Tuesday last, and also to know that there are public spirited individuals in this community who are giving their generous and substantial cooperation to the Canal Company in making the necessary repairs. In thirty days the superintendent on the division from Monocacy to this place (where is by far the greatest damage) entertains high hopes that navigation can be resumed.”

DNI, 9/22/43, p. 3. **The Late Freshet**, or, as the *Georgetown Advocate* has it, “Deluge,” has not proved so injurious to the merchants’ property as we were lead to state, on what we considered to be good mercantile authority, when we estimated the damage done to the merchants (in Water street principally) at between twenty and thirty thousand dollars. It would appear from the *Advocate*, of the 19th instant, that “the whole of the individual losses to the merchants and other does not exceed combinedly \$5,000.” While we rejoice to learn that the loss falls upon our Georgetown neighbors less heavily than we stated, we cannot but recollect that one of the merchants, whose loss is ascertained by the *Advocate* to be not more than \$50, estimated that loss last Saturday to be “not less than \$1,000.” We are sorry to hear of the serious and extensive injury done to the Chesapeake and Ohio Canal.

DNI, 9/25/43, p. 2. We learn from good authority that the damage sustained by the Chesapeake and Ohio Canal by the late extraordinary rise in the Potomac river is not as great as was at first apprehended, the greatest injury being upon the lower division; and that the mill-owners of Georgetown have agreed to lend the money necessary for the repair of the Canal as far up as the Little Falls, and the banks in Frederick have promptly lent the money for the repair above that point. The navigation will be restored by the 20th of October.

Measure are also in progress to carry promptly into effect the arrangement lately entered into with the Baltimore and Ohio Railroad Company to transport coal from Cumberland to Dam No. 6; so that we may yet hope to have a supply of that fuel the present fall.

DNI, 10/13/43, p. 3. **Chesapeake and Ohio Canal** – The last Frederick *Examiner* has the following paragraph: “We learn that the repairing of the breaches on the canal, occasioned by the freshet last month, has progressed with such rapidity as to ensure the opening of the navigation along the entire line from Dam No. 6 to Georgetown by the 18th or 20th instant. On the second and third divisions the water will be let in on the 16th. It will at once be admitted on the Georgetown level. There is now a system and energy in the management of this company which augers well for the future, and we have no doubt that, if the Legislature waives the State liens at the next session, the canal will be completed to Cumberland in *less* than two years, and at a reduced cost. Such we understand to be the opinion of the President.”

DNI, 10/16/43, p. 3. **Chesapeake and Ohio Canal** – We learn from Frederick town that the repairs on the canal are so far completed that the water will be let in on the third division this day, and on the entire line from Dam No. 6 to Georgetown in the course of the present week.

WS, Wed, 11/8/43, p. 3. The Chesapeake and Ohio Canal is now in navigable order throughout its entire length. The Williamsport (Md.) *Banner* of Saturday says that a brisk business is being done on it.

WS, Mon. 11/20/43, p. 3.
 PORT OF GEORGETOWN
 Arrived, November 20
 A number of canal boats with large quantities of country produce from the river counties of Maryland and Virginia.

DNI, 11/27/43, p. 3.
 THE COAL TRADE ON THE
 CHESAPEAKE AND OHIO CANAL

The transportation of coal from Cumberland to Georgetown, under the recent arrangement entered into between the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Railroad Company, has commenced. We understand that a few days ago the *first cargo* was forwarded to Georgetown, and thence shipped for New York. From this time, therefore, we may date the beginning of the coal trade of Alleghany [*sic*, Allegany], which, though small at first, is destined, *after the Canal is completed*, to grow into rapid importance. Many of the citizens of Frederick have within a few weeks past put up grates for the use of the Cumberland coal, which they expect to get by way of the Canal under the arrangement as far as the Point of Rocks, and from thence to Frederick by the railroad.
Frederick Herald.

WS, Thu. 11/30/43, p. 3.
 PORT OF GEORGETOWN
 Arrived, November 30
 A large number of river crafts and canal boats, with grain, &c.

WS, Fri. 12/1/43, p. 2. The Chesapeake and Ohio Canal continues in good navigable order, and a brisk trade is being done upon it.

DNI, Wed. 12/6/43, p. 3.
 THE ALEXANDRIA CANAL
 The canal which connects the town of Alexandria with the Chesapeake and Ohio Canal at Georgetown was, as our readers are already informed, formally opened on Saturday. The *Alexandria Gazette*, speaking of this event, says: “After all the trials and difficulties that have accompanied the work, the day at last arrived when the canal boats could float across the Potomac, over a splendid and permanent aqueduct, and be brought to the town of Alexandria, along a

canal seven miles long, without a single lock or other interruption.

“On the 4th of July, 1832, the first spade full of earth on the canal was thrown up, and on the 21st day of December, 1843, the first canal boat reached town. The locks bringing the canal into the river are now in the course of construction and will be finished next year.

“The President and Directors of the Canal Company, the Mayor, and a large number of our fellow citizens, went up to the Potomac Aqueduct in the morning, and there, with the Engineers and other officers of the Company, embarked in the canal boat *Pioneer*, and, after a pleasant and short passage of a little upwards of an hour down the canal, reached the terminus at the corner of Washington and Montgomery streets. The boat stopped amidst the cheers and congratulations of a large crowd, assembled to witness the interesting sight, and the heartiest tokens of anti-faction were given on the ground and throughout the whole town.

“In honor of the event a salute was fired, and the national flag was hoisted at the Public Square, and the vessels in port were decorated with flags.

“In the course of the afternoon a canal boat from Washington county, Maryland, loaded with flour, also arrived.

“We repeat now, at the *completion*, what we said on the day after the *commencement* of the Canal: ‘May this important work succeed and prosper; may it more than realize our warmest hopes; and may it restore and perpetuate the trade and prosperity of Alexandris.’”

WS, Thu. 12/7/43, p. 3.

PORT OF GEORGETOWN
Arrived, December 6, 1843

A large number of bay and river crafts, with grain and other produce; also, many canal boats, with flour, pork and grain.

WS, Sat. 12/9/43, p. 3.

PORT OF GEORGETOWN
Arrived, December 8, 1843

A large number of canal boats, with flour, grain, &c.

DNI, Mon. 12/11/43, p. 3. **Chesapeake and Ohio Canal** – We understand (says the *Georgetown Advocate*) that the Canal Board have determined upon securing the Chesapeake and Ohio Canal, as far as human power and skill can effect it, from all future incursions of the Potomac river. Engineers are now actually employed in making the necessary surveys in order to this most desirable object.

CUMBERLAND COAL

The information contained in the following paragraph, from a New York paper of Saturday last, we take to be of great importance to all persons concerned in that stupendous but hitherto rather unfortunate undertaking, the Chesapeake and Ohio Canal. To the State of Maryland, especially, which has embarked so much capital and credit in the undertaking, it opens a fair prospect of the realization of the most sanguine predictions of the probable effect of the completion of the Canal.

“**Cumberland Coal** – The *Maryland Mining Company* are just beginning to introduce their coal to this market. We have had an opportunity of trying it in our grate and stoves and are free to admit that it is in no way inferior to the best of Liverpool. It is bituminous and burns as free and lively as can be wished. From the experiment we have made, we should not know it, nor do we think any person could distinguish it, from the best of orrel. It is wholly free from any Sulphur smell, which is so common with the soft coal. We incline to the belief that it is stronger, more durable, and sends out a greater heat, than the Liverpool. We

congratulate the public on the receipt of this coal, which may be seen or purchased at the yard of Lang & Randolph. Those who recollect the first introduction of hard coal, its little beginnings and its present magnitude, can form some idea of what this coal may be in a very few years. Railroads and canal are fast developing the resources of our mines. We learn that this coal can be, when all the contemplated facilities are completed, delivered here at less than six dollars. We therefore look forward to only a very short period when this coal will be as abundant and cheap in this market as the anthracite.” *New York Express.*

WS, Tue. 12/12/43, p. 2.
 PORT OF GEORGETOWN
 Arrived, December 11, 1843
 A great number of canal boats, with flour, pork, corn and wood.

WS, Wed. 12/13/43, p. 3.
 PORT OF GEORGETOWN
 Arrived, December 12, 1843
 A large number of boats from different landings on the canal in the counties of Maryland and Virginia.

WS, Thu. 12/14/43, p. 3.
 PORT OF GEORGETOWN
 Arrived, December 13, 1843
 No arrival, except canal boats with flour, of which about one hundred and ninety thousand barrels have been received during the present year.

GA, Thu. 12/21/43, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Arrived since Tuesday Noon
 Elizabeth, Harpersferry, 491 bbls. flour.
 Col. Crockett, Harpersferry, 347 bbls. flour.
 Black Hawk, Dam No. 3, limestone.
 Martha Francis, Dam No. 3, limestone.
 Star, Rushville, wood.

Cost Johnson, 44 miles, wood.
 4 boats from near Seneca, wood.

Departed

Geo. Washington for Dam No. 3; Gen. Harrison for Dam No. 5; W. H. Harrison, Shepherdstown; H. Boteler for Harpersferry; Aurelia and Henrietta for Edwardsferry; Wm. C. Johnson 51 miles; Dolphin 40 miles; Lafayette and Boxer 31 miles; 8 boats for Seneca and nearer.

WS, Fri. 12/22/43, p. 2.
 PORT OF GEORGETOWN
 Arrived, December 21, 1843
 Several canal boats, with grain, pork, &c.

WS, Mon. 12/25/43, p. 3.
 PORT OF GEORGETOWN
 Arrived, December 23, 1843
 A large number of canal boats, with flour, wheat, corn, pork and wood.

DM, Wed. 12/27/43, p. 3. The Williamsport (Maryland) *Banner* of Saturday says: “The Chesapeake and Ohio Canal continues in good navigable order.”

DM, 1/4/44, p. 2. A correspondent of the Annapolis *Republican* states that the capital stock of the Chesapeake and Ohio Canal Company is owned as follows:

The United States	\$1,000,000
The State of Virginia	250,000
The State of Maryland	5,000,000
The Corporation of Washington	1,000,000
Georgetown	250,000
Alexandria	250,000
Shepherdstown	2,000
Individuals	607,400
Total subscription	<u>\$8,359,400</u>

DNI, 2/28/44, p. 3. **The Canal Re-opened**
 – The mild weather has thus early opened the trade of the Chesapeake and Ohio Canal, several boats having arrived yesterday evening within four or five miles of town, and which may be expected in all today, as

the water is let into the Georgetown level. Before the end of the week it is probable that the navigation will be resumed from end to end of the Canal.

Georgetown Advocate of yesterday.

DNI, 3/16/44, p. 3. **The Canal and Alleghany County, (Md.)** – It was expected that the action of the late Legislature in regard to the Chesapeake and Ohio Canal would create some excitement in Alleghany county, and hence we find in the Cumberland *Civilian* of Thursday the following call for a public meeting, signed “Numerous Citizens:”

Friends of the Canal, to the Rescue! – The friends of the Canal are requested to meet at the Court house in Cumberland on Saturday next, at 2 o’clock P.M. to take into consideration the course necessary to be pursued by the people of Alleghany in the present crisis. Let every man who is alive and well on that day be present at the meeting.

WS, 5/25/44, p. 3. **Chesapeake and Ohio Canal** – We regret to learn that a breach occurred in this canal on Wednesday night in the outlet to Staub’s mill, about three or four miles above Georgetown, which will have the effect of suspending the navigation for a few days. Prompt measures have been taken by the officers of the company for its repair, and we suppose by Monday it will again be passable for its active and increasing trade.

DNI, 6/5/44, p. 4.

COAL AND CANAL TRADE

We learn from the *Alleghenian* that Messrs. Atkinson & Templeman, of Cumberland, have contracted with the Government for the delivery of forty thousand tons of coal in the District of Columbia per the Chesapeake and Ohio Canal.

WS, 6/10/44, p. 2. The Cumberland *Civilian* states that on the first day of July the water will be drawn from the Chesapeake and Ohio Canal, and remain out for two weeks, that necessary repairs may be made.

DNI, 6/10/44, p. 4. **Chesapeake and Ohio Canal Company** – The stockholders of this company convened in general annual meeting on Monday last at its office in Frederick and adjourned on Tuesday evening. Mr. Coale, the President, laid before the meeting the sixteenth annual report of the company, which was referred to a committee of stockholders, who subsequently made a report highly commendatory of it, as presenting a full and able exposition of the affairs and prospects of the company.

On Tuesday the meeting proceeded to the election of officers for the ensuing year, whereupon James M. Coale, of Frederick, was unanimously re-elected President of the company, and Frisby Tilghman and J. O. Wharton, of Washington county; William Price, of Alleghany; William Darne, of Montgomery county; Daniel Burkpym, of Virginia; and J. P. Ingle, of the District of Columbia, were elected directors.

DNI, 6/19/44, p. 3. **Breach in the Canal.** – A considerable break occurred in the embankment of the Chesapeake and Ohio Canal, about three miles above Williamsport, at the commencement of last week. The breach will be so far repaired as to enable boats to pass in a day or two.

DNI, 6/21/44, p. 3.

CHESAPEAKE AND OHIO CANAL

From the Virginia Free Press

Our attention has lately been drawn to the “Special Report of the President and

Directors of the Chesapeake and Ohio Canal Company to the Stockholders, on the subject of completing the Canal to Cumberland.” We have already stated that we were amongst the earliest friends of this great work and have never ceased to feel a deep interest in its completion. We therefore feel gratified whenever an occasion is presented to bring its importance before the public, and to urge the advantages which must eventually accrue from it, not merely to the people along its margin, but to those of a large extent of country.

The canal is finished from Georgetown to Dam No. 6, a distance of 136 miles. The distance to Cumberland from the latter point is fifty miles, of which thirty-one miles and a fraction have been completed, but in unconnected sections. To connect with the coal banks near Cumberland has always been the great object of the work, and, when that shall have been accomplished, immense results, advantageous to the whole community, must inevitably follow.

It is already known that the finances of the company have fallen short, and that the engineer’s estimate requires about a *million and a half* of dollars to complete the work. But responsible contractors have offered to finish it at *fifteen percent below* this estimate, if the State of Maryland, the principal stockholder, would *waive her liens* on the property of the company until the contractors could be remunerated. To accomplish this, Col Coale, the president of the company, has been exerting all possible influence, but the Legislature adjourned its last session without affording relief.

In the report of the President there are embodied many important facts in reference to the *canal trade* which ought to be extensively circulated. It seems, from experiments by scientific men, that the Cumberland coal is pronounced superior to that of Liverpool or Richmond, either for the

purpose of raising steam or for the grate. A test was made by Lieut. Wm. F. Lynch and his officers, on board the U. S. steamer *Fulton*, between the Liverpool and Cumberland coal, and the report states that “the experiment was undertaken (in separate furnaces) with 18 measures, weighing 678 pounds, of each kind of coal;” that “the experiment lasted two hours and fifty-one minutes, when the Liverpool was found to be entirely consumed, and the Cumberland still burning, with a considerable quantity in the grate.”

“The Liverpool apparently contained the most bitumen, and the Cumberland the most carbon; hence it is inferred that the former will raise steam more rapidly, and the latter maintain the same pressure longer and more steadily.

“Both burned beautifully, but the Cumberland appeared decidedly preferable; clearer, as possessing more carbon, with a sufficiency of bitum; more pleasant, as the absence of Sulphur excludes the smell of sulphuretted hydrogen; more equable in its process and more durable in its existence.”

Capt. Perry, in a letter communicating the foregoing report, says: “I have deferred any experiment with the Cumberland coal sent by you for trial on board this vessel until I could procure some other of a superior quality, with a view to give it a perfectly fair test.

“Recently the agent has purchased at New York a cargo imported from Liverpool, which has proved to be the best we have ever had for steaming purposes, and with this the trial has been made.

“The enclosed report of the officers instructed by me to make the experiment will give the results; and, having witnessed the test, *I take pleasure in adding my testimony in proof of the superior excellence of the Cumberland coal.*”

Wm. M. Ellis, at the United States Navy Yard, Washington, says, in a report

made on the 7th September, 1840, to Capt. Thos. Holdup Stevens:

“In obedience to your order, I have made experiments on the different kind and qualities of fuel named by you, viz: Midlothian and Cumberland coals and pine wood.

“Of Midlothian coal it will require, to work the engine one week, 240 bushels.

“Of Cumberland coal it will require, for one week, 160 bushels.

“Of pine wood, 12 cords for the same time.

In this trial I find that it requires one-third less of Cumberland than of Midlothian coal to produce the same effect; and it may not be improper to remark that I have never, in any experience, seen a fuel which (after the trial just made) I would prefer to the Cumberland coal. It produces a levelly and beautiful fire, and leaves neither clinker nor other substance to obstruct the grate bars, and consequently requires less labor in attending the fire.”

Captain Easby, master ship-builder of the Washington Navy yard, says: “this coal is superior to any heretofore discovered, and can, when the canal is finished, be delivered in Georgetown at 12 cents per bushel.”

Professor Silliman says, that “for steam navigation and for locomotives on railroads, it will probably supersede all American coals, and will be preferred in parlors by all who desire a bituminous coal in preference to anthracite.”

The coal is dug from the sides of the mountains and is so abundant that it will not be exhausted for centuries. The Professor remarks that “it will be the province of a *distant posterity* to drain the lower beds by tunneling, of by the unlimited and untiring energy of the steam engines.”

The coal district, of which Frostburg may be assumed as the center, extends through Hampshire and hardy counties “to

the upper branches of the Potomac,” and the thickness of the coal beds varies from three to fifteen feet!

We cannot account for the hesitation of Maryland in waiving her liens, in any other way than by supposing that *party politics* have been, unfortunately, intermingled with the subject. The advantages to be derived from the inexhaustible coal beds of Alleghany are incalculable, and the infatuation which keeps these resources locked up is discreditably to the enlightened age in which we live. Let every possible influence be exerted to throw off the incubus.

We shall take pleasure in presenting hereafter numerous facts bearing upon this matter, important not only to Maryland at large, but to the whole Potomac country of Virginia.

DNI, 7/2/44, p. 3. **Chesapeake and Ohio Canal** – The receipts of this canal for the year ending 1st June were \$98,013.90, being an excess of \$31,995.45 over the receipts of the year previous. The number of passengers who have passed through the canal was 8,413, being an excess of 2,440 over the last year. The principal increase in the tolls is stated to have been derived from the Port Deposit, Havre de Grade, Baltimore and Norfolk trade.

WS, 8/8/44, p. 2. **Chesapeake and Ohio Canal** – The sixteenth annual report of the President and Directors of the Chesapeake and Ohio Canal Company to the Stockholders, reiterates the statement, laid before the last Legislature, that the Canal can be finished to Cumberland for \$1,245,000, and declares that competent persons are now ready to enter into a contract to finish it for \$1,350,000, as soon as the company are provided with the means to complete it. In addition to the above, the sum of \$70,000 is added for the Engineer

Department, which will make the total amount required in current funds \$1,420,000.

The report announces that a settlement of the long standing account with Messrs. Baring, Brothers & Co., of London, has been satisfactorily made. — *Balt. Patriot*.

DNI, 8/14/44, p. 3. Nineteen-twentieths of the people of the county are opposed to stopping the Chesapeake and Ohio Canal at Dam No. 6. They are in favor of completing it to Cumberland with all possible dispatch, believing when it reaches there it will soon pay off the State debt and relieve them of taxation; and the condemn and protest against the George's Creek Mining Company's scheme, of making the completion to Cumberland dependent on the extension to the mouth of Savage. They see in this extension *plot* a tax of one million of dollars in disguise. The people are to *pay* it, and the *proprietors* of the coal field about *Savage* and *George's Creek* are to *pocket* it. The extension is not now wanted for the trade of the Canal. The Frostburg mines will furnish all, and can furnish more than will be required for the trade of the Canal, and at the *sole cost* of the *proprietors*, for *transportation to Cumberland*. Why, then, go any further than Cumberland at this time? What more do we want then enough? Let us do one thing at a time; try Cumberland *first*; afterwards go beyond, if it be found necessary. There are not twenty men in Price George's who are willing to lift the liens of the State on the Canal to pay four millions of debt, as the bill of the last session proposed, before the State shall receive any of the profits secured to her by mortgage, to pay the interest on her large investments in that work; and there are not twenty men in the county, and it is to be hoped in the State, who will *not* consent to lift the liens to pay for completing the Canal to Cumberland. Why then should

candidates force themselves, or be forced by a few personal friends, on the party, whose past legislation, present opinions, and future action has been, are now, and will, it is apprehended, continue to lie in direct opposition to the opinion and interests of the whole people? Give us a Legislative ticket to carry out these views in relation to the Canal, and there can be no doubt of its entire and triumphant success.

Mr. Pratt will get as large a majority in the county as any Whig ever obtained.

Very respectfully, your obedient servant,
ROB'T W. BOWIE

WS, Thu. 8/15/44, p. 3.

<p style="text-align: center;">WHIG FESTIVAL AT WINCHESTER, VA.</p> <p>THE CLAY GLEE CLUB OF WASHINGTON CITY having chartered a commodious canal boat, with ample accommodations, will leave Georgetown for Harper's Ferry on Tuesday morning, 20th inst. at 9 o'clock, A. M. precisely. Returning, will leave Harper's Ferry for Washington on Saturday morning, at the same hour.</p> <p>Upon their arrival at Harper's Ferry, the party can take the cars for Winchester, on Wednesday, and return by the same on the adjournment of the Mass Meeting.</p> <p>In order to enable every one to attend this meeting (which it is supposed will be the largest ever held in Virginia) the Club have fixed the fare to Harper's Ferry and returning at own dollar, and the charge to and returning from Winchester by the cars, is 62½ cents—thus making the actual fare for the trip, but \$1 62½!</p> <p>They have secured the services of an excellent caterer, who will provide a sufficiency of suitable refreshments for the trip at city prices.</p> <p>As the number will be limited, it is desirable that those who may wish to avail themselves of this mode of conveyance will leave their names at R. Farnham's, S. Bacon's, or at the Whig Standard office, where names will be received.</p> <p style="text-align: center;">COMMITTEE OF ARRANGEMENTS.</p> <p>N. B. An opportunity will be afforded the party to visit Harper's Ferry, the Point of Rocks, and other objects of interest on the Potomac, and sufficient time will be allowed for the purpose. aug 15</p>

WS, Mon. 8/19/44, p. 3. LOCAL NEWS FOR WINCHESTER, VA.

A spacious and comfortable canal boat will leave Georgetown tomorrow morning at 9 o'clock for Harper's Ferry, with a large number of the "good and true," destined for the great Whig festival to be

held at Winchester on Thursday and Friday next. This will be a delightful excursion to all who may choose to participate in it, and especially to those who have never witnessed the grand and imposing scenery on the Potomac and Shenandoah rivers, which Mr. Jefferson thought was a sufficient inducement for a voyage across the Atlantic. A sight of the beautiful and fertile Valley of Virginia, the "garden spot" of that State, of itself, is no slight inducement to join in this trip; and when is added that good old-fashioned hospitality with which Virginians always receive their guests, who can resist that has the leisure? The delegation from the city will probably reach two hundred in number.

All who contemplate attending this Festival, are requested to assemble at the Clay Club House tomorrow morning at 7 o'clock.

WS, 9/20/44, p. 3. **Chesapeake and Ohio Canal** – The drought begins to affect the navigation of the Chesapeake and Ohio Canal above Harper's Ferry. Letters from Williamsport say that boats having in more than one hundred barrels of flour, are not able to come down now.

WS, Thu. 10/10/44, p. 5. **LOCAL NEWS**
LEESBURG FESTIVAL

The Whigs of Georgetown, we understand, have completed their arrangements for attending the Mass Convention of the Whigs of Loudoun, to be held at Leesburg, on Tuesday next. They have chartered two commodious canal boats, which will leave Georgetown early on Monday morning, so as to arrive in Leesburg on the same afternoon. The fare for the trip is only *one* dollar. We have also received a note from the Committee of Arrangements cordially inviting the Whigs of Washington and the Glee Club to be present at this meeting. The following

notice is appended to the note; with a request for its insertion in the *Standard*: "The canal boats of Bowie & Smart and S. P. Smart will leave the basin at Georgetown early on Monday morning next (14th inst.) for the accommodation of the Glee Clubs, and such of the citizens of the District of Columbia as may desire to attend the Loudoun Whig Festival."

Committee of Arrangements

WS, Fri. 10/11/44, p. 3. **Canal Boat Henrietta** will be in readiness on Monday morning next, at 7 o'clock, to convey the delegation from Georgetown to the Leesburg festival. Price \$1 for the round trip. Those desirous of making the trip will call at the drug store of O. M. Linthicum, or on the undersigned, and obtain their tickets.
oct. 7 – 2t PETER BERRY