

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***BALTIMORE SUN***  
a Baltimore newspaper  
and  
***GEORGETOWN ADVOCATE***  
***DAILY NATIONAL INTELLIGENCER***  
***THE DAILY MADISONIAN***  
***THE DAILY GLOBE***  
and  
***THE WHIG STANDARD***  
five Washington, D. C. newspapers  
and  
***ALEXANDRIA GAZETTE***  
an Alexandria, Va. newspaper  
1841 - 44

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FEBRUARY 2018  
Revision 1, SEPTEMBER 2020  
Revision 2, JANUARY 2021  
Revision 3, JUNE 2021

## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from the *Sun*, a Baltimore, Md. newspaper and *Georgetown Advocate*, *Daily National Intelligencer*, *The Daily Madisionian*, *The Daily Globe* and *The Whig Standard* five Washington, D. C. newspapers, and *Alexandria Gazette* an Alexandria, Va. newspaper 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 *Sun*, GA, DNI, DM, *Globe*, WS and AG 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. McIllhenny or Leetch or Reichter.

In 1844 there was a move to provide funding to complete the Canal to Cumberland. This revision documents some of the opinions on that issue. My apologies; the newspaper reporters and the legislatures seemed not to understand the concept of “**brevity.**”

This revision includes the many Canal Trade articles from the 1841 *Georgetown Advocate*. There was a flood in 1842 and three floods in 1843; however, that does not explain the scarcity of canal trade articles for those years. The trade was intermittent. If a reader finds a newspaper with that data for 1842 – 1843, please send the name of the newspaper.

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  
Revision 1, September 2020  
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**Canal Trade 1841 – 44**

*Sun*, Mon. 2/8/41, p. 2. **Murder** – Wm. Dudley, a miner, who had charge of a corps in the tunnel of the Chesapeake and Ohio Canal, for more than two years, was brutally murdered on the night of the 23<sup>rd</sup> ult., it is supposed by some of the hands at work on the canal.

*Sun*, Fri. 2/12/41, p. 2. **Opening of the Canal**  
The Georgetown *Advocate* of Tuesday says: -  
“We understand that the Chesapeake and Ohio Canal is now in navigable order as far west as Seneca, and that the boats may be expected down today or tomorrow in large numbers from Cumberland, which place we understand they left on Saturday morning last.” It is more than likely that the sudden change of weather has again closed the navigation.

*Sun*, Mon. 3/8/41, p. 2. **Chesapeake and Ohio Canal** – We learn, says the Hagerstown *Torch Light*, that the Chesapeake and Ohio Canal is now clear of ice, and navigable from Williamsport to Georgetown. The first boats for the season, left Williamsport on Tuesday last. The canal between Williamsport and Hancock, will probably be open in a few days, when a number of coal boats now lying near Dam No. 6, will find their way to market.

*Sun*, Fri. 3/12/41, p. 2. **Canal Meeting Postponed** – The Frederick *Examiner* of Wednesday states that the meeting of the stockholders of the Chesapeake and Ohio Canal, which was advertised to take place in that city on Monday, has been postponed to the 1<sup>st</sup> of April, on account of the absence of a majority of the representatives of the State.

*Sun*, Fri. 3/19/41, p. 2. **Chesapeake and Ohio Canal** – A meeting of the citizens of the Sixth Ward of this city, was held at Sutton’s Military Hall, on Wednesday evening, at which a memorial to the Legislature was adopted, and resolutions

passed adverse to a further subscription by the State to the Chesapeake and Ohio Canal.

*Sun*, Fri. 4/2/41, p. 2. **Pardoning the Rioters** – During the annual session of the Legislature. the House of Delegates requested the Governor to furnish them with all communication to him, in relation “to the pardon of certain individuals who were convicted at the October term, 1839, of Allegany county court, of participating in the recent riots on the line of the Chesapeake and Ohio canal, and upon which were predicated his reasons for the pardons granted.” The Governor complied, and with the documents sent a message, which has been received by us from our correspondent. Having at all times commented on what appeared to be a too free use of the pardoning power, we read the message carefully, and have been led to the conclusion that, in this instance at least, the Executive did not act hastily, carelessly, nor unadvisedly. He appears to have had grounds for action in those cases, which, if it be admitted that any convict ought ever to be pardoned, were good. He was evidently slow to admit the force of reasons, and in one of the cases refused a pardon on petition from this city; and it was not until he received evidence of the convict’s “good character and probable innocence” from Allegany county, that he granted it. He says:

“The prisoners were tried for offences committed on the 11<sup>th</sup> day of August, 1839; but they belonged to a class of men, against whom, a long account of real or imaginary crimes had been accumulating for years. Many of them were convicted on slight and doubtful testimony; and witnesses, summoned to prove their innocence, were arrested as criminals and involved in the same punishment; which was exceedingly severe, even if the charges against them had been conclusively proved.”

Such was the prejudice there against that class of men, that it was held doubtful whether they could have had a fair and impartial trial in that county; and there seems to be little doubt that some of those convicted were neither present nor

engaged in the riots. The following language is held by some of the most respectable citizens of Allegany county, in relation to one of the cases:

The petitioners “do not hesitate to say that there never was a conviction in any court founded upon slighter evidence – evidence too of the most interested character. It was not proved by a single witness, that the said O’Donnell was within four miles of the scene of outrage. Yet the said O’Donnell was condemned *precisely because our people seemed to have lost all discrimination when the Irish were put upon their trial.*”

“Your petitioners further allege that even supposing the prisoners to have been guilty, the sentence of the court was, in their opinion, altogether disproportioned to the offence. But your petitioners do sincerely believe that O’Donnell was altogether innocent, and that he has been condemned wrongfully.”

In a letter written to me last August, Mr. Semmes states that “from the evidence O’Donnell ought certainly to have been acquitted. Had he been an American citizen, he certainly would have been acquitted. But under the influence of improper prejudices against the Irish, *the prisoners were convicted by the wholesale.*”

We should be very glad to know that such allegations of prejudice and unfairness were not true; but they come in “a voice from Allegany” itself, and we know nought to the contrary. The Governor farther says:

In this communication I have referred only to the papers and circumstances, “upon which were predicated my reasons for the pardons granted;” but as the House of Delegates may wish to see other papers, I send herewith all the petitions, depositions and letters which have been received in behalf of the prisoners. It will be seen that there is nothing of a party character in any of them; and nothing to affect any citizen of Allegany, unless it be considered a crime to write to the executive in behalf of men who were supposed to have been unjustly condemned.

We have always thought, and still think, that the pardoning power ought to be sparingly and cautiously used, and that its too free and

frequent exercise is a great evil, holding out in fact indirect encouragement to the commission of crime. When a culprit has had a “full, fair and impartial trial” resulting in his conviction, he ought to be left to suffer his punishment; but it would be the blackest injustice to withhold relief, when it is found that a convict has been “unjustly condemned.”

AG, 4/2/41, p. 3. **THE COAL TRADE**

We extract the following articles from the *Cumberland Civilian*, from which any idea, though a small one, may be found of the probable coal trade, when the canal is finished.

**The Potomac – Boating** – The Potomac has been running very full since the commencement of the present week. Some fifty or sixty flat boats, loaded with coal, have left here, besides a number of keel boats, with flour. We much feel the want of the Canal; the river is too hazardous. Several coal boats, we learn, have been lost.

**Later – The Freshet** – About 70 boats laden with coal, we understand, have left for the East during the present freshet. They average about 800 bushels each; in fact, more. This would make about 56,000 bushels of coal, which have gone. If this amount of business is done in the brief space of about five days, when great peril is to be encountered, what may not be expected when the Canal is finished furnishing constant seasons of business, without any of the present risks? Why will not our Legislature learn wisdom from this small bit of experience? We regret to learn that many of the enterprising adventurers have suffered large losses, by breakages, mis-adventurers, &c. – no less than 10 or 12 boats having been broke. We shall have to wait until the canal is finished, before we may expect to get rid of these severe disasters.

The Editor makes in fact, too small an estimate entirely, for at the least 100,000 to 150,000 bushels of coal have departed for the East. The coal depots are likewise, yet filled with coal; as everything in the shape of a boat has been employed. Let any candid and intelligent individual make a fair calculation from such data

as these, as to the probable revenue of the Canal, and he will find that it far exceeds 6 percent, interest on the whole amount.

*Sun*, Tue. 4/6/41, p. 4. **Chesapeake and Ohio Canal Company** – We learn from the *National Intelligencer*, that at a meeting of the stockholders of this company in Frederick, on Thursday last, after a brief examination into the affairs of the company, the President and Directors then in commission were removed from office by the undivided vote of the meeting. The stockholders then unanimously elected the following gentlemen to be President and Directors for the remainder of the term for which the late Board was elected:

*President* – Michael C. Sprigg,

*Directors* – Frisby Tilghman, John R. Dall, John O. Wharton, Daniel Burkhart, James M. Coale, John P. Ingle.

At this meeting nearly seven eighths of the entire stock of the company was represented. Resolutions were passed by the stockholders expressing their strong disapprobation of the active interference on the part of officers of the company in party politics.

*Sun*, Fri. 4/16/41, p. 4. **Chesapeake and Ohio Canal** – A meeting of the stockholders of the Canal Company, is called on Monday next, at the City Hall in Washington, to take into consideration business of importance, and especially the act of the Legislature of Maryland, recently passed, providing an appropriation for the completion of the Canal to Cumberland.

*Sun*, Fri. 4/30/41, p. 2. **Tolls on the Chesapeake and Ohio Canal** – Considerable objection is taken by the *Intelligencer*, on behalf of the citizens of the District of Columbia, to the recent authorized change in the rate of tolls on the canal, so far at least, as limestone, wood and bark are concerned. The rate of toll at present, they say, amounts to a prohibition of the trade in those articles, and if not changed back to the old standard will reduce the revenue of the canal, and saddle the District with an annual tax of \$20,000.

*Sun*, Mon. 5/10/41, p. 4. **Chesapeake and Ohio Canal** – At the adjourned meeting of the company, held at Washington on the 3<sup>rd</sup> inst., the following resolution was adopted;

*Resolved by the Chesapeake and Ohio Canal Company in general meeting of its stockholders assembled*, That the said company hereby approves, assents and agrees to all and each of the provisions of the act of the General Assembly of Maryland, passed at its March session, one thousand, eight hundred and forty-one, entitled “An act for the completion of the Chesapeake and Ohio Canal to Cumberland,” and that such their acceptance of the terms of said act be forthwith communicated to the Governor of the State of Maryland, under the corporate seal of the Chesapeake and Ohio Canal Company and the signature of its president, and that all such instruments obligatory as are required by the said act be given to the State of Maryland on the part of said company, in carrying into effect such act of acceptance, shall be duly executed by the president and directors of the said company.

GA, Tue. 5/11/41, p. 2. **Canal Appropriation** A postscript in the *Cumberland Civilian* of Saturday morning says: - We have just learned from one of the officers of the Chesapeake and Ohio Canal Company, that the stockholders have accepted of the law appropriating \$2,000,000 for the completion of the Canal to Cumberland. Also, we are also informed, that the Mining Companies will likewise, *beyond doubt*, agree to comply with the provisions of said law. Contractors, we are authorized in saying, may look out – that proposals for contracts will soon be offered.

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**CHESAPEAKE & OHIO CANAL TRADE**  
**Descending – May 10.**

Francis Thomas, Hollman, 194 bbls cement.  
 Gondola, Short, wheat and flour.  
 Traveler, Gibson, fish.  
 Gen. Harrison, Goodrick, wood.  
 John Tyler, Hameltree, wood, rails, potatoes,

**Ascending – May 10**

Gondola, Short, for Harper's Ferry, 13,000 herring, 400 shad, &c.  
 Traveler, Gibson, for Harper's Ferry, 59 barrels fish, 60,000 herring, potatoes, plank, &c.  
 Gen. Harrison, Gibson, Seneca, empty.  
 John Tyler, Hameltree, Seneca, 18,000 herrings, iron, potatoes, &c.  
 William, Stone, for Shepherdstown, 45 barrels fish, coffee, &c.

GA, Sat. 5/29/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [May 28]**

James Monroe, Bender, wood.  
 Col. Crocket, Williams, 366 bbls. flour, pig iron.  
 Thomas Turner, Crow, 47 perch limestone.  
 2 Gondolas, -----, 157 bbls. flour, lard.  
 Oliver Twist, Jessee, 124 bbls. flour, 126 bbls. whiskey.  
 Gondola, Short, 263 bu. wheat, flour.  
 Susan Catharine, Trail, 19 ½ cords bark.  
 R. M. Johnson, -----, tobacco, oats, corn, wheat and wood.  
 Columbus, Charlton, 510 bbls. flour, 30 bbls. whiskey.  
 Martha Francis, Shackelford, 54 perch limestone.  
 Rambling Boy, Delzel, 27 perch limestone.  
 Mary, Delzel, wood.  
 Lady Evin, Fitzpatrick, 11,000 hoop poles.  
 Gondola, Harris, 4,600 barrel staves.

**Ascending – [May 28]**

Oliver Twist, Jessee, for Williamsport, 20 tons plaster, 5 tons bar iron.  
 James Munroe, Bender, for Seneca, empty.  
 Col. Crocket, Williams, for Harper's Ferry, 20-ton plaster, fish, iron, &c.  
 Gondola, Short, for Harper's Ferry, plaster, lathes, salt, potatoes and iron.  
 Susan Catharine, Trail, for 42 miles, potatoes, whiskey, &c.  
 R. M. Johnson, -----, for Edward's Ferry, fish and sundries.  
 Columbus, Charlton, for Dam No. 5, fish, salt, 27,000 shingles, &c.  
 Martha Francis, Shackelford, for Dam No. 3, empty.

Gondola, Harris, for 17 miles, empty.  
 Lady Evin, Gillupin, for 88 miles, fish, castings.  
 James Rumsey, Badger, for Dam No. 3, fish, salt and sundries.  
 Col. Benton, Crow, for Shepherdstown, 126 bbls. fish, shingles, lathes, &c.

GA, Sat. 6/12/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [Jun 11]**

Oliver Twist, Jessee, 520 barrels flour.  
 Col. Crocket, Williams, flour, whiskey/  
 Van Ness, Hickman, wood.  
 Mary, Delzel, wood.  
 Mary Eliza, Newman, flour  
 Hughes, Hughes, plank.  
 Martha Francis, Shackelford, 54 perch limestone.  
 S. Cutter, Price, bark, wood.  
 Catoctin, Jenkins, wood.  
 Henry Clay, James, 520 bbls. flour.

**Ascending – [Jun. 11]**

Oliver Twist, Jessee, for Williamsport, 10-ton salt, 20-ton plaster.  
 Col. Crocket, Williams, for Harper's Ferry, 25 bbls. fish, 18,000 lathes.  
 Van Ness, Hickman, for 16 miles, empty.  
 Mary, Delzel, for 5 miles, empty.  
 Mary Eliza, Newman, for Edward's Ferry, 13 tons plaster.  
 Hughes, Hughes, for Shepherdstown, 30 bbls. fish, plaster and plank.  
 Martha Francis, Shackelford, for Dam No. 3, fish.  
 S. Cutter, Price, for 44 miles, fish and salt.  
 Catoctin, Jenkins, for Seneca, empty.  
 Henry Clay, Jenkins, for Mercerville, sugar and coffee.

*Sun*, Mon. 6/14/41, p. 2. **Removal** – The office of the Chesapeake and Ohio canal, is to be removed from Frederick to Williamsport, on the 25<sup>th</sup> inst. Thomas Turner, Esq., is Chief Clerk, and A. M. C. Cramer, Esq., was elected, on the 4<sup>th</sup> inst., Treasurer and Book-keeper.

GA, Tue. 6/15/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [June 14]**

James Monroe, Bender, wood.  
 John Tyler, Horseman, wood.  
 Susan Catharine, Trail, wood.  
 Osceola, Goodrick, flour and whiskey.  
 Clipper, Jones, wood.  
 Van Ness, Hickman, wood.

**Ascending – [June. 14]**

James Monroe, Bender, for Seneca, wood.  
 John Tyler, Horseman, for Seneca, potatoes.  
 Susan Catharine, Trail, for 42 miles, sundries.  
 Augusta, Thecker, for Williamsport, potatoes and bacon.  
 Osceola, Goodrick, for Williamsport, fish, salt, &c.  
 Clipper, Jones, for 52 miles, empty.  
 Van Ness, Hickman, for 12 miles, empty.

GA, Thu. 6/17/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Jun 16]**

Ann Washington, Williams, 400 bbls. flour, iron.  
 Traveler, Gibson, flour.  
 Linthicum, Trail, 48 ½ perch limestone.  
 Lafayette, Hutcherson, wood.  
 John P. Ingle, Russell, 472 bbls. flour.  
 Potomac, Ardinger, 44 bbls. flour, 583 bu. wheat.  
 Mary Ann, Gardener, hoop poles.  
 Scow, Collins, 389 perch of stone.  
 Gondola, Smith, whiskey and live hogs.  
 2 Gondola, Butler, 60 bbls. flour, 4-ton pig iron.  
 2 Gondola, Going, bark.  
 John Tyler, Cecil, form Harper’s Ferry.  
 Patrick Henry, Harrot, from Great Falls.  
 Columbus, Charlton, 416 bbls. flour, butter.  
 Francis Thomas, Miller, 59 perch limestone.

**Ascending – [Jun. 16]**

Ann Washington, Williams, for Harper’s Ferry, fish and iron.  
 Traveler, Gibson, for Harper’s Ferry, fish, potatoes, plank and shingled.  
 Linthicum, Trail, for Dam No. 3, iron castings.  
 Lafayette, Hutcherson, for Seneca, empty.  
 John P. Ingle, Russell, for Harper’s Ferry, fish, coal and whiskey.  
 Potomac, Ardinger, for Williamsport, salt.

Mary Ann, Gardener, for 134 miles, salt, whiskey.  
 Scow, Collins, for Quarries.  
 Gondola, Smith, for Point of Rocks.  
 2 Gondolas, Butler, for Harper’s Ferry.  
 2 Gondolas, Going, for Point of Rocks.  
 John Tyler, Cecil, for Harper’s Ferry, 70-ton coal.  
 Patrick Henry, Harrot, for Great Falls.  
 Columbus, Charlton, for Dam No. 5, fish, salt.  
 Francis Thomas, Miller, for 71 miles, salt, coffee.

AG, Thu. 6/17/41, p. 3. The water from Seneca up, is now turned out of the Canal; no report, therefore, of the trade of the Canal will be made until its restoration – *Georgetown Advocate*.

GA, Sat. 6/19/41, p. 2. A general meeting of the Chesapeake and Ohio Canal Company was held this week in the city of Washington. Mr. Clement Cox offered resolutions suspending any adjustment with Messrs. Gittings, Swan & Gunton, trustees for the redemption of scrip until the further order of the Company; also, that a committee of three be appointed to investigate the accounts of said trustees and report thereon; which resolutions were adopted.

The report so ordered was presented, accompanied with a resolution, which was adopted, resisting the charge of \$27,976.53 for acceptances and other similar charges, and insisting on a strict and faithful account on the part of said trustees according to the legal rights of the Company and its assigns.

Mr. Mason offered a resolution reducing the salary of the President of the Company to \$1,000 per annum, was ordered to lie on the table until the next meeting.

The office of the company is to be further continued at Frederick where it is now.

A reply to Mr. Francis Thomas, who charged Mr. John P. Ingle with having led the Commissioners of the State of Maryland appointed to investigate the affairs of the Company into error, was received from Mr. Ingle in defense of himself and of the conclusions of the report.

GA, Tue. 6/22/41, p. 2. By the advertisement of Mr. Thomas I. Davis, which appears in our columns today, it will be seen that his extensive Grist Mill is in readiness for the reception of wheat; and for which Mr. Davis is prepared to give the most liberal prices. This valuable mill is built upon the strip of land between the Chesapeake and Ohio Canal and the Potomac River, at the intersection of Water and Fayette streets in this town, having the canal close enough to its upper or northern front, to enable canal boats to unload within a few feet of the hopper; and the Potomac so immediately on its south front, as to allow a similar reception at the same time, besides the delivery of flour to vessels lying at the proprietor's wharf. The advantage of this position is such as to render the mill the most convenient in the United States, reducing to the lowest amount of time and labor requisite for loading.

The mill is fed by a never-failing supply of water from the Canal, and is put in motion by two thirty-foot overshot wheels, propelling twelve pairs of 5-foot 9-inch burrs, with the accompanying, improved machinery. It is calculated that not less than *two thousand* bushels of wheat can be daily manufactured into flour at this mill, from which some idea may be formed of the quantity of grain necessary to keep it in operation during the year.

We may here incidentally remark how considerable are the benefits which will hence result to Georgetown, attracting hither, as it must and will, a vast quantity of produce which has hitherto sought other markets. – Not will the grain-growing districts along the region of the river and canal, fail to share in the advantages thus offered, in always having an easily accessible and certain market for the disposal of their produce at the highest prices.

In point of design, magnificence, strength, power and neatness of the machinery, and the generally masterly manner in which the work has been executed, Mr. Davis' mill ranks among the very first in the Union. – The design and construction of the mechanism, combining

durability and efficiency with great simplicity and beauty, will challenge the admiration of every beholder, and reflects the highest credit upon the skill and judgement, both of Mr. Wm. H. Richardson, of Baltimore, who planned the construction, and Mr. Morton, who executed it; adding another monument of the many already existing, of Mr. Richardson's fame as a scientific millwright.

Thomas I. Davis, Esq., the proprietor of this mill, is extensively and favorably known in Frederick County, Maryland, and the adjoining counties in Virginia, as a practical miller, having for many years owned Greenfield Mills on the river Monocacy.

The short period of little more than a year, within which the extensive establishment we have now undertaken briefly to describe, has been commenced and completed, is an evidence of an enterprising spirit which richly deserves success; and which, we trust, will not fail to arouse the attention of capitalists and the public to the advantageous situation of Georgetown for manufacturing capabilities to any extent. Besides Mr. Davis's, there are four other flouring mills in this vicinity, altogether consuming an immense quantity of grain; and giving assurance to farmers that Georgetown will always furnish them with a market, where they will find ready purchasers and good prices for their produce.

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**Chesapeake and Ohio Canal** – The water will be drawn from the third division of the Canal for the purpose of making the necessary repairs thereto, on the 10<sup>th</sup> day of July, and re-admitted for navigation on or before the 1<sup>st</sup> day of August.  
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*Ibid*, p. 3. CHESAPEAKE & OHIO  
 CANAL TRADE

**Descending – [June 21]**

Floriotta, Mossburg, wheat and bark.  
 Mohawk, Belt, empty.  
 Van Ness, Hickman, wood.  
 S. Cutter, Price, bark, wood, calves, lambs.  
 Gen. Harrison, Goodrick, hay and oats.  
 Mill Boy, Teel, 516 bbls. flour.

Patrick Henry, Harrott, Great Falls, passengers.  
 Mayflower, Bender, from Seneca.  
 Jack Frost, Cox, flour.  
 Rambling Boy, Delzel, Jr., empty.  
 Mary, Delzel, Sr., empty.  
 Col. Benton, Crow, flour.  
 Star, Robinson, empty.  
 John C. Calhoun, Hetzer, 400 bbls. flour.  
 Henry Clay, Bost, 386 bbls. flour.  
 Fisk, Aud, tobacco, oats and corn.  
 Martha Francis, Flanagan, 54 perch limestone.  
 John Tyler, Hammontree, wood.  
 Clipper, Jones, wood.  
 James Rumsey, Knott, flour.

**Ascending – [June. 21]**

Floriotta, Mossburg, for 42 miles, fish, salt and potatoes.  
 Mohawk, Belt, for 69 miles, empty.  
 Van Ness, Hickman, for 12 miles, empty.  
 S. Cutter, Price, for 54 miles, salt, potatoes.  
 Gen. Harrison, Goodrick. for Seneca, empty.  
 Mill Boy, Teel, for Edward’s Ferry, salt, fish, plank and shingles.  
 Mayflower, Bender, for Seneca, empty.  
 Jack Frost, Cox, for 76 miles, whiskey.  
 Rambling Boy, Delzel, H. F. 19,000 ft. scantling  
 Mary, Delzel, for H. F., 19,000 ft. scantling.  
 Col. Benton, Crow, for Shepherdstown, fish.  
 Star, Robinson, for Harper’s Ferry, plank.  
 John C. Calhoun, Hetzer, for Williamsport, fish, salt and potatoes.  
 Henry Clay, Bost, for Mercerville, shingles.  
 Fisk, Aud, for 31 miles, salt.  
 Patrick Henry, Harrot, for Williamsport, fish.  
 Martha Francis, Flanagan, for Dam No. 3, pitch.  
 John Tyler, Hammontree, for Seneca, whiskey, flour, &c.  
 Clipper, Jones, 13 miles, empty.  
 James Rumsey, Knott, for Dam No. 3, fish, salt and plaster.

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**Wheat Wanted** – My Mill now being in readiness to receive Wheat, I propose to make it to the interest of Farmers to direct their attention to Georgetown as a regular wheat market. I am disposed to pay at all timed liberal prices on

delivery for wheat, or otherwise receive wheat on storage, subject to the owner’s discretion to fix the price any time previous to the 1<sup>st</sup> of June next, a liberal advance will be made on stored wheat charging interest without storage.

The difficulty in procuring convenient Warehouses for the reception of wheat, on the canal and river below Georgetown, renders it impracticable for me to purchase through agents, and have therefore determined for the present(with a few exceptions) to have no agents on the canal or river below Georgetown, but on the contrary will pay such price for wheat on delivery as will enable other persons disposed to deal in the article, to buy and forward wheat on their own responsibility at a fair profit. Farmers are invited (if preferable) to make contracts by letter or otherwise, and thereby save the commission I should have to pay an agent to buy. Persons disposed to subscribe for the Georgetown *Advocate* will at once know my prices for wheat, as I shall make it my business to see they are regularly corrected.

THOMAS I. DAVIS  
 Canal Mills, D. C.

GA, Thu. 6/24/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Jun. 23]**

Caledonia, Gordon, cement.  
 Gen Harrison, Goodrick, wood.  
 Traveler, Harper, wood.

**Ascending – [Jun. 23]**

Caledonia, Gordon, for Harper’s Ferry, lumber.  
 Gen. Harrison, Goodrick, for Seneca, empty.  
 Traveler, Harper, for Dam No. 3, 10 bbls. fish.

GA, Tue. 6/29/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Jun. 28]**

Keel, Cross, from Dam No. 6, bark.  
 Union, Ardinger, from Williamsport, wheat and flour.  
 Susan, Sloan, from Shepherdstown, wheat, flour.  
 Gondola, Short, from Berlin, wheat.  
 John P. Ingle, Russell, from Harper’s Ferry, flour.

Linthicum, Trail, from Dam No. 3, 50 perch limestone.  
 Gen. Harrison, Steel, from Dam No. 5, flour, bark and whiskey.  
 Catoctin, Jenkins, from Edward's Ferry, wood.  
 Clipper, Jones, from Point of Rocks, wood.  
 Emily Harriot, Colbert, from Hancock, wheat, flour.

**Ascending – [Jun. 28]**

Keel, Cross, for Dam No. 6, fish and salt.  
 Union, Ardinger, for Williamsport, plaster and sugar.  
 Susan, Sloan, for Shepherdstown, fish, salt, plank, lathes and shingles.  
 Gondola, Short, for Berlin, iron and salt.  
 John P. Ingle, Russell, for Harper's Ferry, fish, plaster and potatoes.  
 Linthicum, Trail, for Dam No. 3, salt and plank.  
 Gen. Harrison, Steel, for Dam No. 5, fish, hops.  
 Catoctin, Jenkins, for Edward's Ferry, fish, plank and whiskey.  
 Clipper, Jones, for Point of Rocks, plank, coffee.  
 Emily Harriot, Colbert, for Hancock, fish, salt, 25 tons plaster and iron.

GA, Sat. 7/3/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [July 2]**

Traveler, Gibson, flour and iron.  
 Susan Catharine, Mulleken, bark and oats.  
 Jack Frost, Cox, flour and bark.  
 Keel, Flurry, flour.  
 Mohawk, Belt, wood.  
 James Rumsey, Knott, wheat, flour, iron, stone.  
 Mary Ann, Gardener, flour.  
 New Boat, Sharpless, lime.  
 Wm. C. Johnson, Frazier, 1,337 bu. wheat, flour.  
 Martha Francis, Shackelford, 54 perch stone.  
 Mill Boy, Teel, 900 bbls. flour.  
 Keel, Will, flour.  
 Gondola, Chandman, flour.  
 Patrick Henry, Harrott, flour.  
 -----, Walden, tobacco, oats and meal.  
 Keel, Calvery, bark.  
 John Tyler, Horanam, corn and bark.

**Ascending – [July 2]**

Traveler, Gibson, for Harper's Ferry, fish, lathes.  
 Susan Catharine, Mulleken, for 42 miles, fish.  
 Jack Frost, Cox, for 76 miles, fish, salt, plaster.  
 Keel, Flurry, for Williamsport, iron.  
 Mohawk, Belt, for Seneca, empty.  
 James Rumsey, Knott, for Dam No. 3, fish and molasses.  
 Mary Ann, Gardener, for Dam No. 6, sundries.  
 New Boat, Sharpless, for 68 miles, empty.  
 Wm. C. Johnson, Frazier, for Berlin, fish, salt, plank and shingles.  
 Martha Francis, Shackelford, for Dam No. 3, empty.  
 Mill Boy, Teel, for Edward's Ferry, salt, plaster and plank.  
 Keel, Will for Harper's Ferry, fish, salt, plaster.  
 Gondola, Chandman, for Harper's Ferry, fish, salt, plaster.  
 Patrick Henry, Harrott, for Williamsport, fish, salt and shingles.  
 -----, Walden, for Edward's Ferry, fish, whiskey.  
 Keel, Calvery, for Dam No. 6, whiskey.  
 John Tyler, Horanam, for Seneca, empty.

AG, Sat. 7/3/41, p. 3. Arrived, July 2.

Canal boat Potomac, from 15 miles above Hancock, bark to C. C. Smoot & Co., several parcels of grain to different persons, wood, lumber, shingles and coal for the District.

GA, Thu. 7/8/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [July 7]**

Ann Washington, Williams, flour.  
 Col. Johnson, Brady, wood.  
 Mary, Delzel, wood.  
 Henry Clay, James, flour.  
 Alleghany, Bost, flour.  
 Van Ness, Hickman, wood.  
 Gen. Harrison, Goodrick, wood.  
 Star, Belt, wood.  
 Potomac, Ardinger, wheat and flour.  
 Thomas Jefferson, Cockrell, empty.  
 John P. Ingles, Coones, flour.

**Ascending – [July 7]**

Ann Washington, Williams, for Harper's Ferry, plaster and iron.

Col. Johnson, Brady, for 58 miles, fish and ale.

Mary, Delzel, for 12 miles, plank.

Henry Clay, James, for Mercerville, sundries.

Alleghany, Bost, for Mercerville, sundries.

Van Ness, Hickman, for 16 miles, empty

Gen. Harrison, Goodrick, for Seneca, empty.

Star, Belt, for 48 miles, plank.

Potomac, Ardinger, for Williamsport, plaster.

Thomas Jefferson, Cockrell, for Harper's Ferry, fish and lumber.

John P. Ingle, Coones, for Harper's Ferry, fish, salt and plaster.

GA, Sat. 7/10/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [July 9]**

Van Ness, Hickman, from 16 miles, wood.

Gen. Harrison, Goodrick, from Seneca, wood.

Star, Belt, from 48 miles, limestone.

Potomac, Ardinger, from Williamsport, wheat and flour.

Thomas Jefferson, Cockrell, from Dam No. 3, wheat and flour.

John P. Ingle, Coones, from Harper's Ferry, flour.

W. C. Johnson, West, from Berlin, wheat.

Clipper, Jones, from 44 miles, wood.

Daniel Webster, Strider, from Dam No. 3.

James Monroe, Bender, from Seneca, wood.

Osceola, Goodrick, from Williamsport, flour and wheat.

**Ascending – [ July 9]**

Van Ness, Hickman, for 16 miles, empty.

Gen. Harrison, Goodrick, for Seneca, empty.

Star, Belt, for 48 miles, plank.

Potomac, Ardinger, for Williamsport, sugar, ---, and white lead.

Thomas Jefferson, Cockrell, for Dam No. 3, fish and lumber.

J. P. Ingle, Coones, for Harper's Ferry, whiskey and molasses.

W. C. Jonson, West, for Berlin, fish.

Clipper, Jones, for 44 miles, empty.

Daniel Webster, Strider, for Dam No. 3, fish, salt and lumber.

James Monroe, Bender, for Seneca, rails.

Osceola, Goodrick, for Williamsport, sugar, molasses and tobacco.

AG, Tue. 8/3/41, p. 2. We regret to notice the loss of a canal boat in tow of the steamboat Wolcott, yesterday, on the Chesapeake Bay. The canal boat during a rough sea leaked and filled, and while sinking, the Cabin parted from the hull, owing to the buoyancy of the freight. We are glad to be informed that the principal loss is in the loss of the boat itself, as some schooners were immediately engaged to save the cargo which remained afloat. The owners of the boat have decided to discontinue the towing of canal boats until their safety dock is completed. – *Balt. Am.*

*Sun*, Mon. 8/9/41, p. 2. **Location of the Canal Office** – The Frederick *Herald* says that the stockholders of the Chesapeake and Ohio Canal Company, at their recent meeting in Washington, on Tuesday last, passed an order directing that the future meetings of the stockholders shall be held at the office of the Canal Company in Frederick. The President and old board have all be re-elected, and the salary of the President has been reduced to \$1,000 per annum.

GA, Tue. 8/10/41, p. 2. **Chesapeake and Ohio Canal Company** – At the General Meeting of the Stockholders of this Company, held in Washington on the 3<sup>rd</sup> instant, the following gentlemen were elected to manage the affairs of the Company for the ensuing year, to wit:

Michael C. Sprigg, *President*.

John P. Ingle	John R. Dale
John M. Coale	John O. Wharton
Frisby Tilghman	Daniel Birckhart

AG, Thu. 8/19/41, p. 3. 1,000 barrels of flour arrived by the canal on Saturday, and 6,000 bushels wheat yesterday. – *Georgetown Advocate*.

GA, Thu. 8/26/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Aug. 25]**

Caledonia, Riley, from Hancock, bark.  
Oliver Twist, Jessee, from Williamsport, 544 bbls. flour.

Gen. Harrison, Steel, from Dam No. 3, flour.

Patrick Henry, Harrott, flour.

Wm. C. Johnson, Frazier, 1,180 bu. wheat.

**Ascending [Aug. 25]**

Caledonia, Riley, for Hancock, empty.

Oliver Twist, Jessee, for Williamsport, 50 tons plaster, iron castings.

Gen. Harrison, Steel, for Dam No. 3, fish, salt and tar.

Patrick Henry, Harrott, 6 tons salt, sundries.

Wm. C. Johnson, Frazier, 6 tons plaster, melons, &c.

GA, Sat. 8/28/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Aug. 27]**

Scow, Delzel, from 20 miles, live hogs.

Tyler, Hammontree, from Seneca, 300 bu. wheat and 7,000 bu. oats.

Traveler, Gibson, Harper's Ferry, iron.

Chesapeake, Crampton, from Berlin, 2,220 bu. wheat.

J. P. Ingle, Granison, from Harper's Ferry, flour.

Lafayette, Cecil, from Harper's Ferry, limestone.

Atlanta, Crow, from Shepherdstown, 610 bu. wheat, 218 bbls. flour.

W. Cost Johnson, Brady, from Dam No. 3, limestone.

Alleghany, Bost, from Mercerville, 510 bbls. flour

**Ascending – [Aug. 27]**

Scow, Delzel, for 20 miles, empty.

Tyler, Hammontree, for Seneca, flour and lathes.

Traveler, Gibson, for Harper's Ferry, 8-ton melons and 2-ton cantaloupes.

Chesapeake, Crampton, for Berlin, salt and plank.

J. P. Ingle, Granison, for Harper's Ferry, fish, coal, lye and melons.

Lafayette, Cecil, for Harper's Ferry, 12-ton slate and 12-ton coal.

Atlanta, Crow, for Shepherdstown, fish, plaster, salt and plank.

W. Cost Johnson, Brady, for Dam No. 3, salt, &c.

Alleghany, Bost, for Mercerville, plaster, glass and sugar.

GA, Tue. 8/31/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Aug. 8/30]**

Veto, Garrott, from Knoxville, oats, flour, rye chop.

J. C. Calhoun, Hetzer, from Williamsport, 597 bu. wheat and 163 bbls. flour.

Union, Ardinger, from Williamsport, 435 bbls. flour.

Tip & Tyler, G. Williams, from 88 miles, 350 bbls. flour.

Susan Catharine, Hanson, from 42 miles, bark.

Seneca, Delzel, from 20 miles, live hogs.

Mary Eliza, Newman, from Edward's Ferry, 534 bu. wheat.

Caledonia, Goodrick, from Seneca.

**Ascending – [Aug. 30]**

Veto, Garrott, for Knoxville, fish.

J. C. Calhoun, Hetzer, for Williamsport, salt.

Union, Ardinger, for Williamsport, 48-ton salt, 14-ton shingles.

Tip & Tyler, G. Williams, for 88 miles, fish, melons and bacon.

Susan Catharine, Hanson, for 42 miles, shingles, lathes and brick.

Seneca, Delzel, for 20 miles, ----

Mary Eliza, Newman, for Edward's Ferry, melons and fish.

Caledonia, Goodrick, for Seneca, empty.

GA, Thu. 9/2/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Sep. 1]**

Tulane, Walden, from 35 miles, 485 bu. wheat and oats.

Susan, Sloan, from Shepherdstown, 1,447 bu. wheat, 115 bbls. flour.

Boxer, McDonald, from 35 miles, 673 bu. wheat.

J. Monroe, Bender, from 22 miles, wood.

M. Francis, Flanagan, from Dam No. 3, 54 perch limestone.

Fisk, Aud, from Edward's Ferry, wheat, oats.

Scow, Siscere, from Seneca, flour.

D. Webster, Strider, from Dam No. 3, live hogs.  
 John Tyler, Garmly, from Harper's Ferry, empty.  
 W. H. Harrison, Kudle, from Shepherdstown,  
 flour and oats.  
 Henrietta, Smart, from Edward's Ferry, 2,317 bu.  
 wheat.  
 Henry Clay, James, from Mercerville, 372 bbls.  
 flour.  
 Shenandoah, Hooper, from Shepherdstown, 200  
 bbls. flour.  
 Ann Washington, Williams, from Harper's Ferry,  
 246 bbls. flour.

**Ascending – [Sep. 1]**

Tulane, Walden, for 35 miles, sundries.  
 Susan, Sloan, for Shepherdstown, salt, &c.  
 Boxer, McDonald, for 35 miles, sundries.  
 J. Monroe, Bender, for 22 miles, empty.  
 M. Francis, Flanagan, for Dam No. 3, corn and  
 bacon.  
 Fisk, Aud, for Edward's Ferry, salt, flour.  
 Scow, Siscere, for Seneca, sundries.  
 D. Webster, Strider, for Dam No. 3, sugar, fish.  
 J. Tyler, Garmly, for Harper's Ferry, lumber.  
 W. H. Harrison, Kudle, for Shepherdstown, salt.  
 Henrietta, Smart, for Edward's Ferry, fish, plaster.  
 Henry Clay, James, for Mercerville, fish, plaster.  
 Shenandoah, Hooper, for Shepherdstown,  
 sundries.  
 Ann Washington, Williams, for Harper's Ferry,  
 fish, salt, lumber and iron.

GA, Sat. 9/4/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Sep. 3]**

Star, Belt, from Harper's Ferry, wood.  
 T. Jefferson, Cockrell, from Jefferson, 1,700 bu.  
 wheat.  
 Mary, Delzel, from 12 miles.  
 Mill Boy, Colyer, from Edward's Ferry.  
 Robert Johnson, Dworberger, from 81 miles, 234  
 bbls. flour.  
 F. Boat, Short, from 52 miles, wood.  
 Phillips, Washington, from Hancock.  
 Florietta, Mossburg, from 39 miles, 578 bu.  
 wheat.

Osceola, Goodrick, from Williamsport, 500 bbls.  
 flour.  
 Leaville Cutter, Shed, from 44 miles, wood and  
 800 bu. offal.  
 W. C. Johnson, Frazier, from 57 miles, 956 bu.  
 wheat and 116 bbls. flour.  
 H. A. Wise, Mosley, from Point of Rocks.

**Ascending – [Sep. 3]**

Star, Belt, for Harper's Ferry, 10-ton timber.  
 Thomas Jefferson, for Jefferson, fish.  
 Mary, Delzel, for 12 miles, empty.  
 Mill Boy, Colyer, for Edward's Ferry, 10-ton  
 plaster and plank.  
 Robert Johnson, Dworberger, for 81 miles, salt.  
 F. Boat, Short, for 52 miles, salt.  
 Philips, Washington, for Hancock, fish, lumber.  
 Florietta, Mossburg, for 39 miles, sundries.  
 Osceola, Goodrick, for Williamsport, plaster.  
 Leaville Cutter, Shed, for 44 miles, salt, plank.  
 W. C. Johnson, Frazier, for 57 miles, fish, salt and  
 plank.  
 H. A. Wise, Mosley, for Point of Rocks, 25-ton  
 plank.

GA, Tue. 9/7/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Sep. 6]**

W. C. Johnson, Frazier, from 51 miles, 95 bu.  
 wheat, 116 bbls. flour, 340 bu. offal.  
 H. A. Wise, Mosley, from Point of Rocks.  
 F. Thomas, Miller, from 71 miles, 1,290 bu.  
 wheat.  
 Mohawk, Robinson, from 120 miles, 37 perch  
 limestone.  
 Mary, Delzel, from 12 miles, wood.  
 Caledonia, Goodrick, from Seneca, wood.  
 Washington, Philips, from Hancock, bark, staves.  
 Florietta, Mossburg, from 39 miles, 560 bu. wheat  
 Osceola, Goodrick, from Williamsport, 500 bbls.  
 flour.  
 Emily Harriot, Clabaugh, from Hancock, 406  
 bbls. flour.

**Ascending – [Sep. 6]**

W. C. Johnson, Frazier, for 51 miles, fish, salt and  
 lumber.

H. A. Wise, Mosley, for Point of Rocks, 25-ton lumber.

F. Thomas, Miller, for 71 miles, sundries.  
 Mohawk, Robinson, for 120 miles, lumber.  
 Mary, Delzel, for 12 miles, empty.  
 Caledonia, Goodrick, for Seneca, empty.  
 Washington, Philips, for Hancock, fish, lumber.  
 Florietta, Mossburg, for 39 miles, sundries.  
 Osceola, Goodrick, for Williamsport, lumber.  
 Emily Harriot, Clabough, for Hancock, salt and plaster.

GA, Thu. 9/9/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Sep. 8]**

Tyler, Hammontree, from Harper’s Ferry, wheat, oats and corn.  
 Henrietta, Smart, from Edward’s Ferry, 1,952 bu. wheat and flour.  
 Gen. Harrison, Goodrick, from Seneca, wood.  
 Alleghany, Bost, from Mercerville, 556 bbls. flour  
 Col. Benton, Crow, from Shepherdstown, wheat and flour.  
 Mary Ann, Gardener, from Dam No. 6.

**Ascending – [Sep. 8]**

Tyler, Hammontree, for Harper’s Ferry, 15-ton plank.  
 Henrietta, Smart, for Edward’s Ferry, fish, plaster and lumber.  
 Gen. Harrison, Goodrick, for Seneca, empty.  
 Alleghany, Bost, for Mercerville, potatoes, salt and sugar.  
 Col. Benton, Crow, for Shepherdstown, fish, salt and sugar.  
 Mary Ann, Gardener, for Dam No. 6, empty.

GA, Sat. 9/11/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Sep. 10]**

Potomac, Ardinger, from Williamsport, 500 bbls. flour.  
 Mary Eliza, Newman, from Edward’s Ferry, 619 bu. wheat.  
 F. Boat, Bayshere, from 88 miles, 362 bbls. flour.  
 William, Crow, from Shepherdstown, 411 bbls. flour.

F. Boat, Englebright, from 88 miles, 860 bu. wheat, flour.

Alexander, Granison, from Harper’s Ferry, 431 bbls. flour.  
 Matilda & John, Gibson, from Harper’s Ferry.  
 J. Rumsey, Knott, wheat and flour.  
 Jack Frost, Cox, from Rushville, 421 bbls. flour.  
 Florietta, Mossburg, from 39 miles, 985 bu. wheat  
 Lady Evin, Turney, from Hancock, 220 bbls. cement.  
 Susan Catharine, Mullikin, from 44 miles, flour, offal, bark.

**Ascending – [9/10]**

Potomac, Ardinger, for Williamsport, 10-ton salt, 13-ton plaster.  
 Mary Eliza, Newman, for Edward’s Ferry, fish, salt and plank.  
 F. Boat, Bayshere, for 88 miles, coal.  
 William, Crow, for Shepherdstown, lumber, sugar and molasses.  
 F. Boat, Englebright, for 88 miles, fish, salt and sugar.  
 Alexander, Granison, for Harper’s Ferry, 39-ton coal.  
 Matilda & John, Gibson, for Harper’s Ferry, melons, cantaloups and potatoes.  
 J. Rumsey, Knott, fish, salt and lumber.  
 Jack Frost, Cox, for Rushville, fish, salt, plaster.  
 Florietta, Mossburg, for 39 miles, salt and bacon.  
 Lady Evin, Turney, for Hancock, fish.  
 Susan Catharine, Mullikan, for 44 miles, plaster.

Sun, Mon. 9/13/41, p. 2. **Coal and Iron –**

*Valuable Discovery* – The report mentioned by the Williamsport *Banner* that deposits of anthracite coal and iron ore had been discovered in the vicinity of Hancock, in this State, is confirmed. The estate upon which it has been found, it is said, belongs to Mr. Caton, who is making extensive arrangements for working the mines. The mines lie within a few hundred yards of the Chesapeake and Ohio canal.

GA, Tue. 9/14/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Sep. 13]**

Victoria, Walden, from 35 miles, wheat and oats.  
 Ann Washington, Williams, from Harper's Ferry, flour and iron.  
 Fisk, Aud, from 31 miles, wheat, oats and flour.  
 M. Francis, Flanagan, from Dam No. 3, limestone.  
 H. Clay, James, from Mercerville, flour.  
 Scow, France, from Dam No. 3, limestone.  
 Elgin, Sharpless, from Dam No. 3, iron.  
 Oliver Twist, Jessee, from Williamsport, flour.  
 T. Jefferson, Cockrell, from Dam No. 3, 1,670 bu. wheat.

Mary Elizabeth, Moxley, from 19 miles, wood.

**Ascending – [Sep. 13]**

Victoria, Walden, for 35 miles, fish and plaster.  
 Ann Washington, Williams, for Harper's Ferry, fish, salt and lumber.  
 Fisk, Aud, for 31 miles, lumber.  
 M. Francis, Flanagan, for Dam No. 3, empty.  
 H. Clay, James, for Mercerville, 35-ton salt.  
 Scow, France, for Dam No. 3, empty.  
 Elgin, Sharpless, for Dam No. 3, 34-ton coal.  
 Oliver Twist, Jessee, for Williamsport, 12-ton salt, 20-ton plank.  
 T. Jefferson, Cockrell, for Dam No. 3, potatoes.  
 Mary Elizabeth, Moxley, for 19 miles, empty.

GA, Sat. 9/18/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Sep. 17]**

Alleghany, Bost, from Mercerville, flour.  
 Boxer, McDonald, from 35 miles, 1,000 bu. wheat  
 Mill Boy, Smart, from Edward's Ferry, 1,845 bu. wheat.  
 F. Boat, Short, from 53 miles, 500 bu. wheat.  
 Star, Belt, from Point of Rocks, limestone and Cooper's stuff.  
 Mary, Delzel, from 12 miles, wood.  
 R. M. Johnson, Harper, from 88 miles, flour.  
 F. Thomas, Garrott, from Hancock, wheat.  
 Susan, Sloan, from Shepherdstown, flour, wheat.  
 Col. Johnson, Brady, from 57 miles, limestone.  
 John Tyler, Garmley, from Harper's Ferry, wood.  
 Mary Elizabeth, Moxley, from 17 miles, wood.  
 S. Cutter, Price, from 44 miles, bark and offal.

**Ascending – [Sep. 17]**

Alleghany, Bost, for Mercerville, plaster.

Boxer, McDonald, for 35 miles, fish, salt, plaster.  
 Mill Boy, Smart, for Edward's Ferry, salt, plaster.  
 F. Boat, Short, for 53 miles, fish, plaster, lumber.  
 Star, Belt, for Point of Rocks, fish, salt.  
 Mary, Delzel, for 12 miles, empty.  
 R. M. Johnson, Harper, for 88 miles, salt.  
 F. Thomas, Garrott, for Hancock, fish, salt, plaster  
 Susan, Sloan, for Shepherdstown, plaster, potatoes  
 Col. Johnson, Brady, for 57 miles, plaster.  
 John Tyler, Garmley, for Harper's Ferry, lumber.  
 Mary Elizabeth, Moxley, for 17 miles, empty.  
 S. Cutter, Price, for 44 miles, fish, lumber.

GA, Thu. 9/23/41, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [Sep. 22]**

M. Francis, Flanagan, from Dam No. 3, limestone.  
 Ann Washington, Williams, from Harper's Ferry, flour.  
 Florietta, Mossburg, from 36 miles, wheat, oats.  
 F. Boat, Hughes, from 114 miles, limestone.  
 New Boat, Hess, from 69 miles, limestone.  
 Union, Ardinger, from 18 miles, wheat and flour.  
 Atlanta, Crow, from Shepherdstown, flour, wheat.  
 Gen. Harrison, Goodrick, from Seneca, wood.  
 Ellen, Galeso, from Hancock, cement.  
 J. Tyler, Hammontree, from Seneca, oats, wood, corn and meal.  
 Chesapeake, Spry, from Berlin, 2,160 bu. wheat.  
 J. Monroe, Bender, from Seneca, wood.  
 W. C. Rives, Emerson, from 88 miles, wheat, flour and rye chop.  
 Mary Harrison, Great Falls Potomac, party of pleasure.  
 Gondola, Harris, from 18 miles, wood.  
 Alleghany, Bost, from Mercerville, flour.  
 Henrietta, Smart, from Edward's Ferry, wheat.  
 J. C. Calhoun, Hetzer, from Williamsport, wheat, flour and whiskey.  
 F. Boat, Buckum, from Berlin, wheat.  
 Gondola, Cain, from Harper's Ferry, live hogs.  
 T. Jefferson, Cockrell, from Dam No. 3, wheat.

**Ascending – [Sep. 22]**

M. Francis, Flanagan, for Dam No. 3, empty.  
 Ann Washington, Williams, for Harper's Ferry, fish, lumber and iron.

Florietta, Mossburg, for 36 miles, fish, salt and plaster.  
 F. Boat, Hughes, for 114 miles, 25-ton plaster.  
 New Boat, Hess, for 69 miles, melons, potatoes.  
 Union, Ardinger, for 18 miles, tar.  
 Atlanta, Crow, for Shepherdstown, furniture and potatoes.  
 Gen. Harrison, Goodrick, for Seneca, empty.  
 Ellen, Galeso, for Hancock, empty.  
 J. Tyler, Hammontree, for Seneca, sundries.  
 Chesapeake, Spry, for Berlin, fish, salt, plaster and plank.  
 J. Monroe, Bender, for Seneca, empty.  
 W. C. Rives, Emerson, for 88 miles, fish, salt and plaster.  
 Gondola, Harris, for 18 miles, empty.  
 Alleghany, Bost, for Mercerville, fish, plaster and castings.  
 Henrietta, Smart, for Edward's Ferry, salt and lumber.  
 J. C. Calhoun, Hetzer, for Williamsport, fish, salt and tar.  
 F. Boat, Buckum, for Berlin.  
 Gondola, Caine, for Harper's Ferry, potatoes, bacon and salt.  
 T. Jefferson, Cockrell, for Dam No. 3., bacon.

GA, Sat. 9/25/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Sep. 24]**

Traveler, Gibson, from Harper's Ferry, 180 bbls. flour.  
 F. Boat, Buckingham, from Berlin, wheat and flour.  
 F. Thomas, Miller, from 71 miles, wheat and limestone.  
 Ellen, Fitzpatrick, from Hancock, empty.  
 W. H. Harrison, Staley, from Shepherdstown, flour.

**Ascending – [Sep. 24]**

Traveler, Gibson, for Harper's Ferry, plank, salt and coal.  
 F. Boat, Buckingham, for Berlin, fish, salt, plaster and lumber.  
 F. Thomas, Miller, for 71 miles, fish and sugar.

Ellen, Fitzpatrick, for Hancock, salt, plaster and nails.  
 W. H. Harrison, Staley, for Shepherdstown, fish, salt and plaster.

GA, Tue. 9/28/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Sep. 27]**

F. Boat, Short, from 53 miles, wood.  
 Poula, Goodrick, from Williamsport, flour.  
 O. Twist, Jessee, from Williamsport, flour.  
 M. Francis, Bost, from Dam No. 3, limestone.  
 Farmer, Thecker, from Williamsport.  
 William, Crow, from 85 miles, flour.  
 Tyler, Jenkins, from Seneca, wood.  
 Mary Elizabeth, Moxley, from Harper's Ferry, wood.  
 Alexander, Hall, from Harper's Ferry, flour.  
 Gen. Harrison, Tucker, from Seneca, wood and offal.

**Ascending – [Sep. 27]**

F. Boat, Short, for 53 miles, salt, plaster, lumber.  
 Poula, Goodrick, for Williamsport, plaster and potatoes.  
 O. Twist, Jessee, for Williamsport, salt, plaster, potatoes, &c.  
 M. Francis, Bost, for Dam No. 3, empty.  
 Farmer, Thecker, for Williamsport, potatoes.  
 William, Crow, for 85 miles, lumber, potatoes.  
 Tyler, Jenkins, for Seneca, sundries.  
 Mary Elizabeth, Moxley, for Harper's Ferry, iron.  
 Alexander, Moxley, for Harper's Ferry, salt.  
 Gen. Harrison, Tucker, for Seneca, empty.

GA, Thu. 9/30/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Sep. 29]**

Elgin, Sharpless, from 68 miles, lime.  
 Star, Plumer, from 48 miles, wood.  
 John Tyler, Cecil, from 85 miles, limestone.  
 Mill Boy, Smart, from 31 miles, wheat, flour and corn.  
 Ann Washington, Williams, from Harper's Ferry, flour and iron.  
 H. Clay, James, from Mercerville, flour.

**Ascending – [9/29]**

Elgin, Sharpless, for 68 miles, empty.  
 Star, Plummer, for 48 miles, fish and salt.  
 John Tyler, Cecil, for 85 miles, lumber.  
 Mill Boy, Smart, for 31 miles, lumber and iron.  
 Ann Washington, Williams, for Harper's Ferry,  
 fish, plaster and lumber.  
 H. Clay, James, for Mercerville, salt and plaster.

GA, Thu. 10/7/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Oct. 6]**

Fisk, Aud, from Edward's Ferry, oats, wheat,  
 corn.  
 Columbus, Charlton, from Dam No. 5, flour.  
 Chesapeake, Crampton, from Berlin, wheat.  
 Col. Benton, Crow, from Shepherdstown, flour.  
 Alleghany, Bost, from Mercerville, flour.  
 A-----, Hetzer, from Williamsport, flour.

**Ascending – [Oct. 6]**

Fisk, Aud, salt and fish.  
 Columbus, Charlton, salt and plaster.  
 Chesapeake, Crampton, fish and salt.  
 Col. Benton, Crow, fish, salt and groceries.  
 Alleghany, Bost, 35-ton plaster.  
 A-----, Hetzer, oysters.

GA, Sat. 10/9/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Oct. 8]**

Traveler, Gibson, from Harper's Ferry, flour.  
 Star, Plumer, from 48 miles, Cooper's stuff and  
 saw-logs.  
 Georgetown, Moxley, from 17 miles, wood,  
 James Monroe, Bender, from 23 miles, wood.  
 Daniel Webster, Strider, from Harper's Ferry,  
 limestone.  
 Tip & Tyler, Bayshore, from 88 miles, flour.  
 Ann Washington, Williams, from Harper's Ferry,  
 flour and iron.

**Ascending – [Oct. 8]**

Traveler, Gibson, 150 bu. potatoes.  
 Star, Plumer, potatoes and bacon.  
 Georgetown, Moxley, empty.  
 James Monroe, Bender, empty.  
 Daniel Webster, Strider, lumber.  
 Tip & Tyler, Bayshore, sugar and potatoes.

Ann Washington, Williams, fish, salt and lumber.

GA, Thu. 10/14/41, p. 3. **Advertisement.**

CAME to the subscriber on the 20<sup>th</sup> day of  
 August, 1841, living on the Chesapeake and Ohio  
 Canal, at the eighth lock on the eighth section, a  
 large black COW with horns and a small star in  
 her forehead, and about the half of her tail white –  
 had when she came to this place a small cord tied  
 around her neck, which Cow the owner can have  
 by proving property and paying for this  
 advertisement. ELIZABETH BURGESS  
 Montgomery Co., Md., Oct. 14, 1841.

GA, Sat. 10/16/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Oct. 15]**

T. Jefferson, Cockrell, from Dam No. 3, wheat  
 and flour.  
 James Monroe, Bender, from Seneca, wood.  
 Osceola, Goodrick, from Williamsport, wood.  
 Potomac, Ardinger, from Williamsport, whiskey,  
 flour and cement.  
 Mohawk, Robinson, from Harper's Ferry.  
 Mary Eliza, Newman, from Edward's Ferry, corn,  
 flour and wheat.

**Ascending – [Oct. 15]**

T. Jefferson, Cockrell, salt and lumber.  
 James Monroe, Bender, empty.  
 Osceola, Goodrick, empty.  
 Potomac, Ardinger, 26-ton plaster.  
 Mohawk, Robinson, 25-ton lumber.  
 Mary Eliza, Newman, salt and lumber.

GA, Tue. 10/19/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Oct. 18]**

Alleghany, Bost, from Mercerville, flour.  
 Gen. Harrison, Goodrick, from Seneca, wood.  
 Ann Washington, Williams, from Harper's Ferry,  
 flour.  
 Henrietta, Claxton, from Edward's Ferry, wheat.

**Ascending – [Oct. 18]**

Alleghany, Bost, salt, plaster, potatoes and sugar.  
 Gen. Harrison, Goodrick.  
 Ann Washington, Williams, salt, lumber, &c.

Henrietta, Claxton, salt, lumber and coal.

GA, Sat. 10/23/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Oct. 22]**

F. Boat, Short, from 52 miles, wood.  
 M. Francis, Wright, from Dam No. 3, limestone.  
 Antietam, Hess, from Hancock, nails, limestone  
 Alexander, Hall, from Harper's Ferry, flour.  
 Tyler, Hammontree, from Seneca, corn meal, oats  
 and wheat.  
 Star, Plumer, from 48 miles, saw logs, wood and  
 Cooper's stuff.

**Ascending – [Oct. 22]**

F. Boat, Short, salt, plaster, lumber and potatoes.  
 M. Francis, Wright, bacon.  
 Antietam, Hess, plaster, potatoes and oysters.  
 Alexander, Hall, lumber, potatoes and coal.  
 Tyler, Hammontree, lumber.  
 Star, Plumer, plaster.

GA, Thu. 10/28/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Oct. 27]**

F. Thomas, Miller, from 71 miles, limestone.  
 Scow, Trail, from Dan No. 3, limestone.  
 O. Twist, Jessee, from Williamsport, flour.  
 Ann Washington, Williams, from Harper's Ferry,  
 flour.  
 Gen. Harrison, Steel, from Dam No. 3, flour and  
 wheat.  
 H. Clay, James, from Mercerville, flour.  
 S. Cutter, Trail, from 45 miles, corn and wood.  
 Mohawk, Robinson, from 17 miles, limestone.  
 Columbus, Charlton, from 107 miles, flour,  
 whiskey.  
 Traveler, Gibson, flour.  
 J. C. Calhoun, Hetzer, from Williamsport, wood.

**Ascending – [Oct. 27]**

F. Thomas, Miller, molasses and potatoes.  
 Scow, Trail, fish and powder.  
 O. Twist, Jessee, 35-ton plaster.  
 Ann Washington, Williams, fish, lumber, coal.  
 Gen. Harrison, Steel, salt, plaster and sugar.  
 H. Clay, James, salt and plaster.  
 S. Cutter, Trail, salt and lumber.

Mohawk, Robinson, empty.  
 Columbus, Charlton, salt and potatoes.  
 Traveler, Gibson, potatoes.  
 J. C. Calhoun, Hetzer, 1,500 bu. salt.

GA, Sat. 10/30/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Oct. 29]**

F. Thomas, Garrott, from Hancock, bark, hoop  
 poles, wheat and flour.  
 Potomac, Ardinger, from Williamsport, flour and  
 wheat.  
 Lady Evin, Gilleece, from Hancock, cement.  
 Farmer, Thecker, from Williamsport, apples.

**Ascending – [Oct. 29]**

F. Thomas, Garrott, fish, salt, plaster, potatoes and  
 oysters.  
 Potomac, Ardinger, 43-ton salt.  
 Lady Evin, Gilleece, fish, salt, lumber and oysters  
 Farmer, Thecker, potatoes and oysters.

GA, Sat. 11/13/41, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [Nov. 12]**

Emily Harriot, Clabaugh, from Hancock, wheat  
 and plank.  
 F. Boat, Suray, from Berlin, wheat.  
 Jack Frost, Cox, from 76 miles, wood.  
 William, Crow, from 89 miles, flour and wheat.  
 Henry Clay, James, from Mercerville, flour.

**Ascending – [Nov. 12]**

Emily Harriot, Clabaugh, salt and plaster.  
 F. Boat, Suray, salt and plaster.  
 Jack Frost, Cox, 18-ton lumber.  
 William, Crow, 30-ton lumber.  
 Henry Clay, James, salt and plaster.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [12/6]**

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

**Ascending – [12/6]**

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

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

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [12/10]**

Thos. Jefferson, Cockrell, from Dam No. 3, wheat and oats.  
 Atlanta, Crow, Shepherdstown, wheat and flour.  
 Fisk, Aud, Edward's Ferry, oats and corn.  
 Waterwitch, Gibson, Harper's Ferry, ---  
 John Tyler, Cecil, Harper's Ferry, wood.

**Ascending – [12/10]**

Thos. Jefferson, Cockrell, for Dam No. 3, plaster  
 Atlanta, Crow, Shepherdstown, salt.  
 Fisk, Aud, Edward's Ferry, salt and whiskey  
 Waterwitch, Gilmer, Harper's Ferry, lumber.  
 John Tyler, Cecil, Harper's Ferry, lumber.

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

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [12/17]**

Florietta, Mossburg, 38 miles, wheat.  
 Elgin, Sharpless, 69½ miles, nails, lime.  
 Catocin, Jenkins, Seneca, wood.  
 Henrietta, Smart, Edward's Ferry, wheat, corn.  
 Columbus, Charlton, Dam No. 5, flour, whiskey.  
 J. P. Ingle, Coons, Harper's Ferry, wheat, flour.

**Ascending – [12/17]**

Florietta, Mossburg, 38 miles, empty.  
 Elgin, Shunless, 69½ miles, plaster, iron.  
 Catocin, Jenkins, Seneca, sundries.  
 Henrietta, Smart, Edward's Ferry, lumber, sugar.  
 Columbus, Charlton, Dam No. 5, salt, plaster.  
 J. P. Ingle, Coons, Harper's Ferry, fish, salt and lumber.

*Sun, Mon. 12/20/41, p. 2. Chesapeake and Ohio Canal* – The advertisement to get contracts on the line of canal, we see has induced many worthy gentlemen to view the line for the purpose of putting in proposals. We feel almost certain that the whole work will be taken at prices within the estimates of Mr. Morris, the late talented chief engineer.

GA, Tue. 12/21/41, p. 2. Our attention having been directed to an obstruction lying in the river near the outlet of the canal, we yesterday visited the locality, and as it happened, just in time to witness the passage of a canal boat. The hands of the boat united with our informant in what also appeared to us a just complaint; just enough at least to impel us to ask whose duty it is to remove a sunken schooner lying immediately off the pier wall about a boat's length from the dock, and immediately in the track of boats towing up stream. It ought not remain another week, though we are informed it has been thus daily impeding the canal boats for at least three years.

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*Ibid, p. 3.*

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [12/20]**

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

**Ascending – [12/20]**

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

AG, Sat. 12/25/41, p. 3. The canal being closed by ice above, there are consequently no boats arriving. – *Georgetown Advocate.*

GA, Sat. 1/29/42, p. 2. **The Season.** – We believe that a canal trade, such as has been bone on the

Chesapeake and Ohio Canal during this winter, by reason of its uncommon mildness, is unexampled.

On Wednesday last, a boat laden with 500 barrels of flour and other produce arrived in Georgetown from Hancock, a distance of [124] miles, being a circumstance, we believe, which has happened this year for the first time, at such a date as the 26<sup>th</sup> of January.

Our theory for this extraordinarily mild weather is, that we had a double share of winter last year; indeed, for seven or eight years past that season has been severe to the top mark, and as the philosophers tell us that a balance is always struck and an unvarying average temperature maintained, we take it that the present winter is O. K.

On this account we do not anticipate, what many do, a cold, backward and unfavorable spring.

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

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [3/7]**

Oliver Twist, Hetzer, Williamsport, 55 tons ice.  
 J. P. Ingle, Coons, Harper’s Ferry, 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. S, Flanagan, Dam No. 3, limestone and flour.  
 W. C. Johnson, Price, 44½ miles, iron and flour.

**Ascending – [3/7]**

Oliver Twist, Hetzer, Williamsport, plaster, potatoes and oysters.  
 J. P. Ingle, Coons, Harper’s Ferry, 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. Francis, Flanagan, Dam No. 3, clover seed, bacon and potatoes.

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

Wed. 3/9/42, p. 2.<sup>1</sup> **Passage of the Canal Bill**

The bill providing for the completion of the Chesapeake and Ohio Canal to Cumberland was rejected in the House of Delegates, on Monday evening, by a vote of 34 yeas to 36 nays, but was reconsidered yesterday and passed by a vote of 40 to 34.

GA, Thu. 3/10/42, p. 2. The House of Delegates of Maryland have passed the bill providing for the completion of the Chesapeake and Ohio Canal to Cumberland.

GA, Sat. 3/12/42, p. 2. The Legislature of Maryland closed its business sometime on Thursday evening, the session being limited by law to the 10<sup>th</sup> instant. The bill to complete the Chesapeake and Ohio Canal to Cumberland, after having been passed and repassed alternately by both Houses, amended, was finally rejected by the Senate, shortly previous to the adjournment.

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*Ibid*, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [3/11]**

Francis Thomas, Miller, 71 miles, ship plank.  
 Mary Elizabeth, Newman, Edward’s Ferry, flour, corn and wheat.  
 Catoctin, Jenkins, Seneca, wood.  
 Mohawk, Delzel, 45 miles.  
 John Tyler, Cecil, 68¾ miles, limestone.  
 Alexandria, Trail, 44½ miles, wood.  
 Stranger, Moxley, Harper’s Ferry.

**Ascending – [3/11]**

Francis Thomas, Miller, 71 miles, plaster and groceries.  
 Mary Elizabeth, Newman, Edward’s Ferry, plaster and lumber.  
 Catoctin, Jenkins, Seneca.  
 Mohawk, Delzel, 45 miles, potatoes.  
 John Tyler, Cecil, 68¾ miles, fish.

<sup>1</sup> *Baltimore Clipper*, Baltimore, Md. newspaper.

Alexandria, Trail, 44½ miles, groceries.  
Stranger, Moxley, Harper's Ferry, oysters and fish.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [3/14]**

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, Harper's Ferry, flour.  
S. Catherine, Mullikan, 44½ miles, corn and oats.  
Susan, Brantner, Shepherdstown, 450 bbls. flour.  
William C. Johnson, Price, 44½ miles, flour and iron.

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

Mary Eliza, Newman, Edward's Ferry, flour, corn and corn meal.

**Ascending – [3/14]**

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, Harper's Ferry, potatoes, &c.

S. Catherine, Mullikan, 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, Edward's Ferry, plaster and plank.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [3/18]**

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

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

Jack Frost, Cox, 76 miles, flour.

Gondola, Short, Harper's Ferry, wheat and corn.

Geo. Washington, Hughes, 85 miles, wood

**Ascending – [3/18]**

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, Harper's Ferry, plaster.

Geo. Washington, Hughes, 85 miles, potatoes.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [3/21]**

Fisk, Aud, Edwards Ferry, 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, Harper's Ferry, 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 – [3/21]**

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, Thu. 3/24/42, p. 7.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [3/23]**

W. H. Harrison, Staley, Shepherdstown, limestone.

Mohawk, Delzel, 49 miles, wood.

Tip & Tyler, Emerson, 88½ miles, flour and oats.

Boxer, Graham, 31 miles, corn and oats.

Fisk, Aud, 31 miles, corn and oats.

**Ascending – [3/23]**

Return cargoes fish, groceries, plaster, &c., &c.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [3/25]**

J. P. Ingle, Coons, Harper's Ferry, wheat and flour.  
 Martha Francis, Flanagan, Dam No. 3, limestone.  
 Chesapeake, Spring, Berlin, wheat.  
 3 gondolas, McCallister, Harper's Ferry, corn and lumber.  
 W. C. Johnson, Price, 44½ miles, flour.

**Ascending – [3/25]**

Return cargoes, plaster, groceries, lumber and fish.

DNI, Mon. 3/28/42, p. 3. CHESAPEAKE AND OHIO CANAL – The People of the upper counties of Maryland appear to be wide awake to the disastrous consequences (to the State) of postponing for another year the completion of the Canal to Cumberland.

The following particulars of a great Public Meeting, in Allegany county, on this subject, &c. are from the Cumberland *Civilian* of Saturday last:

**PUBLIC MEETING**

A very large and respectable meeting of the people of this county was held at the Courthouse on the 17<sup>th</sup> instant. Notices had been previously given in all parts of the county, for the people to assemble in general convention to take into consideration their present condition and prospects, and the prospects of the State generally, growing out of the failure of the Legislature to provide for the completion of the Canal. Owing to the excitement of the public mind, and the meeting was unusually large, and certainly one of the most respectable we ever saw in the county.

The meeting was organized by the appointment of Daniel Blocher, Esq., of Cumberland, President, and Messrs. George S. Evans and George H. Kates, of Frostburg, Vice Presidents. Messrs. John Wright and Jacob Wickard were appointed Secretaries.

On motion, it was unanimously *Resolved*, That the memorial read by Mr. Semmes, addressed to the Governor, praying his Excellency to call an extra session of the Legislature forthwith, be adopted by this meeting and forwarded to the Governor.

On the adoption of this resolution, the President of the meeting requested all persons present not to leave before they had signed their names to the memorial. Papers were in the course of the day handed about for signature, and the memorial, we are informed, was forwarded to the Governor on the 20<sup>th</sup> instant with 351 signatures thereto. The following is the memorial:

**To His Excellency Governor Thomas**

The adjournment of the Legislature without passing any law providing for the completion of the Chesapeake and Ohio Canal, and also for the relief of the creditors of the Canal Company, is so obvious a failure of the duty which the Legislature owed to the whole State, and especially to this section of the State, that the people of Allegany county now met in convention have with one voice determined to pray your Excellency to call an extra session forthwith.

They ask this of your Excellency because, according to their information, the Canal bill was lost on account of some unfortunate difference amongst the friends of the Canal, which would have been compromised had there been time for consultation and conference between the House and Senate. They are confident that if the members of the Legislature be brought together in extra session, they will not rise without adopting a bill of some sort which will be available for the completion of the Canal.

Believing firmly, as this people do, that if the canal be finished to the coal and iron region of this county, its revenues from tolls will in time be amply sufficient, not only to pay the interest on the whole State debt, incurred on account of the work, but will be the means of exempting our people from taxation and enriching the State; and that, on the other hand, an abandonment of the canal will result in State bankruptcy, if not in open and violent repudiation of our most solemn obligations, thereby inflicting a stigma upon our character as a people which nothing can wash out, we do most sincerely think that your Excellency, as the chief magistrate of our beloved State, is in duty bound to re-assemble the Legislature without delay.

We will refrain from presenting to you the picture of the actual distress, suffering and gloom which a failure to prosecute the canal has occasioned. Almost everybody in this section of the State is more or less involved in the fate of the Chesapeake and Ohio Canal. Our merchants, whose public spirit and business enterprise led them to credit, to an unlimited extent, the contractors and operatives of the Canal company, as well as the company itself, by taking in scrip and acceptances, are now apprehensive of utter ruin and bankruptcy. And the poor laborers who, by the hundred, have been remaining with us, and subsisting through the past winter upon very little else except the coarsest bread, under the expectation of getting employment and pay from the Canal company in the spring, are now plunged into hopeless despair. They have before them the certainty of a total loss of all their past wages and earnings. They have no opportunities of getting employment here, nor have they the means of getting away with their families to seek employment elsewhere.

Our Legislature, at the session which has just closed, passed, by a large majority, which was highly creditable to the good faith and integrity of our representatives, a resolution denouncing the spirit of repudiation. And yet what else was it but indirect repudiation for that Legislature to adjourn without providing for the completion of the Canal, and also for the relief of the creditors of the company? We hold that the State is bound, by every obligation of justice and honor, to provide some measure of partial relief, at least for the [illegible] capable of overlooking their claims altogether, is, in our opinion, the worst of repudiators.

But we can almost bring ourselves to consent to lose all our past earnings, and to be reduced to present bankruptcy, if by our individual sacrifices we can induce the Legislature to adopt measures which are available for the immediate completion of the canal, and consequently a protection against State bankruptcy, than which no greater disgrace and dishonor could attach to us as a people.

We any therefore safely rest our call for an extra session altogether upon the exigencies which have arisen out of our present situation as a State; and entertaining, as your Excellency do doubt does, similar views with our own, we are confident that this call will not be made in vain.

Signed by 351 citizens.

Colonel Threston, a member of the committee which had been appointed to prepare proceedings, then offered a preamble and resolutions in relation to the stock held by the General Government in the canal. After some amendments, which were made at the suggestion of H. B. Pigman, Esq., the preamble and resolutions were unanimously adopted, and are as follows:

Whereas the General Government of the United States holds stock amounting to \$2,500,000 in the Chesapeake and Ohio Canal; and whereas every consideration of justice demands that she should contribute some aid in the completion of a work essential to her interests, and which work she not only encouraged in the beginning, but which was enlarged and made much more expensive at the instance of Congress, in order that it might be better adapted to the uses of the General Government; therefore,

*Resolved*, That a committee be appointed by the president of the meeting to prepare a petition to Congress, requesting a surrender of the Government stock to the State of Maryland, as an inducement and some compensation to the State for completing the canal.

On motion of Mr. McKaig, it was

*Resolved*, That the citizens of the other counties of this State be, and are hereby, most earnestly requested to co-operate with us in obtaining and extra session of the Legislature.

On motion of Mr. Semmes, it was

*Resolved*, That a committee of general correspondence be appointed by the president of the meeting to aid in effecting the objects thereof.

The president appointed S. M. Semmes, Thomas Perry, Thomas J. McKaig, C. M. Thurston and James M. Smith to be the committee.

Also, on motion of Mr. Semmes, it was *Resolved*, That the friends of the canal interest in the Senate and House of Delegates are entitled to our cordial thanks for the efforts made by them at the recent session of the Legislature to obtain the passage of a bill for the completion of the canal.

The following extract from a letter to S. M. Semmes, Esq., by Mr. J. Mason Maclure has been handed to us for publication.

Frederick, March 20 1842.

Dear Sir: I have just met and had some conversation with Governor Thomas in regard to the probabilities of our having an extra session of the Legislature. I think the people should know what he said, as it certainly gives strong hope of success, provided proper exertions are made by them to get an extra session. After telling him of the large meeting which had been held by us in Cumberland in reference to the object, and of our proceedings, &c., I asked him whether he felt at liberty to give an opinion as to the chances of getting an extra session. He inquired what were our grounds for expecting a change in the Senate. I told him that it was generally thought amongst us that if the Legislature had sat one day longer the differences between the Senate and House would have been compromised, and the canal bill would have been passed. He said that he thought it likely that such would have been the case, but remarked that the Senate was determined to pass no bill, or at least no proper bill, for the redemption of scrip; and said that he should feel himself disgraced were he to assist in passing any bill which did not do the scrip-holders full justice.

He stated that he had come to no conclusion respecting an extra session, and that he would wait to see what the people did. Upon the whole, I inferred from this conversation that Governor Thomas felt a strong desire to see the canal go on, and was favorably inclined to an extra session. I have no doubt of our success in getting him to call an extra session, if proper exertions are made with that view amongst the people in these upper counties.

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

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [3/28]**

Col. Crockett, ---, Harper's Ferry, flour.  
Keel, Fleming, Hancock, flour.  
Gen. Jackson, Crouse, Williamsport, flour.  
Ellen, Brislore, Hancock, flour.  
Lady Evin, Gilleece, Hancock, flour and bacon.

GA, Thu. 3/31/42, p. 2. 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 administered this week by the arrival hither of a fleet of boats, laden with the black diamonds of the Alleghany. Fifteen boats freighted with 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 presume for the service of the United States' war steamers, the *Missouri* and *Mississippi*, which vessels are under orders for Washington.

These coal boats, these sable argosies, fore-runners 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 in the Potomac between Cumberland and the head of the canal, whereby the rapids of the river were comparatively obliterated.

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*Ibid*, p. 3.

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [3/30]**

Mohawk, Delzel, 131 miles, wood, saw logs.  
Benton, Crow, Shepherdstown, flour.  
Gondola, Sanbar, Harper's Ferry, wheat.  
Gen. Harrison, Steel, 107 miles, flour and whiskey.  
8 keel boats, Hetzer, 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 – [3/30]**

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

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

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [4/4]**

H. Clay, James, Mercerville, flour.  
 Gondola, Pitcher, Harper’s Ferry, empty bbls  
 W. C. Johnson, Frazier, 51 miles, mill offal, corn,  
 flour.

**Ascending – [4/4]**

Return cargoes: plaster, groceries, &c.

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

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [4/6]**

Gondola, Wenner, Harper’s Ferry, wheat, corn,  
 flour and oats.  
 Mary Ann, Gardener, Dam No. 6, cooper’s stuff.  
 Gondola, Heater, Harper’s Ferry, corn.  
 F. Boat, Everhart, 53 miles, wheat and corn.  
 Mary Elizabeth, Newman, Edward’s Ferry, flour  
 and corn.  
 Col. Crockett, Hall, Harper’s Ferry, flour.  
 Francis Thomas, Miller, 71 miles, flour, limestone  
 and plank.

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

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [4/8]**

Floriotta, 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. 4/16/42, p. 3. **Extra Session** – It is  
 currently reported in Annapolis, that the Governor

of Maryland will consent to call an extra session  
 of the Legislature, for the purpose of adopting  
 measures to ensure the completion of the  
 Chesapeake and Ohio Canal.

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

**CHESAPEAKE & OHIO CANAL TRADE**

**Descending – [4/22]**

M. Francis, Flanagan, Dam No. 3, limestone.  
 Union, Ardinger, Williamsport, flour, oats and  
 whiskey.  
 Col. Benton, Bost, Shepherdstown, flour.

Mon. 4/25/42, p. 2.<sup>2</sup> **HOME INDUSTRY -**

A great number of the friends of American  
 industry assembled at the Courthouse in  
 Cumberland, on the evening of the 14<sup>th</sup> instant, at  
 which W. W. McKaig, Esq., presided. The  
 following preamble and resolutions, which we  
 extract from a number adopted on the occasion,  
 clearly indicate the spirit and tone of the meeting:

*Whereas*, a crisis has arrived in the affairs of our  
 country which requires the people to dismiss party  
 prejudice and come out with an open and  
 unequivocal declaration of their opinions in the  
 form of instructions to their Representatives, who  
 cannot fail to respect and obey public opinion  
 when fully and fairly expressed: Therefore,

*Resolved*, as the sense of this meeting, that an  
 efficient Tariff, for both *Revenue and Protection*,  
 is the only means of restoring the public credit  
 and the national prosperity.

*Resolved*, That unless Congress adopt some  
 efficient measure of relief before the 30<sup>th</sup> of June  
 next, when all protection will be at an end, our  
 manufactures must stop, our country will be  
 inundated with foreign goods and the last dollar of  
 good money exported to pay for them, when the  
*People, the States and the National Government*  
 must all become bankrupt together.

*Resolved*, That whilst foreign nations cherish  
 and sustain their own industry, excluding our  
 staple productions by prohibitory duties varying  
 from 100 to 1,200 percent, justice and sound

<sup>2</sup> *American and Commercial Daily Advertiser*, Baltimore,  
 Md.

policy alike require that we should adopt the same system towards them.

*Resolved*, That the practical operation and effect of a protective tariff is to sustain the wages of *American labor*, and provide home markets for *American farmers*, whilst the inevitable effect of the “Free trade” policy is to bring down and degrade the free labor of this country to the level of the low and depressed labor of the paupers of Europe. These are the obvious and undeniable effects of these opposite systems. In this country manufactures never can compete successfully with foreigners till the tariff *goes up* or till wages or produce *comes down* – hence *the tariff is emphatically a measure for the benefit of the farmers and laborers of this country.*

*Resolved*, That our distributive share of the public lands, amounting to 34 millions of acres now belonging to the State of Maryland, is more than sufficient at 50 cents per acre, to discharge in the end the whole of our State debt.

*Resolved*, Therefore, that we **never can** consent to the surrender of this fund to the General Government unless they agree to take the land and our debt together, and especially as the debt was contracted in the construction of public works of a National character.

At the same meeting Col. C. M. Thurston offered and read for the consideration of the meeting, a memorial to Congress asking a surrender to the State of Maryland of the two and a half millions of stock held by the General Government in the Chesapeake and Ohio Canal Company, which, after some discussion, passed without a dissenting vote.

On motion of John Hoye, Esq., a committee of five was appointed by the President to proceed to Washington and lay the said memorial before Congress, viz: Messrs. John Hoye, David Shriver, S. M. Semmes, Thomas J. McKaig and John L. Skinner.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [4/25]**

Columbus, Charlton, 107 miles, flour.

S. Catherine, Mullikan, 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 – [4/29]**

John Tyler, Cecil, 69 miles, limestone.  
Floriotta, Mossburg, 42 miles, wheat and hay.  
Alleghany, Bost, Mercerville, flour.  
Henry Clay, James, Mercerville, flour.  
Ellen, Breslin, Dam No. 6, flour.  
Swift, Riley, Dam No. 6, flour.  
J. P. Ingle, Breese, Harper’s Ferry, flour and wheat.  
Jack Frost, Cox, 76½ miles, flour.

GA, Tue. 6/7/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [6/6]**

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

GA, Thu. 6/9/42, p. 3 & 7.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [6/8]**

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.  
Same boats returned with assorted cargoes

GA, Sat. 6/18/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [6/17]**

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, Edward's Ferry, wheat and corn.  
Pocahontas, Manly, 22 miles, wood.  
Emily Harriot, Ohr, Hancock, flour, wheat, &c.  
John P. Ingle, Gibson, Harper's Ferry, wood.  
Gen. Jackson, Harper, Harper's Ferry, wood.

Thu. 6/30/42, p. 3.<sup>3</sup> The Williamsport *Banner* states the Col. Wm. Easby, of Washington city, has constructed a steamboat on an improved plan, which he intends running regularly on the Chesapeake and Ohio Canal, between Washington and Hancock.

AG, Wed. 7/20/42, p. 3. Arrived, July 19.  
Canal boat Francis Thomas, Capt. Bootman, from Hancock, with tan bark to C. C. Smoot & Co.

GA, Tue. 8/2/42, p. 4.

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [8/1]**

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

Thu. 8/4/42, p. 2.<sup>4</sup> The new canal steam-packet *Gallant* returned to Georgetown on Saturday from a trip to the Great Falls of the Potomac. This trip, it is said, has dissipated every doubt upon the subject of the application of steam power to the navigation of the Chesapeake and Ohio Canal. The Georgetown *Advocate* says: - One thing only is deficient to make the *Gallant* at once a very complete specimen of what a canal steam-packet ought to be, and that can be very easily and quickly supplied. She wants speed. Instead of seven miles per hour as was anticipated from the nominal power of her engine, she will not now make over five, a rate of travel quite too dull for her purpose, and not to be long tolerated.

<sup>3</sup> *Staunton Spectator and General Advertiser*, Staunton, Va,

GA, Tue. 8/9/42, p. 3.

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [8/8]**

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

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

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [8/10]**

C. 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 – [8/19]**

Mary Elizabeth, Newman, Edward's Ferry, wheat and oats.  
--- Clinton, Goodrick, Williamsport, flour, whiskey, hay.  
H. Clay, James, Mercerville, flour.  
Henrietta, Thomas, Edward's Ferry, 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 – [8/22]**

<sup>4</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

Olivia Anne, Jackson, Mercerville, flour.  
 J. Rumsey, Knott, Dam No. 3, wheat and flour.  
 Aurelia, Smart, Edward's Ferry, wheat.  
 Tip & Tyler, Shafer, 88½ miles, wheat, flour.  
 Col. Benton, Walker, Shepherdstown, flour.  
 Dolphin, Jackson, Mercerville, flour.  
 William, Crow, Shepherdstown, flour.  
 Henry Boteler, Elgin, Harper's Ferry.

*Sun*, Sat. 8/27/42, p. 1. The National *Intelligencer* states that the Chesapeake and Ohio canal has been injured to some extent, between Georgetown and the Little Falls, by the recent freshet.

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

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [9/12]**

Floriotta, Mossburg, 36 miles, 39 hhds. tobacco.  
 Ann Washington, Williams, Harper's Ferry, flour and iron.  
 Victoria, Conley, 35 miles, wheat, oats, tobacco and corn.  
 John Tyler, Cecil, 69 miles, limestone.  
 Veto, Dalzell, 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, 19<sup>th</sup>**

Patrick Henry, Stake, Williamsport, flour.  
 Stranger, Moxley, Seneca, wood.  
 D. W. Clinton, Goodrick, Williamsport, flour  
 Henry Clay, James, Mercerville, flour.

**Descending, 20<sup>th</sup>**

Tip & Tyler, Shafer, 88½ miles, flour and oats.

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

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [9/21]**

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 – [9/23]**

Col. Benton, Walker, Seneca, wheat and flour.  
 Old Montgomery, Harris, 18 miles, wood.  
 Chesapeake, Spring, Berlin, wheat and flour.  
 Veto, Dalzell, 45 miles, wood.  
 W. C. Johnson, Price, 44½ miles, flour and mill offal.  
 Ann Washington, Williams, Harper's Ferry, flour and iron.

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

CHESAPEAKE & OHIO CANAL TRADE  
**Descending – [9/28]**

Aurelia, Smarts, Edward's Ferry, wheat and flour.  
 Lady Evin, 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. Francis, Flanagan, Dam No. 3, limestone.

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

CHESAPEAKE & OHIO CANAL TRADE  
**Descending, Oct. 3<sup>rd</sup>**

W. C. Rives, Downs, 88¼ miles, wheat and flour.  
 Tip & Tyler, Bost, 88¼ miles, wheat.

**Descending, Oct. 4<sup>th</sup>**

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. 12<sup>th</sup>**

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

J. P. Kennedy, Harper, Harper's Ferry, wheat.  
 John Tyler, Cecil, 69 miles, limestone.  
 E. F. Accommodation, Harper, Dam No. 4,  
 flour.

**Descending, Oct. 13<sup>th</sup>**

May Flower, Hollehan, 69 miles, limestone.  
 Elgin, Sharpless, 68½ miles, lime.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending, Oct. 21<sup>st</sup>**

Hope, Lawrence, Point of Rocks, iron.  
 Lady Evin, Gilleece, Hancock, iron and cement.  
 W. H. Harrison, Staley, Shepherdstown, flour.  
 Williams, Crow, Shepherdstown, flour.  
 Antietam, Hughes, Shepherdstown, flour.  
 Henry Boteler, Williams, Harper's Ferry, flour.

**Descending, Oct. 22<sup>nd</sup>**

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

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [10/26]**

Francis Thomas, J. P. Garrott, Hancock, wheat,  
 flour, iron, &c.

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

Old Montgomery, Harris, 18 miles, wood.

S. Catherine, Mullikan, 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. 28<sup>th</sup>**

Aurelia, Smart, Edward's Ferry, flour and  
 wheat.

Jack Frost, Dillon, Rushville, flour.

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

**Descending, Oct. 29<sup>th</sup>**

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

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [11/2]**

C. Eldridge, Short, 53½ miles, wheat, flour, &c.  
 W. C. Rives, Downs, 88½ miles, flour, oats and  
 offal.

Tip & Tyler, Brenna, 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 – [11/7]**

Shenandoah, Ray, Harper's Ferry, 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 – [11/11]**

Wm. C. Johnson, Frasier, 51 miles, flour, oats and  
 corn.

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

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

Virginia, Luray, Berlin, wheat.

Gen. Harrison, Steel, Dam No. 5, whiskey, flour  
 and wheat.

Col. Benton, Bellmore, Shepherdstown, flour,  
 wheat, corn and oats.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [11/14]**

Henrietta, Thomas, Edward's Ferry, wheat,  
 flour, corn, oats, &c.

C. Eldridge, Short, 53½ miles, wheat, flour and  
 corn.

W. C. Johnson, Thomas, 44½ miles, wheat.

Aurelia, Smart, Edward's Ferry, 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 – [11/16]**

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 – [11/15]**

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

*Sun*, Fri. 12/9/42, p. 2. The Chesapeake and Ohio Canal which had been closed with ice, during the recent cold weather, is again open for navigation.

*Sun*, Sat. 12/10/42, p. 2. **Chesapeake & Ohio Canal.** – It is stated in the Frederick *Examiner*, that at the recent meeting in that city, of the stockholders of the Chesapeake and Ohio Canal Company, a report was submitted from a committee previously appointed to investigate the subject of raising funds to complete the Canal to Cumberland.

The *Examiner* says, “among other matters contained in that report, a statement was made to the effect, that money could be obtained, or rather that responsible contractors had offered to complete the Canal with funds to be provided by themselves, in case the State would waive its lien in their favor to the required amount,” and provided further that General McNeill was elected President of the Company for the time being. The resignation of Colonel Sprigg of the office of President, and the prompt re-election of Gen. McNeill, is regarded by the *Examiner* as a strong indication of confidence on the part of the stockholders in the feasibility of the scheme.

DNI, The. 12/15/42, p. 3. **Melancholy and Fatal Accident.** – We are pained to record a melancholy occurrence, by which a very worthy and much respected citizen of Georgetown came to his death prematurely yesterday morning, as it is supposed about sunrise. Mr. James O. Reilly, the lock keeper of the Chesapeake and Ohio Canal at Georgetown, had risen early to attend mass at the Catholic church. On his return, it is supposed that he went to the canal, and while in the act of turning a crank to open a valve, Mr. Reilly was unfortunately drawn or forced into the canal and drowned. No person Mr. Reilly at the tome of this painful accident. His hat was found floating in the canal by a colored woman who went to draw water, and a search being immediately made, the dead body of the unfortunate sufferer was found near the lock. It was not ascertained how long the body had remained underwater; but, in the hope of restoring it to animation, great exertions were made for two hours by four respectable physicians and their attendants, but all, alas, to no purpose. This sad event has caused deep and universal regret in our community, as the deceased, an Irishman by birth, bore an excellent character, and was highly respected by all who knew him. An inquest was held over the body by Thomas Woodward, Esq., Coroner, when the hurry rendered a verdict that “the said James O. Reilly, in opening a paddle attached to Lock No. 3 of the Chesapeake and Ohio Canal in Georgetown, fell into the canal and was drowned.”

AG, Fri. 12/16/42, p. 2. **GEORGETOWN**  
 We learn from the report of the Canal commerce contained in the Georgetown *Advocate*, that within a day or two past there have arrived in that town through the Chesapeake and Ohio Canal, a considerable number of boats, besides wheat and other produce, an aggregate of five thousand, four hundred and forty-eight barrels of flour.

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

CHESAPEAKE & OHIO CANAL TRADE

**Descending – [12/21]**

Mary Elizabeth, Newman, Edward's Ferry, flour and apples.

Antietam, Hughes, Williamsport, flour, mill offal and nails.

De Witt Clinton, Goodrick, Williamsport, flour.

*Sun*, Sat. 1/7/43, p. 1. **Chesapeake and Ohio Canal.** – The board of directors of the Chesapeake and Ohio Canal Company, through the president of the company, have made their annual report to the Governor, to be laid before the General Assembly. From it, we learn that eighteen and three-tenths miles remain unfinished to complete the canal to Cumberland, and the estimated cost to complete it is one million, five hundred and forty-five thousand dollars. All work on the canal has been suspended, and until provision be made for the purpose, no further progress can be made in the work, however favorable the circumstances of the times may be to its prosecution.

Sat. 1/21/43, p. 3.<sup>5</sup> *United States Stock in Chesapeake and Ohio Canal* – The Senate, yesterday passed the resolutions from the House, requesting our Senators and Representatives in Congress, to report a bill and vote for the transfer of the stock held by the General Government in the Chesapeake and Ohio Canal to the State of Maryland. As this is a matter in which this State as well as the people generally, are deeply interested, we sincerely hope that our representatives will speedily call the attention of Congress to it. *Annapolis Herald*.

*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.

*Sun*, Mon. 3/6/43, p. 2. **Chesapeake and Ohio Canal.** – It will be seen by our Annapolis correspondent that the House of Delegates, by a large majority, have passed a bill for the sale of the Chesapeake and Ohio Canal for five million dollars, payable in State bonds at par.

Tue. 3/7/43, p. 2.<sup>6</sup> The Williamsport (Md.) *Banner*, in noticing the statement made in the Georgetown *Advocate* a few days since that the water had been let into the Chesapeake and Ohio Canal along the line from Hancock to Georgetown, says that it is incorrect so far as it relates to the navigation of the Canal at and above Williamsport. The water has not been admitted owing to cold and unfavorable weather having retarded the necessary repairs, which will be completed in a few days.

*Sun*, Mon. 3/20/43, p. 1. **Selling the Canal.** – The Cumberland *Civilian* of Friday, has the following paragraphs respecting the probability of selling the State's interest in the Canal: - We learn that Gen. McNeill, the President of the Canal Company, in a conversation with a gentleman from Baltimore, since the passage of the Bill for the sale of the State's interest in the Chesapeake and Ohio Canal, said that he had no doubt but that the sale would be effected without delay, and that in the course of eighteen months the Canal would be completed to Cumberland.

We have also seen a letter from a gentleman in Baltimore, a friend of the Canal, in which he says: - "The bill we have obtained is

<sup>5</sup> *Easton Gazette*, Easton, Md.

<sup>6</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

available, and I am assured by Gen. McNeill that in eighteen months the Canal will be opened to Cumberland.”

Thu. 3/23/43, p. 3.<sup>7</sup> **MARYLAND**

The Legislature of this State closed its Session on Friday night, without having elected a Senator of the United States, and without having passed a law to lay out the State into districts for the choice of Representatives to Congress.

Before the adjournment, however, an act was passed, of very great consequence to the State, if it proves to be available, for selling the State’s interest in the Chesapeake and Ohio Canal, in the Baltimore and Ohio Railroad, in the Washington Branch Railroad, in the Susquehanna and Tidewater Canal Company, and in the Susquehanna Railroad Company. The State’s interest in these several works is to be advertised for sale in Europe and in this country until the first day of July next; on or after which day they are to be sold to the highest bidder, payable in stocks issued by the State, for sums not less than five millions of dollars for the first named work, four millions, two hundred thousand for the second, one million for the third, and one million and a half for the fourth.

The proposed operation, if successful, will extinguish four-fifths of the whole debt of the State, and will place these important public works in hands favorable to their prosecution with vigor and steadiness to a useful and profitable conclusion. – *Nat. Int.*

Tue. 3/28/43, p. 2.<sup>8</sup> 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.

*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 proposals 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

<sup>7</sup> *Staunton Spectator and General Advertiser*, Staunton, Va.

<sup>8</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

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 6<sup>th</sup> 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.

*Sun*, Wed. 4/19/43, p. 2. **The Freshet in the Potomac.** – We are gratified to learn that the anticipations of those who feared that very great damage had been done to the Chesapeake and Ohio Canal by the recent freshet, will not be realized. An inspection of the line has already taken place, and the impression is that the breaches will in a few days be sufficiently repaired to afford the usual facilities for transportation. The masonry is in no wise injured, and the breaches are far less in number and magnitude than at first supposed.

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 5<sup>th</sup> of May; and throughout the whole length of the Canal by the 10<sup>th</sup> 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.

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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 20<sup>th</sup> 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 10<sup>th</sup> instant.

Mon. 5/8/43, p. 2.<sup>9</sup> Several barges with coal have arrived at Georgetown from Cumberland by the Chesapeake and Ohio Canal.

Sun, Tue. 5/9/43, p. 2. **The Canal** – The Chesapeake and Ohio Canal, says the *National Intelligencer*, is practicably in navigable order throughout its whole length. Boats from Hancock and intervening points are now in course of hourly arrival at Georgetown. Several coal barges from Cumberland, freighted with that valuable mineral product of the Alleghanies, have also arrived.

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

<sup>9</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

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 reasons, I send you the information, to be used as you see fit.

Yours, respectfully.

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

Thu. 6/15/43, p. 3.<sup>10</sup> The *Cumberland (Md.) Civilian* states, on the authority of a letter received from the President of the Chesapeake and Ohio Canal Company, that Northern capitalists are now prepared to advance the money necessary for the completion of the Canal, and are only waiting the decision of the Company, whether the work shall proceed this Summer or not.

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 5<sup>th</sup> 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

<sup>10</sup> *Staunton Spectator and General Advertiser*, Staunton, Va.

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 –

1<sup>st</sup> 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.

2<sup>nd</sup> 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.

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

2<sup>nd</sup> 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 10<sup>th</sup> July.

3<sup>rd</sup> 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.

4<sup>th</sup> 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 Burkhardt, Esq., Berkeley Co., Va.

J. P. Ingle, Esq., Washington city.

Fri. 6/23/43, p. 2.<sup>11</sup> The Chesapeake and Ohio Canal will be opened to the town of Alexandria in the coming month of July. The locks connecting the canal with the harbor of Alexandria will be finished in about a twelve month hence.

*Globe*, Thu, 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 10<sup>th</sup> of July, and remain out until the 5<sup>th</sup> of August, for the purpose of removing sand bars and making other necessary repairs."

<sup>11</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

AG, Thu. 6/29/43, p. 3. *Resolved by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown*, That Jeremiah Orme, O. M. Linthicum, Joseph Libbey, E. M. Linthicum and Francis Dodge, Junior, be, and they are hereby, authorized and requested to confer with Charles B. Fisk, Esq., Chief Engineer of the Chesapeake and Ohio Canal, in regard to the proper location and probable cost of outlet locks from the canal, within the limits of this Corporation, into the river Potomac, and a suitable basin – and that they further enquire into the practicability of obtaining the necessary means for the accomplishing of said work – and that they enquire into the expediency of changing the tow-path on the canal so as to keep it on the north side of said canal throughout the limits of the Corporation, and the propriety of opening a street on the south side of said canal where it will admit of the same, to the width of \_\_\_ feet.

Approved, June 24, 1843.

*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 4<sup>th</sup> 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 rock 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.

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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 4<sup>th</sup> 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

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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 12<sup>th</sup> 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, Mon. 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. Lesson 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, Mon. 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 meantime, the repair of the work on the causeway can go on without interruption. – *Alexandria Gazette*.

AG, Mon. 7/24/43, p. 4. CHESAPEAKE AND OHNIO CANAL – We learn from the *Cumberland Civilian* that the President of the Chesapeake and Ohio Canal Company has contracted for the prosecution of the Canal between Cumberland and dam No. 6 – The *Civilian* says, “Major General McNeill is now here; so is also Mr. Fisk, the Chief Engineer; and we notice that the contractors have already commenced work at this place. Workmen are now engaged at repairing the break, sustained by the last freshet, immediately at the head of the Basin at this place. The revival of the work has caused, as might be expected, great pleasure to our citizens. One hundred and fifty thousand dollars, we understand, are now at the command of the contractors.”

AG, Sat. 8/5/43, p. 2. THE WORK ON THE CANAL STOPPED. The *Cumberland Civilian* of yesterday, in its regular edition, announces that the work on the Chesapeake and Ohio Canal, at that place, has been stopped, and thinks it will not be resumed until some favorable action on the subject be had by the next legislature. An extra, however, from that paper, contains the annexed letter, which it received after going to press, stating the cause of the “present temporary suspension of the work on the Canal.” We infer from it that Messrs. Letson & Rutter intend to recommence operations.

Cumberland, 2<sup>nd</sup> Aug. 1843.

*To the Editor of the Civilian.*

Sir: - I sincerely regret I had not furnished you, prior to your paper going to press this evening, without the following extract of Mr. Fisk’s (the Chief Engineer) letter to me, received by me late on Saturday evening last:

“Having received from the Clerk a copy of an order of the Board, declaring the contract recently entered into between the President of the

Company and Letson and Rutter null and void – (and which has been thus communicated, by an order of the Board) – it became my duty to apprise you, that I can give no further instructions in reference to, and can in no manner superintend, the work you are now doing.”

This alone was the cause of the present temporary suspension of the work on the Canal, under our contract. It is important for us to have Engineers, but not so important who they are, provided they will perform their duties.

We have been, and shall so continue, ready to prosecute the work of the Canal to the letter and spirit of our contract.

Very respectfully, your ob’t servant,

T. W. Letson

The Frederick *Examiner* states, that “the company have offers to do the work for fifteen percent less than the bid of Messrs. Letson and Rutter – say for \$200,000 less. We are glad to hear this, because it may increase the prospect of selling the state’s interest in the work. But what is to be done with the contract of Letson and Rutter?”

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

CHESAPEAKE 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.

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

2<sup>nd</sup>. 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.

3<sup>rd</sup>. 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.

4<sup>th</sup>. 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.

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As the resolution (which we have seen in print) of the Board of Directors of the 4<sup>th</sup> of May, renewed on the 28<sup>th</sup> 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 apprised 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:

**1<sup>st</sup>**. 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.

**2<sup>nd</sup>**. 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.

**3<sup>rd</sup>**. 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.

**4<sup>th</sup>**. 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.

**5<sup>th</sup>**. 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.

**6<sup>th</sup>**. 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.

**7<sup>th</sup>**. 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 ton 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 19<sup>th</sup> 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 20<sup>th</sup> 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.

Thu. 10/5/43, p. 3.<sup>12</sup> The *National Intelligencer* states that the damage done to the Chesapeake and Ohio Canal by the late freshet is not as great as was at first supposed, and that the navigation will be restored by the 20<sup>th</sup> of October.

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 18<sup>th</sup> or 20<sup>th</sup> instant. On the second and third divisions the water will be let in on the 16<sup>th</sup>. It will at once be admitted on the Georgetown level. There is now a system and

<sup>12</sup> *Staunton Spectator and General Advertiser*, Staunton, Va.

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 in 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.

AG, Sat. 12/2/43, p. 3. The Alexandria canal boat *Pioneer*, will leave the junction of the Chesapeake and Ohio Canal at Georgetown, *this day* at 11 o'clock, passing through the Aqueduct and Canal to Alexandria. For the accommodation of the citizens and others that may be desirous of enjoying a **first** passage on the Canal, the Steam Boat Phenix will leave this morning at half-past nine o'clock for the Aqueduct.

AG, Mon. 12/4/43, p. 2. **OPENING OF THE ALEXANDRIA CANAL** – On Saturday last, the Alexandria Canal, connecting this town with the Chesapeake and Ohio Canal, was officially opened for trade and navigation.

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 4<sup>th</sup> of July 1831, the first spade full of earth on the Canal was thrown up – and on the 2<sup>nd</sup> 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 its 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 satisfaction were given on the ground, and throughout the whole town.

In honor of the event a salute was fired, 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, Md., 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 **ALEXANDRIA**."

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*Ibid*, p. 3. **CANAL COMMERCE**.

*Arrived, Dec. 2.*

Canal boat *Pioneer*, from Georgetown, with passengers – **FIRST BOAT**.

Canal boat *Clipper*, from Washington County, Md., 330 barrels flour, to Wm. Fowle & Sons.

AG, Tue. 12/5/43, p. 3. A long train of drays loaded with flour, from the first *freight* Canal boat which has reached our town, went through our streets yesterday, with flags, and in great glee.

AG, Wed. 12/6/43, p. 2. **Canal Commerce**  
Arrived, Dec. 5.

Canal boat *Tip & Tyler*, Berkeley County, Va., with 100 bbls. flour, 700 bushels yellow corn, 8,000 lbs. family pork 100 bushels rye, 100 bushels ship stuff, 2 bbls. pippin apples, to Alex. Shafer, on board.

Two boats with stone, from Seneca, for Easby & Donnelly.

Cleared.

Canal boat *Clipper*, Mercerville, Washington County, Md., with 35 tons plaster.

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.

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**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 coal. 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, Harper’s Ferry, 491 bbls. flour.

Col. Crockett, Harper’s Ferry, 347 bbls. flour.  
 Black Hawk, Dam No. 3, limestone.  
 Martha Francis, Dam No. 3, limestone.  
 Star, Rushville, wood.  
 W. 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 Harper’s Ferry; Aurelia and Henrietta for Edward’s Ferry; 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.”

AG, Fri. 12/29/43, p. 3. Arrived, December 26. Canal boat Henry Clay, 500 bbls. flour, to Wm. Fowle & Sons.

Sailed, Dec. 28.  
 Canal boat Henry Clay, 100 sacks salt, - Wm. Fowle & Sons.

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	<u>607,400</u>
Total subscription	\$8,359,400

*Sun*, Tue. 1/9/44, p. 1. **THE CHESAPEAKE AND ONIO CANAL** – No. I. - This canal has caused the creation of about one-half of the public debt of Maryland; and according to the modes in which the Legislature may now decree to avail of it, will depend either its relieving the State in a reasonable time of the pressure of debt contracted in its behalf, or its causing a total loss of several millions of said debt, or its continuing to be (as it has been for some time) a source of augmented indebtedness and of political irritation.

The little map at the head of these columns [Transcriber’s Note: The map was a negative format and does not scan well.] is intended to illustrate the connections of this canal with the country whence it is to derive its trade; and thus show, at a glance, the grounds of the variant opinions which have been for two years past (and are now) held as to the extent to which it should be finished, and the respective probabilities of its usefulness when finished.

This map has been drawn, with some attention to exactness, by a scale of the *one-millionth* part of the actual distances, and may be taken as a homeopathic dose of geography. It extends from Dam No. 6, near Cacapon, (to which point the canal is happily constructed) to the head waters of the Potomac; the principal streams and the more important towns and villages have been laid down; the limits of the great coal-field have been marked with as much fidelity as our present state of knowledge allows, and the two districts into which nature has divided that field have been indicated by the different directions of the shading lines drawn within those limits. It only remains to say, that the distance from Dam No. 6 to Cumberland is 50 miles; about two-thirds of the estimated cost for which has been expended, but in such manner as not to afford a continuous navigation for any reach; and the distance from Cumberland to the heart of the coal-fields, viz: the mouth of Savage river, is under 30 miles. This is

all that need to be said in explanation of the map for the present.

The public is long since aware that the *Chesapeake and Ohio* canal is only *a name*, borne by a corporation of vast and laudable design, but of insufficient means, and therefore of melancholy failure; in the sense of a navigable connection between the tide of the Potomac and the current of the Ohio, it is a figment, not likely to become substantial in the present generation. All parties, interested to inform themselves, are satisfied that it implies no more than *a canal along the Potomac*; and every one of such parties will subscribe to the general proposition that *avail must be taken of the coal-field, or the canal will have been designed and made in vain*.

The public is also aware that among those who assume or wear the title of “Friends of the Canal,” there exists *two* parties, who translate the terms of this general proposition in two different manners, according to the means of information and the prepossessions, or, if you please, the prejudices of each, respectively. One party considers that all fruitable avail is had by reaching Cumberland; the other regards this avail as but fractional and precarious; and represents that a reasonably certain revenue is only to be secured by carrying the Canal navigation up to the coal itself, at the mouth of Savage.

The succeeding papers which will appear in the *Sun*, are devoted to a fair and dispassionate investigation and elucidation of these two positions.

It will be borne in mind all along, however, that the circumstances of the Canal Company do not allow of the question being *how much shall be done at a time?* as was the more fortunate case of the Baltimore and Ohio Railroad, in being continued from Harper’s Ferry; for then the answer would be regulated by the amount of means at disposal. But the Canal Company have actually no means, and the object is to raise them upon the credit of the future, by a mortgage of all the property of the Company, so that the decision now is to be an answer to the question: *how much shall be done for all time?* I

will not anticipate the steps of the investigation farther, than by saying, that a mortgage of the canal now, for only means enough to take it to Cumberland, places it (unless express reservation is made) *at the risk and mercy of individual enterprise forever*; and as this individual enterprise is not likely to be excited after a failure of corporate sagacity, the policy of the friends of the Cumberland Canal is not quite so sensible as would be an analogous measure on the part of stage proprietors between here and Washington, were they undertaking to compete with the B. and O. Railroad by carrying their passengers only to Bladensburg, and trusting them there to native enterprise to get on the best they could to the Capitol. On the other hand, just as these said proprietors, by taking their fares *through*, make themselves independent of all other lines, however enterprising, so the advocates of extension go for making the Canal independent of all other works in deriving from the coal region an immediate and reasonably rapid-increasing revenue. Delta.

*Sun*, Wed. 1/10/44, p. 1. **THE CHESAPEAKE AND OHIO CANAL** – No. II. – I promised in my last, as one consideration to be borne in mind, that as between the *Cumberland Canal* and a *Canal to the Coal*, it is not a question of choice between a part only and the whole, but a question of necessity between one work and another – between a work sure to be unprofitable and one likely to yield a revenue. I have one more consideration to premise here, which is, that the whole opportunity of doing anything in the way of raising means by a mortgage of the work, originated upon the credit of the extension beyond Cumberland; and this opportunity the friends of the Cumberland Canal are now seeking, with more zeal than knowledge, to turn to account of their own plan. The facts of the case are these: The Canal administration, which has never been signalized by any extraordinary ability to help itself, preferred an almost annual resort to the Legislature of Maryland for help; and by appeals sometimes logical, sometimes pathetic, were

generally successful in obtaining assistance as long as the State had anything to give. But in December session, 1840, the Legislature, wearied by the repeated failures of estimates and expectations, refused the issue of fresh State bonds, for which they were asked, except upon the condition that incorporated proprietors in the Frostburg coal district, about 12 miles distant from and nearly 1,200 feet above Cumberland, should give bond and security that the Canal at Cumberland should be somehow furnished with coal enough to meet the interest on the amount of bonds proposed to be issued. The law was so passed, but unfortunately the security was not forthcoming, and the whole diplomacy about it was for nothing. I regarded at the time, and regard still the circumstances and issue of this case as proving – 1<sup>st</sup> That the Canal administration had failed to demonstrate that a Cumberland Canal could be relied on as a source of revenue. 2<sup>nd</sup> That the Legislature treated it as a work not worth the money necessary to finish it without security. 3<sup>rd</sup> That even the parties principally interested in its completion would not run the risk of guaranteeing the small amount of revenue the Legislature required to be secured.

In this state of the case, some parties in the southern district of the coal-field, holding in their own right nearly as much land and quite as much coal as the whole Frostburg district taken together, saw plainly that the Legislative resort being thus shut off, nothing remained but to make a work upon its own credit; and to this end it was only necessary to recur to the original plan of the Canal itself, and the emphatic recommendation of the U. S. Board of Internal Improvement. Accordingly, they presented the object of the work to various capitalists and business men; and with such success, that by Dec. session, 1841, they were prepared with a body of responsible contractors, ready to undertake it upon the terms indicated, viz: the construction of a navigable or canal communication to the coal itself, at the mouth of Savage.

Hence it appears, that whatever vitality there may now be in the canal-machine was

breathed into it then; and if the demonstration that the canal could be constructed upon such terms at that time, when men despaired of its being done upon any, has served since to quicken the apprehension of persons then not so sanguine, so that even, as we are told, the Cumberland canal itself will have bidders for its construction, it is not the less visible how the impulse was given, and not the less appropriate to consider that work, when finished, (if ever finished) as owing to mercy, not to merit.

These premises being understood, I shall tomorrow, without preamble, proceed to the investigation I propose of the respective merits of a canal going to Cumberland, where we have already a rail road, but no coal – and of a canal navigation going to the mouth of Savage, where there is plenty of coal but no rail road.

Delta.

Thu. 1/11/44, p. 2.<sup>13</sup> **Maryland Legislature House of Delegates**, Annapolis, Jan. 10, 1844  
Mr. Fitzpatrick submitted an order providing that a committee of nine (including the Committee on Internal Improvements) be appointed to visit the coal and mineral regions of Allegany, with a view to ascertain its real wealth, and that proper legislation might be had in reference to finishing the Chesapeake and Ohio Canal.

Mr. McKaig moved so to amend the proposition as to empower the committee to call to their aid the services of Mr. Fisk, State Engineer.

Mr. Wootton, Chairman of the Committee on Internal Improvement, could see no good reason for such a step, as the Committee would in a few days submit a plan for finishing the canal without one dollar of expense to the State. He should be pleased, however, to hear some reason assigned.

Mr. Fitzpatrick had submitted the proposition solely with the view that the Legislature might be put in possession of such facts as might enable it to know what was the real

wealth of the region proposed to be visited, inasmuch as it had been generally supposed that its resources were overrated.

Mr. Kilgour opposed the proposition on the ground of expense, and as there were facts given from various sources as reliable as anything that could be given by a committee.

Mr. McKaig urged the importance of the proposition as being calculated to put the Legislature in possession of facts likely to obviate difficulties heretofore experienced in legislating upon the subject. – He felt it an imperious duty to urge every measure that would favor a completion of the Canal to the coal regions. There could be no doubt as to the wealth there imbedded, and the certainty of the result of great profit to the State by an extension of the work.

After some further remarks by Mr. Wootton and Mr. McKaig, the whole proposition was negated.

*Sun*, Thu. 1/11/44, p. 1. **THE CHESAPEAKE AND OHIO CANAL** – No. III. – My object is in this paper to state, as far as I can, the grounds occupied by the two parties of Canal friends, which I have already indicated as the advocates of a *Cumberland Canal* and the advocates of a Coal Canal, viz: such an one as will, the surest and speediest, give rise to and receive revenue from a coal trade. The discussion of those grounds in detail will come in its proper place.

The favorers of the Cumberland Canal are not remarkably felicitous in arguments for fertile in reasons; which is probably owing more to the side they have espoused than to anything else. Therefore, I must take some latitude in imagining, even, what their grounds can be, and showing that their monstrous assertions (I am justified certainly in calling an export of 300,000 *tons of coal in the very first year*, from single mining concerns, “monstrous;” and these are quantities that not very long ago were familiarly assumed and proposed to be relied on, though I believe that lately the expected exports have moderated down to about

<sup>13</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

100,000 tons) are inconsistent with all common business principles, and can only be realized in a return of the age that became apocryphal 1700 years ago – *the age of miracles*. They all agree, however, in one ground, viz: that the extension of the canal beyond Cumberland, is an “*embarrassment*.” It is difficult for a plain man to understand how *that* can be an embarrassment, which not only brings its own money along, but enables the Cumberland Canal to obtain what it wants, upon better terms. And the only explanation which has ever been vouchsafed me upon this was, in substance: *It don't do to ask the Legislature for too much*; and if you go bothering them with slackwater and extension, they won't give us anything.

Whenever I have heard such an explanation, I have thought and said (courteously, of course) that it could be translated by another sentence of equally pure English but of very questionable ethics: *It don't do to tell the whole truth at once*.

And yet their very policy, or, if the term is more polished, innocent weakness of holding back and asking for only a piece at a time (like the Yorkshire boy, who first asked for a little salt and after he got that delicately made known his appetite and readiness for an egg) has been so constantly pursued or yielded to, that it seems to have become characteristic of the canal. Does anyone suppose, for instance, that if the Legislature in 1834 had not been induced to believe the \$2,000,000, then lent to the canal, were to *finish it to Cumberland*, they would have granted a cent? or that if the additional \$3,000,000 in 1836 had not marched into the House under the banner of “Canal Complete to Cumberland,” the bonds would ever have marched out of the Treasury? or that, if the yet additional demand of some \$2,700,000, in 1838, had not come coupled with a strong assurance that the hope of the canal to Cumberland, so long fugitive, so long deferred, was at length fairly caught and fettered at the threshold of possession, the Canal Company would have received the

\$1,375,000, which it did get, as the half-loaf instead of the whole?

My dear reader, is not this enough of itself, their gradual development, that “not asking the Legislature for too much at once,” until the \$2,000,000 estimate has grown into \$6,375,000 expended, and \$1,545,000 more wanted. (only 300 percent mistake!) Is not this enough to cause all confidence to be withdrawn from a project so signally unlucky in its execution?

For my part, I, who believe in a certain universal *fitness of things*, which some may call special Providence, other judgments, other luck, as they like, I (and I am quite serious, and sad even, in saying it,) almost have come to the conclusion that the Cumberland Canal never can be finished, give it what sums of money you please.

No! but the extension is an embarrassment!!

It will serve us to understand the signification of this phrase, by knowing the different subdivisions of the great Cumberland Canal party, who all agree in using it as a countersign. In my next, therefore, I will present a classification of the subdivisions.

Delta.

*Sun, Fri. 1/12/44, p. 1. THE CHESAPEAKE & OHIO CANAL – No. IV. –* The first subdivision of the favorers of a Canal to Cumberland, exclusively, is made up of the *Board of Directors of the Company*. If I do any individual member of that board injustice in placing him in this category, I beg that he will remember that I am speaking of the Board in the abstract, judging by the documentary acts of the majority, and that I have no means to estimate (and if I had, would, of course, not be so indelicate as to refer to) the shades or opposition of opinion that may prevail among the several individual components of the board.

The *board* favors the Cumberland Canal exclusively; and it has so far, the advantage of *position*, supported by the general assumption that a Board of Direction of any work ought to

understand best what it requires. I admit that a board *ought* to understand the relations and requirements of its work; but in the present instance, with all reasonable respect, yet preferring candor to compliment, I am sorry to say this board *does not* seem to understand the matter.

I could bring a dozen – a full *petit jury* of proofs to agree in this verdict; which I very reluctantly and sorrowfully record against the Canal Board. One, however – plain, undeniable, documentary – will be enough at present. And this is, that the Board are ready *to mortgage the whole Canal, already finished in order to procure means for taking it to a point where the Board itself had to admit the success will be but partial*, and where, we are told over and over by persons who have a thousand times more direct and money reasons than the Board for investigating and comprehending the subject, that it will be years before the accruing revenues will be sufficient to afford any relief to the State. This Board, last summer, set itself most perseveringly (and most unwisely for every stock-holding interest,) against completing a work to the only point where every professional Geologist, Engineer and Contractor would say there existed the **greatest reasonable certainty of the largest revenue**; and whence the Board itself admitted, however reluctantly, there would come a *large augmentation* of trade. Now this action leads to the consistent inference (which I do not doubt every reader has already drawn,) that unless there is some special hostility to the particular terminus referred to, this Board would in like manner refuse a bid to make the Canal to the Ohio upon the same terms, lest it should “*embarrass*” this all-engrossing Canal to Cumberland.

Dear reader! most respected public! is such a directory, thus ready to throw away everything in possession for a chance of catching at a most doubtful prospect, to be regarded as understanding rightly and judiciously administering the work in its hands?

Delta.

*Sun, Mon. 1/15/44, p. 4. MARYLAND LEGISLATURE* – Mr. Wootton presented an order that a committee of 5 be appointed to proceed to Washington and confer with the committee appointed in the House of Representatives, on the order proposed by Mr. Stewart, of Pa., relating to a transfer of the interest of the United States in the Chesapeake and Ohio canal, to the State of Maryland. Mr. W. hoped that he should be excused from serving on the committee. Passed, and Messrs. Chapman, Smith, Stewart, Levering and Legon, were appointed said committee.

*Sun, Tue. 1/16/44, p. 4. Chesapeake and Ohio Canal Stock* – A correspondent of the Annapolis *Republican* states the following as the various items making up the interest which the State of Maryland has in the Chesapeake and Ohio Canal:

Original subscription as a common stockholder of the company, under the act of 6 <sup>th</sup> March, 1826.	\$500,000.00
Subscription in stock of the Potomac Company, for which the State of Maryland has paid	120,444.44
Subscription in debt of the Potomac Company	43,280.00
Subscription under the act of Dec. session 1833, chapter 239	125,000.00
Subscription under act of Dec. session 1835, chapter 395	3,000,000.00
Which two last subscriptions, by the terms of the acts under which they were made, are preferred stock to the amount of 6 percent per annum, dating from the 1 <sup>st</sup> of July 1842.	
Amount due for interest, &c., on the preferred stock, guaranteed by mortgage for three years, ending on the 1 <sup>st</sup> July, 1842, under acts of 1835 and 1838, chapters 395 and 396.	663,611.94
Guaranteed <i>dividends</i> in arrears to the 1 <sup>st</sup> October, 1843, are payable out of the net profits of the canal.	328,125.00
Loan to Chesapeake and Ohio Canal Company under the act of Dec. session 1834, chapter 241.	3,000,000.00
Interest due and in arrears on the loan of \$2,000,000 to the 1 <sup>st</sup> of October, 1843	505,000.00
Premium charged by the Treasurer of Maryland for converting paper into coil, to pay said interest.	9,975.00
Amount of the entire interest of the State of Maryland in the Chesapeake and Ohio Canal Company on the 1 <sup>st</sup> October, 1843	8,670,436.38

*Sun, Wed. 1/24/44, p. 2. The Chesapeake and Ohio Canal* – We have received from Annapolis a copy of the bill introduced in the House of

Delegates on the 19<sup>th</sup> inst., by Mr. Wootton, chairman of the committee on internal improvements, entitled "An act to provide for the completion of the Chesapeake and Ohio Canal to Cumberland, and for other purposes," and as a matter of general interest, we lay a synopsis of it before our readers:

Sec. 1 authorizes the company to borrow on its bonds such sum or sums of money as may be necessary to complete the canal to Cumberland, under contracts, with preferred liens on its revenues, provided however, that the whole amount shall not exceed two million dollars.

Sec. 2 requires that the said bonds shall be signed and sealed by the President of the company, attested by the clerk, and approved and countersigned by the agents representing the State; that they shall be issued in sums not less than one hundred dollars, or one hundred pounds sterling, payable in not less than twenty years, with interest not exceeding six percent, payable semi-annually and to appear on their face as preferred liens on the revenues of the company; that the revenues and tolls of the company from the entire canal and its works, between Georgetown and Cumberland, are hereby pledged and appropriated to the payment of the same.

Sec. 3 waives the rights and liens of the State upon the revenues of the canal in favor of the bonds that may be issued, until they are fully paid or provided for.

Sec. 4 requires the company to keep in a book or books an accurate record of the bonds that may be issued, which shall be at all times open to public inspection.

Sec. 5 requires the payment of the interest on the preferred bonds semi-annually, and as soon as the net revenues shall be more than sufficient for this purpose, with the payment of not exceeding \$4,500 annually, to the Potomac Company, for adjusted claims, the said canal company shall pay to the Treasurer of the State for an average of years, out of the net revenues of the company, commencing on the 1<sup>st</sup> day of January after its completion to Cumberland, the sum of \$55,000 annually, as a sinking fund to pay the principal of

said bonds; which money is not to be used for any other purpose whatever.

Sec. 6 authorizes the company to execute any deed or mortgage which may be necessary to give effect to the foregoing provisions.

Sec. 7 authorizes and directs the Company to enter into contracts, as soon as practicable, for constructing a branch by slack-water navigation from the Canal at Cumberland to the coal banks near the mouth of the Savage river, and to issue bonds at six percent, not exceeding one million dollars, payable in not less than thirty years, and to provide a sinking fund of \$20,000 annually, until a sufficient amount is accumulated to discharge the principal; the interest to be paid semi-annually, and the rights and liens of the State varied in favor of said bonds.

Sec. 8 provides that if the revenues of the slack-water canal from Cumberland to the Savage should exceed the amount required by the foregoing section, the surplus is to be appropriated to the payment of the principal and interest of the bonds to be issued in conformity with the first section of the bill; and if the revenue accruing to be accumulated to the payment of the interest and sinking fund as required in the first section should exceed the amount required, the surplus is to be appropriated to the bonds issued by virtue of the seventh section of this bill.

Sec. 9 empowers the company to borrow the sums mentioned in the first and seventh sections, if it be more expedient, with one entire pledge of the net revenue of the said company to secure the payment of the same and the interest to accrue thereon; the debts of the company to be paid after the net revenues become more than sufficient to satisfy the requirements of the foregoing provisions of this act.

Sec. 10 authorizes the company, with the assent and agreement of its creditors, to fund its present debts, including the interest in arrears, up to the 1<sup>st</sup> of July, 1844, and to issue in lieu of the present evidences of debt, the bonds or certificates of the company redeemable in twenty-five years, at six percent interest; payable annually when the net revenues shall more than exceed the amount

required to satisfy the foregoing provisions of this act; due notice to be given by advertisement to said creditors, who shall not be allowed to avail themselves of the benefits of this act after the 1<sup>st</sup> of July, 1844.

Sec. 11 waives the prior liens of the State in favor of the bonds to the creditors, authorized by the 10<sup>th</sup> section.

Sec. 12 requires the company to keep an accurate record of the bonds given to creditors, subject to public inspection.

Sec. 13 provides that when the net revenues of the company shall be more than sufficient to satisfy the foregoing requirements of this bill, the company shall apply such surplus, not exceeding \$20,000 per annum, to provide a sinking fund for the payment of the principal of said creditors bonds; and the surplus net revenues thereafter be applied to the payment of the interest and guaranteed dividends due or to become due to this State on the liens of the State, and to the liquidation of the principal of the loan made by the State to the said company under the act of 1834, so far as to appropriate to the payment thereof a sum not exceeding fifty thousand dollars annually, until the same shall be satisfied and paid.

Sec. 14 requires an annual report from the President and Directors of the Company to the Governor of the State.

Sec. 15, and the last, provides that when the stockholders of the company agree to this bill, (after its passage by the Legislature,) it shall take effect, but not otherwise.

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 ibid, p. 4. **MARYLAND**

**LEGISLATURE** - The bill reported by Mr. Wootton, from the Committee on Internal Improvements, for the completion of the Chesapeake & Ohio canal, was made the order of the day for Monday, the 5<sup>th</sup> of February, being a date very much earlier than a similar measure, of the same importance, has ever before been before the House. So that all the important measures of the session are now before the House.

A communication was received from the Executive enclosing a report of the President and Directors of the Chesapeake & Ohio Canal Company and also the report of the Engineer of that work. Referred to the Committee on Internal Improvements and ordered to be printed. The House then adjourned.

Nothing of public importance was transacted in the Senate.

*Sun*, Thu. 1/25/44, p. 2. **The Canal Bill** – The bill now before the Legislature for the completion of the Chesapeake and Ohio canal not only provides for raising the means to finish it to Cumberland, but also for extending a branch from Cumberland to the mouth of the Savage river, where the largest coal deposit is said to lie. Without professing to be very intimate with the geological position of the coal region of Allegany, we extract the following from the *Frederick Herald*, the editor of which is perfectly familiar with that region of the country, which it will be seen adduces facts which go to sustain the general object of the bill in its present form: *Coal* – The coal region at the mouth of the Savage is by far the largest coal deposit in the Allegany, and contains about three fourths of the whole coal bed of that region, and is owned by sixty proprietors, besides chartered companies. The other coal deposit is owned principally by four companies. Those at the mouth of the Savage contend that the canal to be beneficial must come quite up to the coal deposit, and that to stop at Cumberland would be as useless as to stop the Baltimore and Washington railroad at Bladensburg. They oppose the stopping of the canal at Cumberland, because if mortgaged for completion to that point, *no means* will be left for finishing it to Savage. It seems to us that it ought to go to the Savage to be fully efficient, and that short of that point it will be in vain. To get there, it must pass Cumberland.

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**MARYLAND LEGISLATURE**

A motion was made to print the report of Gen. McNeil, former president of the Chesapeake and Ohio Canal Company, transmitted to the House

by the Governor, on yesterday. A motion was made to amend the previous motion, so as to include the printing of the report of Col. Abert, the engineer of the work. Some debate ensued on this, occupying about one hour of the time of the House, but was eventually passed and both the propositions adopted.

*Sun, Fri. 1/26/44, p. 4. MARYLAND LEGISLATURE* – A communication was laid before the Senate from the President of the Chesapeake and Ohio Canal Company, enclosing an act of the Legislature of Virginia in relation to that work, and praying the assent of the Legislature of Maryland to its provisions.

The act extends the time limited and prescribed by a former act of that Legislature, for the completion of the Canal, to 1<sup>st</sup> July, 1845; grants the Company authority to extend a branch of the main Canal, by Slackwater, to the mouth of the Savage; to borrow money from time to time for the purpose of its extension, provided Virginia be not bound beyond the interest of the State in the stock of the Company. The act is to take effect when its provisions are agreed to by the Legislature of Maryland, the Congress of the United States and the Canal Company.

The act, with its accompanying papers, was ordered to be printed.

*Sun, Sat. 1/27/44, p. 2. Personalities vs. Printing.* – A great commotion seems to have been excited in our House of Delegates the other day, on a very simple proposition (which we should think would come as a matter of course) to print a communication from Gen. McNeill, late President of the Chesapeake and Ohio Canal, touching the affairs of that company, whose management last summer, as we recollect, excited the surprise and drew forth the protest of every stockholding interest except the State of Maryland. One gentlemen objects to the printing because it is a *personal* matter. The *refusal to print*, as it seems to us, might be construed into a personality; and the gentlemen was thus falling into the very error he sought to avoid. Another

participant in the debate does not wish to have the communication of Gen. McNeill before them, because other parties, who may possibly or perchance be placed in the wrong thereby, would desire to have their statements presented, and thus “the legislature be involved in an unprofitable controversy.” Why, is not this the very way to get to the truth of the case? And in this very work, has not this element been the one always the most difficult to get at? One thing is clear, that the late President (whether for good, as some say; or for evil, as others affirm) did bestir himself most energetically, and, not only single and unaided, but opposed, *did* what the Board of Directors could not do for three years before, viz: *put the work in motion*; and if it is susceptible of profit, (as we are informed it is by a gentleman who had the opportunity of knowing) that the policy of General McNeill *would have opened a navigation from Cumberland to Georgetown in the last year*, we hope that the legislature will not be deterred by the apprehension of “insinuations” against anybody, from marking with approval what could be approved, and with reprobation what may deserve it. Seeing, however, that after an unnecessary display of feeling and waste of time, the motion to print prevailed, we trust we shall have light soon. Let us have this communication as soon as possible, and then the *audi alteram partem* of the State, agents, etc., to boot. If this be done, as justice would seem to require, the public will then be enabled, through the agency of the press, to get correct views and arrive at just conclusions in respect to matters of importance to all.

*Sun, Wed. 1/31/44, p. 1. A Deputation to Congress* – A deputation from the House of Delegates of the State of Maryland, consisting of Messrs. Chapman, Levering, Smith, Ligon and McKay, appointed to represent the interest of said State in some contemplated action of Congress in relation to a proposed transfer of the stock of the United States in the Chesapeake and Ohio Canal Company to the State of Maryland, has arrived in Washington city.

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*Ibid*, p. 2. **The Mayor and the Canal Bill**

– Among the proceedings had yesterday in the City Council, will be found a message from the Mayor, by a perusal of which it will be seen that he is opposed to the bill now before the House of Delegates, providing for the completion of the Chesapeake and Ohio Canal to Cumberland. He conceives the proposition involved in the bill tantamount to a sale of the Canal for two million dollars, and is clearly of the opinion that the adoption of the measure would be deeply injurious at once to the interests of the Baltimore and Ohio Railroad, and of the city of Baltimore through its interest in that work. A joint committee of the two branches has the message in charge.

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*Ibid*, p. 4. **LEGISLATIVE ACTS** – The

following communication was received from the Mayor:

Mayor's Office  
 Baltimore, Jan. 29<sup>th</sup>, 1844.

*To the First and Second*

*Branches of the City Council:*

Gentlemen – I beg leave to call your attention to the provisions of a bill entitled “An act to provide for the completion of the Chesapeake and Ohio Canal to Cumberland, and for other purposes,” reported by the chairman of the committee on internal improvements, and now before the House of Delegates.

Though the ostensible object of the bill is to complete the Canal to Cumberland, with a view of reaching the coal mines in that region, rendering the Canal productive, and lessening the burthens of the State, yet it is to all intents and purposes a sale of the Canal for \$2,000,000. If the company is able to raise this amount upon its bonds, and the Canal is finished to Cumberland, the inevitable consequence will be, that from the small amount of interest the Canal Company will have to pay, compared with that of the Baltimore and Ohio Railroad, the tolls will be so reduced, as to withdraw all the trade from the Railroad to the Canal. The city having so great an interest in the

Railroad, any question likely to affect that interest, should be closely scrutinized by the Councils. It is my opinion that, if this plan succeeds, the corporation of Baltimore need not calculate upon any dividend from the Railroad.

If, as the friends of this bill explain it, it is for the purpose of completing the canal, with a view of reaching the coal mines, cannot that object be as easily attained by using the Railroad from Cumberland to the present termination of the Canal? I understand that this can be done, and that the Baltimore and Ohio Railroad Company are disposed to make an arrangement with the Canal Company to transport the coal from the mines to the Canal, upon as low terms as the Canal Company could do it, if the Canal were finished.

As the question is of primary importance to the city, I would respectfully suggest, that a committee of the Councils be appointed to investigate it, with a view of collecting such information as may be of service to our Delegates in the General Assembly, when the bill shall come up for consideration.

The importance of acting promptly will be apparent, when it is stated that this bill is made the order of the day for next Monday.

I have the honor to be, very respectfully,  
 Your ob't servant,

Signed, James O. Law, Mayor

On motion of Mr. Blackburn, a message was sent to the Second Branch, proposing the formation of a joint select committee to which should be referred the message and the bill referred to in, and transmitted with it. Messrs. Blackburn, Snyder and Wright, were appointed on the part of this branch.

*Sun*, Fri. 2/2/44, p. 1. **Proceedings of the City Council** – Mr. Gittings offered the following preamble and resolutions, which were read and laid upon the table:

Whereas, His Honor the Mayor has called the attention of the city councils to the provisions of a bill entitled “An act to provide for the completion of the Chesapeake and Ohio canal to Cumberland,

and for other purposes,” reported by the chairman of the committee on internal improvement and now before the House of Delegates, and

Whereas, the said bill is, as His Honor rightly says, before the legislature of the State, and therefore not before the councils of the city, and

Whereas, the city of Baltimore is duly represented in the legislature of the State, by members chosen directly by the people of Baltimore, and therefore as capable of appreciating and caring for the interests of the people of Baltimore as the members of the city councils, who are chosen severally by wards, and

Whereas, the investments heretofore made by the city of Baltimore in the Balt. & Ohio R. R. were made under the full anticipation that the canal was to be completed – the very result now deprecated; and

Whereas, the devotion of the Baltimore & Ohio Railroad, a work always constantly contemplated as a connection with the Ohio, to the mere carriage of coal from Cumberland, would be a sacrifice of and a departure from the views and objects in behalf of which the city of Baltimore made subscriptions to that work; and

Whereas, if judgment be made by the experience of the Reading Railroad, as given in its latest report, such a devotion of funds to the contemplated carriage of coal, would not be likely to be profitable; and

Whereas, in many regards, but particularly in relation to an effort now authorized by the Legislature of the State, to procure the cession to the State of the stock held by the United States in the canal, any interference on the part of the City Council is uncalled for and embarrassing; therefore

Resolved, That it is inexpedient for the City Council, at this time, in any manner to interfere with or anticipate the action of their representatives, or that of the Legislature, in regard to the Chesapeake & Ohio Canal.

The branch adjourned.

*Sun, Sat. 2/3/44, p. 1. Proceedings of the City Council* – Mr. Blackburn, from the joint select

committee to whom was referred the Mayor’s message, transmitting to the Council the bill now before the House of Delegates for the completion of the Chesapeake and Ohio Canal to Cumberland, and for other purposes, made a long report, full of statistical information, and concluding with the following resolutions, which, on motion of Mr. Snyder, were read a second time, and adopted. Mr. Farquharson called for the yeas and nays; which were ordered, when the vote was found to be *unanimous*.

Resolved, by the Mayor and City Councils of Baltimore, That the passage of the bill pending before the Legislature, entitled “An act for the completion of the Chesapeake and Ohio Canal to Cumberland, and for other purposes,” would be greatly injurious to Maryland and to the city of Baltimore.

Resolved, That in the opinion of the Mayor and City Council of Baltimore it would be highly inexpedient to postpone or waive the liens and priorities of the State of Maryland on the property and revenue of the Chesapeake and Ohio Canal Company, in favor of the creditors of that company.

Resolved, That in the opinion of the Mayor and City Council of Baltimore, an arrangement can be made between the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Railroad Company, by which coal can be transported from Cumberland to the canal, at dam No. 6, at as low a rate as it could be transported by the canal if finished to Cumberland; and that such an arrangement would be most beneficial to the State and to the said companies.

Resolved, That a copy of the report accompanying these resolutions, together with a copy of these resolution, be transmitted to the representatives of the city of Baltimore in the Senate and House of Delegates; and that they be requested to advance and promote the objects and views herein expressed.

A message was received from the second branch announcing the passage of a resolution of adjournment until tomorrow afternoon, at the

usual time. This branch concurred and adjourned accordingly.

On motion of Mr. Peregoy a message was sent to the first branch, proposing that when the councils adjourn, that they adjourn until Monday next at 3 o'clock. Mr. Gill called up the preamble and resolutions in reference to the Chesapeake and Ohio Canal, offered by Mr. Gittings yesterday. It was read a second time, and after some discussion, in which Messrs. Gill, Gittings and Bender joined, it was further laid upon the table by consent.

A message was received from the first branch returning the proposition to adjourn until Monday, dissented from. Also, covering a report and resolution relative to the Chesapeake and Ohio Canal, and the communication of the Mayor on the subject of the bill now before the House of Delegates. The report was read, and laid upon the table. And the branch adjourned until tomorrow afternoon at 3½ o'clock.

*Sun, Mon. 2/5/44, p. 1. Proceedings of the City Council* – On motion of Mr. Snyder, a joint resolution was adopted, that one hundred copies of the report and resolutions of the joint select committee on the Mayor's message relative to the bill for completing the Chesapeake and Ohio Canal, be printed for the use of the members of the legislature. Mr. Snyder subsequently introduced a resolution of this branch, for the same purpose as the foregoing, but on the receipt of certain information from the second branch, withdrew it. The resolution for printing one hundred copies of the report relative to the Chesapeake and Ohio Canal bill, was received from the second branch concurred in, but was so amended as to provide for the printing alone, and not distribution among the members of the legislature. On motion of Mr. Snyder, the amendment was agreed to by this branch.

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**The City Council and the Canal Bill**

*Report of the Joint Select Committee* – The following is the report of the joint select committee of the City Council on the Mayor's

message, transmitting the bill now before the House of Delegates, for the completion of the Chesapeake and Ohio Canal, with his reasons for being opposed to its passage. The committee, it will be seen, support the views of the Mayor:

The Joint Select Committee has given to the communication of the Mayor of the City of Baltimore, of the 29<sup>th</sup> ult., the full and respectful consideration demanded by the importance of the subject therein referred to. The bill now pending before the Legislature of this State, which is entitled "An act to provide for the completion of the Chesapeake and Ohio Canal to Cumberland, and for other purposes," must, if passed, powerfully operate upon the future condition of this State. As citizens of Maryland deeply interested in her prosperity, and anxious to promote her true interests, we have approached the consideration of this subject. In advance, we must be permitted to say, that we have no apprehension as to the effect of the proposed measure on the Baltimore and Ohio Railroad Company, and in the examination which we have given to this subject, we have not been influenced by any real or supposed conflict of interest between the Canal and Railroad Company. The entire interest of the State of Maryland in the Chesapeake and Ohio Canal, (inclusive of interest and unpaid dividends to the 1<sup>st</sup> October, 1843,) amounts to \$8,670,436.38. The State, as a preferred stockholder and mortgagee, has advanced the principal sum of \$6,375,000. On the 1<sup>st</sup> of October, 1843, the preferred claim of the State, inclusive of interest and unpaid dividends, amounted to \$7,881,711.94. The State has the first lien on the property and revenue of the Company to secure her entire interest, except the first subscriptions, amounting to nearly \$800,000; in respect to which, she has no security.

The bill provided the sum of \$2,000,000 for completing the canal to Cumberland, and the sum of \$1,000,000 for making a slack water navigation from Cumberland to the mouth of Savage river. The debts due by the company, independently of the State's debt, amounts upwards of \$1,000,000. To carry into effect the

plans of friends of the canal, to finish the canal to Cumberland, to make the slack water navigation to the mouth of Savage river, and to redeem the scrip of the company, will require \$4,000,000. It is unnecessary for our purposes to give the details of the bill before the legislature. The general purpose of the bill is to postpone and waive the existing liens and priorities of the State, so that the following objects may be accomplished. The canal is to be made to Cumberland at a cost not exceeding \$2,000,000, and until the interest of this sum be paid, and the further annual sum of \$55,000 to create a sinking fund to meet the principal be also paid, no part of the net revenues of the company will pass to the State; and this being the important object of the bill, the parties advancing this money are to have the first lien. A slack water navigation is to be made, to connect Cumberland with the coal regions, at the mouth of Savage river, at a contemplated cost not exceeding \$1,000,000. In one aspect of the bill, the tolls on the slack water navigation part, and one-half of the tolls arising from the main canal on all articles reaching the canal by means of the slack water navigation, are to be applied to pay the interest on the \$1,000,000, and to create a sinking fund, at the rate of \$20,000 per annum, to meet the principal. In another aspect, the bill contemplates raising by a loan secured by the property and net revenue of the company, the sum of \$3,000,000, to be applied, two-thirds in making the canal, and one-third in making the slack water navigation. By this course the State would be postponed until the principal and interest on this loan are liquidated. The third object of this bill is to provide for the security of all the creditors of the company, except the State. The amount due these creditors is upwards of \$1,000,000. These debts are to be funded, and the principal is to be paid in 25 years and the interest at the rate of 6 percent annually. It also proposed to create a sinking fund amounting to \$20,000, annually, to meet the principal sum of these debts. By this bill, the State will receive nothing from the revenue of the company until the foregoing purposes shall have been accomplished. The

operation of this bill, if its objects be all accomplished, will be to finish the canal to Cumberland, and the slack water navigation to the mouth of Savage river, and then to give the first lien on the property and income of the company to the parties advancing the \$3,000,000; the second lien to the creditors to the amount of \$1,000,000, and after having paid in this way the sum of \$4,000,000, and the interest thereon, the State will be entitled to what may be left. The most remarkable, as well as objectionable feature of this bill, is the proposition that the State, who is the largest creditor of this company, and the only one requiring security from the company at the time when she made her advances, should be expected to waive her security in favor of the other creditors, who became such subsequently to the State, and with a full knowledge of the existing priorities and liens of the State, and without requiring any security. If the State was eminently prosperous, a proposition of this kind ought to be received with great distrust. In the present existing conditions of things, such a course is pregnant with the most ruinous consequences. The obligation of the State, like that of individuals, requires that she should be just before she undertakes to be generous. It is a mistake to suppose that the State has been in any way benefitted by what has been done by the creditors, in whose favor she is now asked to waive her liens. So far, there has been no benefit arising to the State from this work, and it remains yet to be ascertained whether there ever will be any.

The time may come, when the holders of the Chesapeake and Ohio Canal Scrip may ask a favorable consideration by the State of their claims, but assuredly this must be after the State has been enabled to meet all her engagements at maturity, and has ascertained the amount of her loss in the investment made in this company. The State owes a solemn duty to those who are her creditors; and to the people of Maryland, whose property is already so heavily burthened, which requires that all the assets of the State should be made as available as possible, and that none of

them be surrendered without a full equivalent. The above considerations induce us to declare our most determined opposition to the bill under consideration, and to say, that in our opinion the people of Baltimore, and almost as one man, are, and will be opposed to it. The remaining leading proposition of this bill relates to the completion of the canal to Cumberland, or to the mouth of Savage river. On this question there exists conservable diversity of opinion – and to arrive at a result entirely satisfactory, is by no means an easy task. We all lament what has been done, and acknowledge the mistake of commencing undertakings far too gigantic for our limited resources. But the mischief has been done; the ruinous consequences have overtaken us; and the effort now to be made is to escape with the least possible injury. We are all interested in making the canal productive, but the most efficient manner to do this is the subject in relation to which there exists a difference of opinion. In the consideration of this question, we must look exclusively to the interest and prosperity of the State. In advancing her prosperity we have all a deep interest. In restoring her credit and maintaining her honor we should all unite. – By making her property as productive as possible we will all be benefitted. Hence the effect of this measure on the railroad should not be regarded, nor are we in a position to ask the State to look exclusively at its bearing upon the City of Baltimore. The matter to be regarded is the State of Maryland, her prosperity, credit and honor. The Chesapeake and Ohio Canal is now in operation to dam No. 6, which is distant by the Railroad, 45 miles from Cumberland, and by the Canal 48½ miles. It is admitted on all hands, that the coal and mineral regions in Allegany county are to furnish the means of making the Canal productive. Hence the anxiety of the friends of this work to complete it to Cumberland, - the coal mines at Frostburg are distant about 10 miles from Cumberland. A rail road, as we understand, will shortly be made between these mines and Cumberland. The advocates for extending the Canal to Cumberland admit, that the coal must be

transported by means of a rail road, from Frostburg to Cumberland, and thence be transshipped and sent by the Canal to the district cities. Now if it can be demonstrated that this mode of transportation will be as costly, as to transport the coal from Frostburg to the Canal at dam No. 6, and thence to the district cities, all difficulty in relation to this matter will be settled. Assuredly no man in his senses will advocate the completion of the Canal, at an expense of \$2,000,000, if this work, when finished, will do no more than can be done without it. The Baltimore and Ohio Rail Road Company, during the last year, agreed to carry coal from Cumberland to dam No. 6, at the rate of 2 cents per ton per mile. This was a temporary arrangement, and it was known that no great quantity could or would be transported. This company, as we have learned from undoubted information, proposes to carry coal from Cumberland to Dam No. 6, at the rate of 1 1/3 cents per ton per mile, provided that there be some guarantee that there will be at least 105,000 tons for transportation during the year. The canal cannot transport coal at a less amount then this, as we confidently believe, and we are confirmed in this opinion by what is said by the president of the canal company, in his special report of the 16<sup>th</sup> November, 1843. He there estimates the cost by the canal at 1-254/1080 of a cent per ton of coal per mile. In this report we find on page 13 the following expressions: “The cost by the canal, between Cumberland and Dam No. 6, when finished, assuming 1/2 a cent per ton per mile for toll, and the same charge for carriage as is now charged on the Schuylkill navigation, which has less depth and width than our canal, viz: 7/10 of a cent, and 2 cents for boat duty, will be 60 cents.” The distance between Cumberland and Dam No. 6, by the railroad, is 45 miles, and the cost by the railroad being 1-1/3 of a cent per ton per mile, will make the whole amount to 60 cents. The cost by the railroad is fixed and certain, and is proposed by a company owning a work *already* made, and certainly their statement as to the price at which they can transport coal, is entitled to at

least as much confidence as the estimate made in relation to a work *to be done*, and the expense of making, which work is yet to be ascertained. Considering, however, that these two statements are to be entitled to equal weight, it so follows, that there is no necessity to complete the canal; and unless the advocates of the canal can demonstrate that the difference in favor of that work, as respects the cost of transportation, be so great as to justify an additional outlay of \$2,000,000, the argument in favor of the canal cannot prevail.

It has now been satisfactorily shown, that as soon as any considerable amount of coal be offered for transportation at Cumberland, the railroad company will transport it to the canal at Dam No. 6, at a cost for the whole distance of 60 cents per ton. The canal, when finished, cannot, we think, transport it for any less amount between these points. The coal having reached the canal at Dam No. 6, will be thence transported to Georgetown, which is distant 136 miles from Dam No. 6. By using the railroad as a feeder to the canal, the State would receive from that part of the canal already made, the entire tolls on 136 miles.

If we estimate the quantity of coal transported by railroad to Cumberland to dam No. 6, at 105,000 tons per year, and adopt the standard of tolls of the canal company, which is 73-7/10 cents per ton, for the 136 miles from dam No. 6 to Georgetown, the canal will receive for tolls the sum of \$77,385. By making, however, sidelings to the extent of about 4 miles along the railroad, between Cumberland and dam No. 6, we have been assured that the railroad will have the capacity to transport annually 500,000 tons from Cumberland to dam No. 6. The friends of the canal will hardly question the capacity of the coal regions, near Frostburg, to furnish annually 500,000 tons of coal, or of the proprietors of these coal regions to place that amount at Cumberland. Assuming this to be true, though we doubt the realization of such a result for many years to come, and that the 500,000 tons will be transported annually to dam No. 6, and that the

canal company will have the ability to transport this amount, from dam No. 6 to Georgetown, the result would be that there would be received for tolls on the canal, the sum of \$368,500. The expenses now paid for repairs, &c., on the canal between Georgetown and dam No. 6, amount, as shown by the report of the president of the canal company, to nearly \$400 per mile. These expenses will doubtless be increased by the additional business now contemplated, and the total of them we may fairly estimate at \$700 per mile; such being the expenses for repairs and management on the Schuylkill canal during the past year. Upon this view, the difference of expense between the \$400, which must be paid with the present business of the canal, and the \$700 estimated as the cost, when the business shall have been increased, amounting to \$300 per mile, equivalent for the whole distance to \$40,800, must be deducted from the amount of toll estimated as above at \$368,500. By making this deduction, we will find that the State will be benefitted on this view by the sum of \$327,700. On the other hand, if the bill in question be adopted and the canal be completed to Cumberland, and the debts due individuals be preferred to that of the State, we will by the following estimates, find the results to the State.

The tolls on 184-1/2 miles of canal from Georgetown to Cumberland, at 100 cents per tons, which is the estimate of the canal company, will produce on 500,000 tons of coal, the sum of \$500,000. From this deduct interest on \$3,000,000, the cost of canal and amount of debts to be secured, making \$180,000. Repairs and management on 48-1/2 miles of additional canal \$700 per mile: \$33,950. Increased cost of repairs and management on 136 miles below Dam No. 6, at \$300 per mile, as above, \$40,800; subtotal \$254,750. Amount to be received by the State, \$245,250.

By adoption of the plan first mentioned, the State would receive \$327,700, which is greater by \$82,459, than by the last plan. In this comparison we have omitted all reference to the effect of the sinking fund contemplated by the

bill, which would be equal to a withdrawal of an additional sum of \$75,000 per year.

The true policy of the State, as it seems to us, is not to consider the Railroad and Canal as rival works, but as being both intended to advance the prosperity of Maryland, and it may yet be ascertained that they will prove mutually beneficial to each other. The Railroad may benefit the Canal, by accomplishing what by means of the Canal cannot be done – and it may be found, that although the Railroad may afford to transport coal for a short distance at a cheap rate, yet that this cannot be done along the entire line of the Railroad. The arrangement proposed by the Railroad Company, it acceded to, will lead to efforts by the owners of the coal regions, to connect by a Railroad with Cumberland, and we have understood that this has already been commenced. The capacity of the Railroad to transport large quantities at a low rate, can in a reasonable time be demonstrated. If the opinions of those, who from their experience and intelligence are entitled to the utmost confidence, be correct, then the State will be enabled to realize the full benefits of the Canal already made, without any additional cost, and without the ruinous postponement of her liens now contemplated. The foregoing considerations look to the stoppage of the Canal at Cumberland. With respect to making a slack water navigation from Cumberland to the mouth of Savage river, a distance of 30 miles, and at a supposed cost of \$1,000,000, we have but little to say. Regarding this as a new enterprise, and looking to the practical results of similar undertakings in Maryland, and to the pecuniary condition of this State, we can hardly suppose that this matter will be seriously pursued.

It must be fresh in the recollection of all that the Tide Water Canal was expected to be immensely profitable, and that at a time when there was entertained but one opinion as to the result of this work, the State was induced to advance \$1,000,000, the sum estimated to be sufficient for its completion. If we compare this work with the proposed slack water navigation,

and we permit a little practical sense to influence our judgment, we must come to the conclusion that the Tide Water Canal possesses immense superiority over the slack water navigation project, and yet the Tide Water Canal has done so far little more than pay expenses.

Another lesson of experience may be learned from the example before us of making a railroad and canal to the same point. The Tide Water Canal and Baltimore and Susquehanna Railroad unite at Wrightsville. We have two companies, each to be supported at a heavy expense, and each diverting trade from the other, and the result is that each does little more than pay expenses.

For the foregoing considerations, the committee has concluded to recommend the adoption of the accompanying resolutions.

J. C. Blackburn,

Henry Snyder,

Joel Wright,

Committee of the First Branch

Daniel Bender,

Geo. M. Gill,

Henry R. Louderman,

Committee of the Second Branch.

(Having on Saturday published the accompanying resolutions, which were adopted in the first branch by a unanimous vote, and in the second with but one dissenting voice, it is not deemed necessary to republish them as an appendage to the foregoing.)

*Sun*, Wed. 2/7/44, p. 4. **MARYLAND**

**LEGISLATURE** – To the Editors of the *Sun*:

*Gentlemen* – The correspondent of the *American*, “Maryland,” has in the number of that paper today, thought it necessary to reclaim against an “idea” which he says is “propagated by friends of the canal,” to wit: - that his compositions emanate from the Baltimore and Ohio Railroad Company; and he states farther, that this mode of “propagation” is resorted to because these canal friends find it “impossible to controvert the facts and statements which he has presented.”

As to the impossibility not only of “controversion,” but of total subversion of the facts and statements in his 8<sup>th</sup> article – the only one I ever read through – I, for my part, am satisfied to refer to an article of mine inserted in the *Sun* of the 31<sup>st</sup> ult.

In that article, besides, I am not aware of any connection of “Maryland” with the Baltimore and Ohio Railroad Company being hinted at farther than by terming him a “*friend* of the railroad,” (of which I suppose he is not ashamed,) and by saying, in another instance, that he “spread a wide mantle of charity” for the consolation of that incorporation, which I submit, is a fair polemical inference.

I could not have supposed (consistently with the respect which I entertain for many members in the Direction of the railroad) that the statements of “Maryland” were dictated by the railroad company, recollecting as I did the emphatic manner in which, by several successive annual reports, the railroad company had pledged their adherence to the policy which “Maryland” seeks to subvert; as, for instance, by a solemn resolve “*that the completion of the canal to the coal-mines in Allegany county as early as practicable, is not only demanded by the public interest, but would also materially benefit the railroad.*” And again, upon another occasion, (when the railroad direction had had time to get over the enthusiasm manifested in the resolution quoted) by an equally cathedral announcement, (in which the italics here are their own) that “in the opinion of the board of directors, the immediate interest of the stockholders, as well as the city of Baltimore and of the State – of which Baltimore is the heart and emporium – *now lies in the completion of the Chesapeake and Ohio canal to Cumberland.*” This last quotation is found in the 8<sup>th</sup> annual report, pages 14 and 15; and the resolution referred to I send you *in extenso*, hoping that you will insert them for the benefit of the public. Delta.

February 3, 1844.

*Resolutions of the Board of Directors of the Baltimore & Ohio Railroad in regard to the Chesapeake & Ohio Canal. See 7<sup>th</sup> Annual Report, pages 22,23.*

*Resolved*, That as all causes of future unfriendly collision between these works are now removed, and as the canal and railroad will from their relative positions become reciprocally beneficial to each other, it is therefore the mutual interest of both companies to extend to each other every friendly aid and cooperation.

*Resolved*, That as the completion of the canal to the coal-mines in Allegany county as early as practicable is not only demanded by the public interest but would also materially benefit the railroad by furnishing a supply of coal and by affording in connection with their road an extended channel of communication to the westward by which the transportation through the canal and railroad in both directions would be greatly increased, this board will cordially unite with the President and Directors of the Chesapeake and Ohio canal company in all proper measures calculated to promote these works, and will in a spirit of sincere good will, be prepared harmoniously to cooperate with them to effect the same. MONTGOMERY

*Sun*, Sat. 2/10/44, p. 2. **The Mayor vs. the Canal** – Quite an indignation meeting was held at Cumberland on the 1<sup>st</sup> instant, to consider the message of Mayor Law to the Councils of Baltimore, relative to the bill now before the legislature for the completion of the canal to Cumberland. A long series of resolutions were adopted endeavoring to show that the arguments of his Honor are averse “to the best interests of the State, without foundation, and that they cannot abide the touchstone of truth.” Capt. W. V. Buskirk and Wm. Price, Esq., at the request of the meeting, immediately started for Annapolis, to counteract, if possible, the evil counsels of the enemies of the canal in Baltimore. Among the resolutions adopted at the meeting, we find the following, which contains rather a round assertion to be unaccompanied by proof:

*Resolved*, That we believe this opposition of the city of Baltimore to the passage of the canal bill, comes not so much from the citizens of Baltimore, as from the Railroad Company, the old enemy of the Chesapeake and Ohio Canal.

*Sun*, Tue. 2/20/44, p. 1. **THE STATE AND THE BALTIMORE AND OHIO RAILROAD**

– During the present session of the Legislature an order was passed, the object of which was to obtain information from the Baltimore & Ohio Railroad Company on certain specified points, relative to the transportation of coal by the road from Cumberland to dam No. 6 on the Chesapeake and Ohio Canal, which information was communicated by the company. On the 16<sup>th</sup> inst., another order was passed by the House, requesting the President of the railroad to inform them forthwith:

1<sup>st</sup>, What is to be understood by the terms “satisfactory arrangement” in the first answer contained in the extract from the minutes of said company recently reported to this House, and to state what sort of an arrangement said company would require to be made, to ensure the transportation on the railroad of coal from Cumberland to dam No. 6, at 1-2/3 cents per ton per mile.

2<sup>nd</sup>, Whether said company for such charge contemplates a ton of 2,000 lbs. or of 2,240 lbs.

3<sup>rd</sup>, What amount of money would be necessary to provide conveyances, cars and machinery, and to construct necessary sidelings and switches to accommodate a trade of 105,000 tons annually between Cumberland and dam No. 6, and what amount would be required for the same purposes to accommodate a trade of 500,000 tons annually between said points.

4<sup>th</sup>, Whether the Baltimore and Ohio Railroad Company has means, or can obtain means to meet the expenditure that will be necessary under the last interrogatory; and if so, from whence they are derived, or expected to be derived.

5<sup>th</sup>, Whether in his opinion the transportation of coal from Cumberland to dam No. 6, in the manner proposed, and at a charge of 1-1/2 cent

per ton of 2,240 lbs. per mile, would be profitable to the railroad company.

6<sup>th</sup>, Whether the said company, without a stipulation for an equal daily quantity, would be willing to transport coal from Cumberland to dam No. 6, in such quantities as from time to time may be offered for transportation, and will increase its conveyances for that purpose according to the growth and requirements of the coal trade; and for what charge the said company would be willing to do so for a given length of time, and for what shortest time.

7<sup>th</sup>, What quantity of coal was taken from Cumberland last year, other than for the use of the company, and whether all that was offered for transportation was carried when presented, or whether there was delay when other tonnage was seeking transportation, and what were the rates charged per ton of 2,240 lbs. per mile.

8<sup>th</sup>, What is the highest ascending grade on the railroad from west to east, from Cumberland to dam No. 6.

9<sup>th</sup>, Why in the recent answer to the House of Delegate, is it stated that upon railroads from the coal mine to Cumberland, worked in connection with the road from Cumberland to dam No. 6, and with the same machinery, it will cost 2 cents per ton per mile on the former, and 1-1/3 cents per ton per mile on the latter.

On the 16<sup>th</sup> inst., a reply was transmitted by the President, which we give, omitting the tabular statement and estimates appended to it, as being, on account of their minute details, rather useful to the legislature than interesting to the generality of readers, who will obtain a sufficient general knowledge of them from a perusal of the reply itself, which is as follows:

*Office of the Baltimore and Ohio Railroad Company, Feb. 15, 1844.*

*To the Honorable the Speaker of the House of Delegates:*

Sir: I had the honor to receive on the 12<sup>th</sup> instant, the order of the House of Delegates passed on the 10<sup>th</sup>, and having at the earliest day practicable submitted it to the Board of Directors

of this company, I am authorized to transmit the following reply:

In the first place the Board desire it should be distinctly understood that the investigation into which the House of Delegates have been led, has been without their prompting or knowledge; and that in responding to inquiries into their resources and business, which, by exposing in detail the course and results of a single branch of their operations, may possibly lead to erroneous inferences in respect to others – without a like opportunity of explanation – they yield only to a sense of respect due to the legislature of the State having so deep an interest in the trade and revenues of the road. The sequel of this present answer will satisfactorily show that the Board need have no other objection to the amplest exposition of their credit and resources, and of the whole range of their transactions, on any other ground than that already indicated.

The Board have at no time heretofore deemed it expedient or desirable to make expensive preparations of the transportation of any considerable amount of coal from the mines in Allegany county. It has been quite obvious to them, as indeed they must presume it will be to all, that without the facilities of railroad communication between the mines and Cumberland, the article could not be brought to the latter point in quantities sufficient to warrant a large expenditure in providing means of transportation by any channel whatever. Up to this period the ultimate route of the Baltimore and Ohio railroad from Cumberland to the Ohio river is too indeterminate to authorize any attempt to extend it to any part of the coal region, and it is only recently that the Board have seen any evidence of the existence, in any other quarter, of the capital sufficient either to construct a road to the mines, or to develop, except in a partial degree, their resources. It would be manifestly unwise in this company, as it may be presumed, in any authority whatever, to venture upon a large expenditure to acquire the capacity to accommodate a particular branch of trade, without at least some reasonable assurance that after the

capacity should be acquired, sufficient trade would exist to employ it; and this consideration is particularly applicable to the operations of the railroad, inasmuch as the greater part of the preparations necessary for the transportation of coal would be needed, and could not be advantageously employed in any other business.

This Board, moreover, after thorough investigation of the subject in all its bearings, have placed no great confidence in the expectations founded upon the rapid and extensive development of the coal of that portion of the State. If the requisite capital for the purpose can be commanded, they have been unable to discover any evidence that the demand for consumption will be such as to authorize, on their part, at least, any great preparations for engaging in the trade. They have become convinced, on the contrary, that many years must elapse before the demand will require more than 100,000 tons in any one-year, whatever facilities of transportation may be afforded. It is to be observed also that to justify the Railroad company in engaging extensively in the transportation of coal, at such rates as would bring it to market upon equal terms with coal of other States, it would be necessary that the trade should be in large amount, and of certain and regular supply throughout the year; of which, up to this time certainly, there has been no satisfactory assurance. Of the capacity of the company, with those advantages, to engage in the transportation of coal, at rates extremely profitable, and at the same time so low as to exclude the apprehension of rivalry from other works – according to any rate of charge at present known – the Board have never doubted. The estimates accompanying this answer, and the large margin of profit which they exhibit upon the terms assumed, will show that, if the Board would be content with a net profit of six percent upon the capital employed, it has the capacity to engage in the trade from the mines to the city of Baltimore at rates below any other mode of transportation at present known. The indisposition of the Board, therefore, heretofore to engage in the transportation of coal, has

proceeded from no other apprehension than the want of certainty and regularity in the amount; and on this ground they have preferred waiting events, and to test the practicability of developments so confidently predicted by others; with entire confidence, at the same time, that if those expectations should be realized and the trade in coal become sufficiently regular and certain, they could, at any time, engage in the transportation of it to Baltimore without danger of serious competition with any other rival.

Previous to the order of the House of Delegates of the 25<sup>th</sup> of January, however, the Board were officially informed by the President of the Maryland and New York Iron and Coal Company, that he had procured the requisite funds for the construction of a railroad from the works of that company to Cumberland, and was anxious for the completion of the road in the shortest possible time. The same officer also verbally communicated his desire to adopt the Baltimore and Ohio Railroad to Baltimore for the transportation of coal and iron, if this company would engage in the trade at such rates as would enable him advantageously to do so. The investigation to which this application led, only confirmed the opinion of the Board that they might engage in the transportation with great advantage to the stockholders, and upon terms which, considering the speed at which they could perform the business, and the superiority of the Baltimore market, he might be well content to accept. Under such circumstances, they felt an obligation not to withhold their aid from the development of the resources of that important region. The order of the House of Delegates of the 25<sup>th</sup> of January, therefore, came while investigations into the practicability of arrangements for the purpose were actually in progress. A few days subsequent to the answer of the Board to that order, the President of the Maryland and New York Iron and Coal Company submitted a further and specific proposition; and it may be proper to remark, that in this proposition that the company, of acknowledged means and capacity, does not appear to contemplate a greater

amount of transportation than fifty-two thousand, five hundred tons per annum for a period of five years, and that not of coal only, but of “coal, pig iron, bar iron, fire brick, castings and other manufactures of iron.” The object of the proposition was to ascertain the terms upon which this Board would transport that amount *from the mines to Baltimore*, if the Maryland and New York company would make a railroad from the mines to the Depot at Cumberland, and enter into an agreement for five years to furnish a freight for one train of cars supposed to transport one hundred and seventy-five tons per day for three hundred days in the year.

In answer to the proposition, this Board have offered to enter into an engagement to transport that amount of freight, in the manner proposed, from the mines to *Baltimore*, at one and one-third cent per ton per mile, a distance of one hundred and eighty-eight miles, with ten cents per ton for the transportation through the streets of Baltimore; and one cent per ton per mile for 188 miles in addition upon manufactured iron, when required to be transported in house cars; the Maryland and New York Company to load and unload the cars. An official estimate, forming the basis of this offer on the part of the company, and showing the results of the operation, is herewith submitted.

I have now to add that, since the preparation of this reply, a communication has been received from the president of the Maryland and New York Iron and Coal Company, announcing the acceptance by that company of the foregoing offer; and stating his readiness to conclude a formal agreement to carry out the arrangement.

With these remarks, which have been deemed proper for a full understanding of the whole subject, I proceed to a more particular reply to the several questions propounded in the order of the 10<sup>th</sup> inst.

1<sup>st</sup>. The terms “satisfactory arrangement” in the answer to the Board of the 1<sup>st</sup> inst., are to be understood to require a reasonable assurance that the amount of transportation for which the

company would be compelled to qualify itself, should in good faith be furnished; and with such regularity and punctuality, during the period assumed, as would authorize the Board to engage in it at the low rates proposed.

If such reasonable assurance could not be given by those who may be interested in the trade, and who are seeking the means of reaching the market, it is not perceived upon what grounds they can with propriety demand a large expenditure of money for the preparation of any means of transportation.

It has already been remarked, that without a railroad communication from the Frostburg mines to Cumberland, it is obviously impossible that the resources of the former can be sent forward in quantities to justify any considerable preparation of any kind; and it is not to be supposed that these works will be constructed until the market shall demand an adequate supply, and the capital be provided to meet such supply. As the basis, therefore, of any "satisfactory arrangement" contemplated in the former answer, the Board would require, first, that the necessary communications from the mines to Cumberland should be constructed; second, that adequate capital for working the mine to the proposed extent should be provided; and third, that responsible parties, engaged in the business, should enter into an agreement to furnish the requisite amount upon the terms and in the manner proposed. The Board would take it for granted that responsible parties would not perform these things without a reasonable certainty that they would find a market for the products of their labor and capital; and until they can have such certainty, they would not be justified in demanding extensive and unnecessary expenditures, of which they could not avail themselves.

2<sup>nd</sup>, For the charge of 1-1/3 cent per ton per mile, as specified in their answer of the first inst., the Board contemplates a ton of 2,240 lbs.

3<sup>rd</sup>, In reply to this question, and in illustration of other parts of this answer, I herewith submit a report, and estimate of superintendent of

Machinery and Repairs, approved and confirmed by the Chief Engineer of the Company. Even from this it will appear that to provide the necessary "conveyances, cars and machinery, to accommodate a trade of 105,000 tons, annually between Cumberland and Dam No. 6," it will require the sum of *eighty-seven thousand dollars*, and for additional sideling tracks at Dam No. 6, *three thousand dollars*, making together *ninety thousand dollars!* and "for the accommodation of 500,000 tons, annually, between the said points" it would require \$450,000, including, of course, the previous sum of \$90,000.

4<sup>th</sup>, Under other circumstances, it might be a sufficient reply to this question to state that, the Company expect to derive the means to enable them to engage in the transportation they have contemplated, from those sources, from which all Railroad Companies derive the means of maintaining their works and carrying on their trade; and that this Board is quite incapable of venturing to engage in any branch of trade, without a just reliance upon their ability to fulfill their engagements. Upon the present occasion, however, the Board desire to give a more particular answer.

In their annual report of \_\_ October, 1842, the Board stand pledged not to apply any portion of their annual revenue to the extension of the road west of Cumberland, without at least the consent of the stockholders; and, adhering to the determination to prosecute their work with the least possible delay to the Ohio River, they would deem it unwise to use any part of their funds appropriately applicable to the extension of the road, for the purpose of increasing the machinery for the accommodation of trade from the present terminus.

The trade upon the Baltimore and Ohio Railroad, however, is obviously on the increase, and in the course of the next year may require some augmentation of its machinery for the accommodation of the regular and accustomed business. For this purpose, and for any new trade in which the Board may decide to engage, the ordinary and legitimate resources are the *credit*

and *revenue* of the Company. From one of these the capital needed for the contemplated transportation of coal must be drawn, and that either will prove entirely adequate is not to be doubted.

Of the solidity of its credit, this Company has just reason to be proud; and they have the gratification to know that under its financial arrangements, the improved economy in its operations, and the continued increase in its business, its credit is daily becoming better entitled to public confidence. It has, at all times promptly complied with its obligations to the State, and to individuals; its ability in the future is not less than in the past; and its bonds now outstanding for the debt incurred on account of the Washington Road are in demand in the market at a premium of five percent. If it may be assumed that capitalists will be found to advance the requisite funds for working the mines which are to yield the coal for transportation and for the construction of the roads necessary for its conveyance to Cumberland; of if it be probable that the same facilities may be found to raise the millions, requisite to provide other channels of conveyance not merely dependent upon the development of the trade, but in competition, as the estimates herewith submitted show, with a work in full operation, capable of transporting at as low a cost; the ability of this Company to raise, upon its credit, some addition to its revenue, to be employed in a business certainly yielding a net annual profit of not less than 20 percent, will scarcely be deemed less probable.

The revenue of the company, should it be proper to use it, presents a resource equally available.

The net revenue of the last year amounted to nearly \$280,000, and enough is already known to authorize the presumption that for the present it will not be less than \$300,000. Hence it will be clear, from the estimate already referred to, that to accommodate a coal trade of 105,000 tons per annum, from the mines to dam No. 6, little more than *four months* of the net revenue will suffice, and that for the same amount of transportation

from Cumberland to dam No. 6, a much less sum will be adequate. It is to be remarked also that upon either amount, should it be drawn from the revenue, the stockholders will annually receive nearly 20 percent from its new employment, and one-third percent, upon the entire capital of \$7,000,000. Whether the Board will resort to its credit or its revenue, will depend upon the best view they may take of the interest of the stockholders, when it may become necessary to resort to either.

The conviction entertained by the Board, of the progress and amount of the contemplated coal trade, if the supply for consumption should immediately require the transportation of 105,000 tons in one year, they are quite confident that, after reaching that amount, whenever that may be, the annual increase from that time, may be accommodated from the profits derived from this branch of trade. It may well be supposed that no one can be found so sanguine as to imagine that the consumption of this coal will at the end of eight years require the annual transportation of more than 500,000 tons per annum; and, upon this hypothesis, the statement herewith submitted, will show that the transportation of such amount at that period, as well as previous thereto, will be maintained by the profits of this single operation, without further recourse to the revenue or the credit of the company. If, however, the Board should, in any degree, be disappointed in these expectations – which they by no means apprehend – the deficiency, small as it must necessarily be, may be readily supplied from either of the sources already indicated.

5<sup>th</sup>, In reply to this question also the attention of the House of Delegates is particularly requested to the estimates already referred to, which were taken as the basis of the previous answer of the Board of the 1<sup>st</sup> instant.

These estimates and the expenses of transportation are in every instance derived from the *actual experience*, not only of other Companies, but of this Company; and experience in our operations of many years, and from their uniformity, and the economy we have been

enabled to introduce, all estimates founded upon them possess, in all our calculations, the most satisfactory authority.

It is to be observed also that the principal means by which we are enabled to engage in the transportation of coal at the low rates referred to are found, 1<sup>st</sup>, in the use of the improved heavy engine, possessing nearly triple the capacity of those formerly, and now in use by the company; 2<sup>nd</sup>, in the comparative cheapness of the description of cars, and the less weight they are required to have in proportion to the load they carry; and 3<sup>rd</sup>, in the amount, and regularity and punctuality of the trade.

It may, therefore, be stated that from Cumberland to dam No. 6, a distance of 45 miles, the cost per ton per mile of transporting 105,000 tons in 250 days of canal navigation, is estimated at 941.1000 of a cent. If the charges be 1-1/2 cents per ton per mile, the net profit will be 393.1000 of a cent per ton per mile; and upon 105,000 tons transported 45 miles, or 4,725,000 tons carried one mile, it would be \$18,522, being upwards of 20 percent upon the capital employed, and more than one percent upon the entire cost of the road of 45 miles used for the transportation. Upon the same quantity transported from the mines to dam No. 6, and requiring a capital of \$102,000, the net profit would be \$23,215, being nearly 23 percent upon the capital employed.

It will also be observed that the expenses of transporting 105,000 tons of coal from Cumberland to dam No. 6, include interest, at 6 percent, upon the whole cost of machinery employed in it, as well as every other item of cost arising out of the trade; and the estimate also allows ¼ of a cent per ton per mile for the increased wear and tear of the road due to the accession of the additional trade. Regarding this specific transportation between the said points, as no part of the general trade of the road, upon which all the present expenses of working it are charged, it was deemed unjust to charge the new trade with any part of the expenses already incurred, and which would continue, although the additional trade should not be undertaken; and,

therefore, it is not doubted that 1/4 cent per ton per mile will prove an ample allowance for the additional wear and tear it is intended to cover.

In any view, therefore, whether we regard the investment of the additional capital in the machinery alone, or in that and the road together, it is presumed that the transportation proposed will be considered “profitable.”

6<sup>th</sup>, At 2 cents per ton of 2,240 lbs. per mile, the company would be willing to transport coal from Cumberland to dam No. 6, at all times without requiring a stipulation that it should be delivered in equal daily quantities; and would be willing to “increase its machinery for that purpose according to the growth and requirements of the coal trade;” provided such trade between these points shall be equal to 50,000 tons per annum, and the company not be required to transport more than five hundred and twenty tons in one day. Or if the trade should amount to 100,000 tons per annum, the company would transport it in the same manner and at the same rate not exceeding 840 tons per day.

7<sup>th</sup>, Since the opening of the road to Cumberland in November, 1842, the rate for the transportation of coal has been 2 cents per ton per mile; and until there should be greater facilities for its conveyance from the mines to Cumberland the company did not increase its machinery for the accommodation of this trade. – The whole quantity of coal, other than that for the use of the company, taken from Cumberland upon the railroad to all points amounted to 5,625 tons of 2,240 lbs.; and all that was offered for transportation was not invariably carried when presented. There was also “delay when other tonnage was seeking transportation.” – This was the consequence of an insufficiency of machinery to transport all articles offered for that purpose; and when it became necessary to choose between different articles presented at the same time, such as were perishable or most valuable were preferred. Such, moreover, was the irregularity in the delivery of coal as to render its prompt transportation in many cases impracticable, even if the company had been better prepared for the

trade. The limited means, during the past year, for the transportation of coal, was well known to the dealers in that article, who without any expectation of its immediate transportation, must have delivered it with full knowledge of the risk of delay.

8<sup>th</sup>, The highest ascending grade on the railroad, from west to east, from Cumberland to dam No. 6, is 26-4/10 feet per mile.

9<sup>th</sup>, In the recent answer to the House of Delegates, it is stated, that upon a railroad from the mines to Cumberland, worked in connection with the road from Cumberland to dam No. 6, and with the same machinery, it will cost 2 cents per ton per mile on the former, and 1-1/3 cent per ton per mile on the latter; because the road from the mines to Cumberland is but 10 miles in length and dependent for its revenue entirely upon the coal trade. On this account its general expenses would have to be borne entirely by that trade, inasmuch as it would derive no such aid as it yielded to the Baltimore and Ohio railroad from the travel and transportation of burthen, by which this road is now supported. It is, therefore, obvious that the charges cannot be the same on both roads, although worked by the same machinery, as is supposed in the recent answer.

Of the 2 cents per ton per mile, the assumed cost on the road from the mines to Cumberland, 1-83/1000 cent would be received by the Baltimore and Ohio railroad for transportation, and the remaining 917/1000 cent would belong to the proprietor of the former road; and if the road be supposed to cost \$150,000 and the expenses of the repairs and management to be at the rate of \$600 per mile per annum, it would require a trade of 163,576 tons over its entire length each year to pay an interest of six percent per annum upon the cost of construction. It might indeed be questioned whether the proprietors of a railroad from the mines to Cumberland would for some time to come be justified in charging so low a rate of toll as 2 cents per ton per mile, assumed in the recent answer.

I have the honor to be, sir,  
Your ob'dt servant,

Louis McLane, Pres't.

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*Ibid.* p. 4. **MARYLAND**

**LEGISLATURE** – An order was passed, calling on the President of the Chesapeake and Ohio Canal for such information, &c., relative to survey and estimated cost of a slack-water navigation from Dam No. 6, upward, as he may have in his hands.

Mr. Pouder submitted an order that the President of the Ches. and Ohio canal company inform the House whether any person are in their employ, to attend the present legislature, for what purposes, their names and stipulated compensations.

*Sun*, Wed. 2/21/44, p. 4. **MARYLAND**

**LEGISLATURE** – Communications were read, from the President of the Chesapeake and Ohio Canal Company, in reply to the queries of the House noted yesterday.

The House then proceeded to the consideration of the order of the day, being the bill for the completion of the Chesapeake and Ohio canal, and the substitute proposed therefor, by Mr. Wootton. Mr. Kilgore offered a substitute for the substitute and the original bill, being the same which was proposed last year by Mr. Causin, as a substitute to the original report of that session. A motion was made to print, which gave rise to a debate occupying a great portion of the morning, and was eventually determined in the affirmative; whereupon the subject of course lay over another day.

An order was proposed, by Mr. Murray, enquiring of the President of the Baltimore and Ohio Railroad, whether in his opinion, the construction of a slack water and dam navigation of the Potomac would injure the work of their road, and if so, to what extent.

Mr. Wootton strongly opposed the information being required of an individual, arrayed in open and declared hostility to the canal. Mr. Murray only wanted the information, it being a matter of little importance whence it comes, and thought the President of the Baltimore and Ohio

railroad company the best source from which to derive it.

A substitute was offered, that the chief engineer of the Baltimore and Ohio railroad company be requested to give the above information and such other as may be required, which was adopted and passed.

Letters were laid before the House, from the chief engineer of the U. S. Navy, relative to the quality of Cumberland coal, and the quantity necessary for the U. S. Navy, &c.

The House then took a recess till 5 P. M., when they meet the Governor in the Senate, for the purpose of signing and sealing the laws which have been passed.

*Sun, Thu. 2/22/44, p. 1. A New Internal Improvement Project.* – We have received a printed circular, which though anonymous may be considered worthy of some notice, seeing it touches a subject of very particular interest to the people of Maryland. The author holds that the terms upon which the Chesapeake and Ohio canal company request the assistance of the State for its completion, as set forth in the House bill for that purpose, do not present much inducement for the grant, as postponing remotely the period when the State can begin to derive any revenue from that work. He notices also the increased difficulty created by the offer of the Baltimore and Ohio railroad company to transport coal upon certain terms, as equivalent to a cutting off from the canal the amount of coal trade otherwise expected at Cumberland, and as throwing in of necessity what was only the maximum of advantage, the completion of navigation to the mouth of the Savage, for the reason that the railroad in taking away the tolls, takes away also the security upon which a loan might have been expected to complete the navigation to Cumberland. In this dilemma or predicament of the State with reference to the propositions now before it, the author of the circular seems to think that if anything at all is to be done towards realizing the large investments made by the State in the canal, and taking the benefit of the future trade that may

be expected to exist upon it, it must be done by a compromise of the various corporate and local interests, hitherto concerned in supporting this work; and he consequently exhibits his compromise project as follows:

It consists in abandoning all idea, for the present, of completing the Chesapeake and Ohio Canal, at the certain cost of \$80,000 per mile and more, to a point where the Baltimore and Ohio Railroad threatens to absorb all the coal trade that is likely to be created there; and in adopting the method of a substantial but cheap Lock-and-Dam Navigation from Dam No. 6 to the Mouth of Savage.

Such a resort has been already for many years in successful operation over several hundreds of miles or river in Kentucky, at a cost considerably less than one-tenth of what has been estimated and is asked for our canal, and with a permanence (although in more dangerous streams) that has left nothing to desire. It is manifest that by the use of steam power, daily more and more applicable to river navigation, the capacity of such a work as I suggest will be greater than that of the canal; and even were it less, it is demonstrably more than adequate to the largest trade that can be expected to exist for many years.

I am assured upon competent evidence (and the Legislature can easily be assured in the same manner should you, sir, and others desire the investigation) that not more than \$1,000,000 in cash, need be expended to construct such a navigation from Dam No. 6 to the Mouth of Savage, thus affording all the advantages obtainable under the bill to which I have already referred, but at *one-third of the cost*.

I need hardly stop to point out to you, sir, the collateral advantages which such a diminution of prime cost brings along with it. The security being exactly the same in both cases, it is manifest that the smaller sum is better secured than the larger; and that therefore it may be reasonably expected to be procured upon better terms, and without the heavy loss which the company (and eventually the State) must sustain in the discount upon so large a loan as \$3,000,000. And the

comparative practicability of borrowing \$3,000,000 or \$1,000,000 upon the same security is so much in favor of the latter, and the difficulty and time spent in negotiating such an amount as the former is so well acknowledged, as together to justify the opinion that the adoption of the smaller sum may come to decide the possibility, or not, *of doing anything*.

I shall add nothing more to this, sir, except a comparative view (in which the quantities are ranged side by side) of the practical finance details of the two modes of completing the canal. The provision for the present scrip-holders and other creditors of the canal I omit, because it may be the same in both.

*Comparative view of completing the Canal according to the details of House Bill, No. 16, and by a continuous Lock-and-Dam Steamboat Navigation:*

The bill requires, \$3,000,000 in bonds; \$180,000 annual interest; \$75,000 sinking fund; \$255,000 priorities; 255,000 annual No. of tons equivalent to the priorities; 2 years required for completion; 8 years elapsing before the State can receive revenue.

The compromise allows, \$1,100,000 in bonds; \$66,000 annual interest; \$7,000 sinking fund; \$73,000 priorities; 73,000 annual No. of tons equivalent to the priorities; 18 months, time required for completion; 3 years, time elapsing before the State can receive revenue.

Such, sir, are the general details that appear to me necessary as a preliminary to an enquiry which the immense difference signalized between the two propositions will probably justify.

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*Ibid.* p. 4. **MARYLAND**

**LEGISLATURE** – Annapolis, Feb. 21, 1844. Memorials were presented from citizens of Baltimore city, protesting against the views and arguments used by the Mayor and City Council in relation to the Chesapeake and Ohio Canal, and praying for a bill for its completion. From citizens of Howard District remonstrating against the completion of the Chesapeake and Ohio

Canal. From citizens of Howard District, for the completion of the Chesapeake and Ohio Canal.

A resolution was passed directing the commissioners of Allegany county to levy a sum of money to compensate the firm of McKaig & McKaig, for aiding in the prosecution of rioters on the Ches. & Ohio canal.

The House then proceeded to the consideration of the order of the day, being the bill for the completion of the Chesapeake and Ohio canal. The original bill was taken up for perfection before action on the substitute, and Mr. Phelps moved an amendment, to forbid the company to dispose of their bonds for less than par. This, involving the whole efficiency of the bill, gave rise to debate partaken in by Mr. Calvert, Johnson, Carey, Phelps, Chapman and Stewart. – and during the remarks of the latter, the hour of recess arrived, and the House adjourned to 4 P. M.

*Sun, Sat. 2/24/44, p. 2. **Another Indignation Meeting*** – A large and enthusiastic meeting was held on the 19<sup>th</sup> inst., at Sharpsburg, Md., to take into consideration the late movements of the mayor and city council, merchants and other citizens of Baltimore as well as the railroad company, relative to the completion of the canal, at which the following, among other resolutions, were adopted:

1<sup>st</sup> *Resolved*, That in the opinion of this meeting, the Baltimore and Ohio railroad company and the citizens of Baltimore city, in making their reports and memorializing the legislature, have local and selfish views, by which means they are in hopes to prostrate what they consider a rival work, the Chesapeake and Ohio canal company.

4<sup>th</sup>, *Resolved*, That in the opinion of this meeting, had it not been for the interference of the Baltimore and Ohio railroad and the citizens of the city of Baltimore, the Chesapeake and Ohio canal would have been finished to the town of Cumberland at least five years since, and would have at this time been yielding a handsome income to the State, and its enterprising stock-

holders, and the people of Maryland would have been clear of direct taxation.

*Sun, Mon. 2/26/44, p. 4.* **CHESAPEAKE AND OHIO CANAL** – The Senate, on Friday last, on motion of Mr. Merrick, proceeded to consider the bill authorizing the transfer of the stock of the United States in the Chesapeake and Ohio Company on certain conditions, to the State of Maryland.

Mr. Merrick said this bill was an old acquaintance, and that it was only necessary to say a word in explanation of it. The origin of the Chesapeake and Ohio Canal Company was a national enterprise. The States of Virginia and Maryland co-operated in it, and in 1828 the United States authorized a subscription of one million dollars to its stock. The State of Maryland subscribed half a million, and the State of Virginia two hundred and fifty thousand dollars. Private individuals subscribed a few hundred thousand more. At that time, it was considered that internal improvement was an object of national policy; but, soon after, the policy of the Government was changed, and no more appropriations for internal improvement were made. Maryland was obliged to pursue the work unaided; and she did it, though perhaps unwisely and indiscreetly. She had continued it until she had expended seven million and seven hundred and fifty-three thousand dollars. The cities of the District of Columbia advanced for the work the sum of a million and a half dollars; and, in the end, one hundred and thirty miles of the canal were completed. There were fifty miles left unfinished, a portion of which has been commenced. Some of the most difficult portions of the work, for thirty-one miles, are yet to be executed. The sum required to complete the work would be about sixteen hundred thousand dollars. This would render it available for the purpose of transporting the coal and iron from Cumberland. The work now remained suspended in consequence of the inability of the State of Maryland to proceed with it and the determination of the Governor not to aid it. The stock was without any value to any of the parties concerned

in it. The proposition now was that the State of Maryland should go forward and complete the work and render it valuable. Maryland was willing to undertake to complete the work provided she could obtain the funds. She was willing to borrow the funds on a pledge of the profits of the whole work, and thus obtain the means to complete the work to Cumberland, provided the stock of the United States was transferred to her. She could not go on and complete it when the benefit of it would inure to the United States; nor could she obtain the funds until the claims of the United States were released to her. It was asked either that the Government would give the funds for the completion of the work, which they certainly would not do, or that they would relinquish a valueless stock, and thereby enable the State of Maryland to do it. The amount of stock held by the Government was two and a half million – one million that was subscribed for by the Government, and a million and a half which was subscribed for by the cities of the District of Columbia, and which was transferred to the Government when the Government assumed the payment of the Holland debt due by the District of Columbia. The stock was of no value in the market, and never would be until the work was completed, and it could never be completed until this stock was transferred to the State of Maryland. The State hoped to find means to obtain the funds upon a pledge of the stock; but they could not do this until the stock of the United States was relinquished. While the Government had any claim on the stock, the money could not be borrowed for the work.

Mr. Tappan said the question before the Senate was merely whether we should give the State of Maryland two or three million dollars without any kind of equivalent. The State of Maryland had spent a large sum on the canal, a great deal [more] than was prudent or necessary; but she had done this with a view to her own benefit, and there was no reason why we should help her out of her difficulty. She had, without doubt, spent more money on the work than would have completed the whole of it. No one doubted

that the whole work would have been completed if it had been managed as well as the works of a similar character in other States. He was at loss to perceive how the United States was interested in this matter of the completion of the canal. It had been suggested that the Government would have an equivalent for its expenditure upon it in the free use of it for the transportation of troops and military stores to Cumberland. But he was not aware of any war to be waged by the Government against the people in the Allegany mountains that would render it necessary to send troops and stores up this canal.

Mr. Porter said Congress authorized the cities of the District of Columbia to borrow money for the purpose of aiding this canal. The interest on the loan was ninety thousand dollars a year, and this burden the people of the District found to be so onerous that they could not bear it, together with taxes for other necessary purposes. The consequence was, that in 1836 Congress passed a law for the relief of the people of the District of Columbia. The Secretary of the Treasury was to receive a transfer of the stock of the cities, and he was also authorized to sell it in ten years, and if there should be any excess over the amount of the principal and interest, it was to be paid over to the cities. In supporting this bill, we do not give the State of Maryland two million and a half dollars, but we give her that which is worth nothing to us. The stock was not worth ten percent, if anything. Should the canal be completed to Cumberland, the coal mines would render it profitable to the State of Maryland. – They could not get the means for completing it unless they hypothecated the profits of the work, and to do this, it would be requisite that the Government should relinquish its claim. – The project of a canal along the Potomac was of early origin, and was a favorite measure with General Washington. This enterprise was commenced, however, on too large a scale. The bill authorizing a subscription to its work was provided by the Government that the canal should be of large dimensions – larger than was necessary for any purpose except as a national

work, and the Government contemplated it as a national work.

Mr. Merrick said it was very true, as was said by the gentleman from Michigan, that it was under the direction of Congress that the canal was made so large and expensive. The object of the Government was at that time to extend the canal to the Ohio river. A canal of thirty feet in width by three in depth would have answered all purposes for the business of the canal to Cumberland; but the Government made it sixty feet wide by six feet deep, making the expense three times as great. Instead of costing ten million dollars, the canal might have been made for about three or four millions, and would have answered all purposed as well as this splendid and magnificent national work, that would be of no use at all till it was finished. The question was simply whether the work was to be completed or not? It was not proposed to give anything to Maryland. There was nothing to give, for the stock had no market value. By giving the stock to Maryland, she would be enabled to get means to go on and finish the work to Cumberland, and the Government could not sell the stock for five hundred dollars; no one would give that much for it. The Government certainly would not speculate on the necessities of Maryland by holding on to the stock in the hope that, somehow or other, at the expense of someone, it would be made more valuable. The simple question was whether, by giving the stock to Maryland, we should enable the work to be completed, or by withholding it keep the work as a magnificent ruin?

The further consideration of the bill was then postponed at present.

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The House having adjourned yesterday while Mr. Murray was speaking, he resumed his argument today, and occupied the floor near two hours. Mr. Poultney moved a reconsideration of the vote striking out \$2,000,000 and inserting \$1,545,000 as the amount of bonds to be issued for sale by the canal company, which being seconded, the motion was debated. Mr. Carey addressed the House and Mr. Chapman replied, but gave way to a motion to

adjourn, and the House adjourned till 12 M. on Monday morning.

Tue. 2/27/44, p. 2.<sup>14</sup> **Legislative Proceedings** – Mr. Wootton reported a bill extending the time for the completion of the Chesapeake and Ohio Canal.

The bill providing for the completion of the Chesapeake and Ohio Canal was taken up, as the order of the day. Mr. Wootton submitted a substitute therefor, providing the Governor cause a survey to be made from Dam No. 6 to the mouth of Savage river, with a view to constructing a slack-water navigation by dams, locks or canal to that point; and if practicable, the Governor to direct the company to proceed with the work. The company to issue bonds to the amount of \$1,000,000, to be redeemed in not less than forty years, bearing an interest of six percent. Seven thousand dollars of the revenue from the canal to be placed in a sinking fund annually for the redemption of the same. The substitute was ordered to be printed; and the whole subject laid over until today.

Mr. McKaig submitted an order calling upon the President of the Chesapeake and Ohio Canal company for a statement relative to the practicability of carrying into effect the substitute above mentioned – adopted.

Sun, Wed. 2/28/44, p. 2. **Transfer of the Canal Stock** – It will be seen by reference to our Congressional letter, that Mr. Merrick's bill for the transfer of the stock of the United States in the Chesapeake and Ohio Canal to the State of Maryland, on certain conditions, passed the Senate yesterday, by a vote of 32 yeas to 11 nays. This will doubtless prove an important acquisition to the prospects of the Canal at the present time.

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*Ibid*, p. 4. **MARYLAND LEGISLATURE** – Annapolis, Monday evening, Feb. 26. The House took up the Canal bill, and the debate was continued. Mr. Franklin spoke in favor of the amendment proposed by Mr. Phelps

to limit the sale of the bonds to par, and argued the ability of the Balto. & Ohio railroad. He reviewed the objections to this plan urged by Mr. Chapman, and entered into an examination with a view to prove that the transportation of coal from Cumberland to dam No. 6 would be profitable to that company and thro' it to the State. Should then the joint transportation prove profitable, if it should afford but a small profit, it would be more effective than all the prospective calculations, to excite confidence in the minds of the people, and induce their support of its completion. But if the bill in its present state should pass, he believed it would lead to practical repudiation by the people of Worcester county.

Mr. McKaig followed in debate, and made a forcible speech in favor of the general principle and object of the bill, and examined the objections which had been urged against some of its detail. He demonstrated the necessity of an issue of at least \$2,000,000 in bonds and the impracticability of disposing of them at par. The replies of the President of the Balt. & O. railroad, in their bearing upon the question, were taken into review, and some statements of facts of his own observation and knowledge, relative to the inability and unwillingness of that company to comply with the proposed contract, and the means they have left for an escape therefrom, &c. Mr. Wootton and Mr. Johnson followed – the latter speaking when I close.

Wed. 2/28/44, p. 2.<sup>15</sup> **CHESAPEAKE AND OHIO CANAL** – The bill providing for the completion of the Chesapeake and Ohio Canal, was taken up – the question being a motion to reconsider the vote striking out the provision for the issue of bond for \$2,000,000 and inserting \$1,545,000.

Mr. Franklin being entitled to the floor, spoke in opposition to the motion, and declared himself decidedly hostile to the whole bill; but, if it was to pass, he should desire to guard the bonds against any sacrifice. He had heard, when the bill for collecting taxes was under consideration, that

<sup>14</sup> *Easton Star*, Easton, Md.

<sup>15</sup> *American and Commercial Advertiser*, Baltimore, Md.

upon its fate depended the faith and credit of the State; and now, from the same lips, it was declared that the hopes of the State hung upon this bill. He had voted for the former, in good faith; but he had done so under an impression that the present bill would be defeated – a result he most ardently desired. He had little confidence in the statements of the revenues to be derived from it, should the canal be completed; and favored the use of the railroad. – He contended that the State would ultimately be compelled to meet the debts arising under the bill, if the canal, when completed, should fail to pay them; and in that case the State could never again get possession of its liens. He preferred trying the railroad, and if then it should be ascertained that it was inadequate to bring out the hidden treasures of the coal regions, said to be there, it would at least satisfy an incredulous people that it would be to their interest to complete the canal. And preferring as he did, a sale of the work, the use of the railroad would prove whether or not the statements as to the resources of the coal regions were true, and if favorable would render a sale less difficult and to advantage.

Mr. McKaig argued in favor of the bill being placed in an effective form, as he regarded the finishing of the canal a great financial question. The question was not now whether the State should embark in any new scheme of enterprise, but whether any measure should be adopted to redeem the money already invested and to relieve the State from its present difficulties by a realization of revenue from a work at present in an unfinished condition. He argued in favor of the amount originally contemplated as being necessary to carry out the provisions of the bill. He contended that no loss could accrue to the State from lifting the liens; in its present unfinished condition it was a tax upon the State treasury, and never could be of profit until finished. He briefly reverted to the quantity, quality and easy access to market of the coal, and of the present and increasing demand for it. He spoke in opposition to the plan of making the railroad a feeder to the canal, and said it was

unable to convey all the coal presented to them for that purpose in the small quantities brought by carts from the coal regions; and if it was used, it would be to the advantage of the railroad company and not the State.

Mr. Wootton desired to vindicate his position from the position some imagined he occupied. Having been the mover of two propositions, in reference to the canal, he had only to say, in both, or either, he felt only an anxious regard for the interest of the State – either of which he believed would produce that result. He opposed a sale of the work; also, the connecting it with the railroad. The projects were not antagonistical, but looked alike to the same result, but by different means, the rendering the large amount already invested in the work productive of revenue to the State. He believed its completion would yield a profit, and he should be ever found in favor of its completion. He appealed to members to stand by the interest of the State, and oppose the effort to link its destiny with a company whose interest was diametrically arrayed against it.

Mr. Johnson, in answer to a remark of Mr. Franklin, in reference to the issue of the fate of the State upon the bill, said he had no apprehensions that the State would ever do any act that should tarnish its fair fame, even though the canal should be filled up. He then argued against a sale of the canal. An effort had been made, when the bonds were as low as fifty cents in the dollar, which would have enabled purchasers to get possession of it, at that rate, for \$2,500,000; and now, when the bonds had been raised by recent acts of the Legislature to 82½, it was folly to talk of a sale. And if the present measure to complete the work was defeated, it would proclaim to the world an impression of a want of confidence in its ultimate results to the State if completed, it would forbid the hope of effecting a sale. The scattered condition of the securities of debt, which were to be collected, to be paid for the work, opposed an idea of sale. But, he asked, ought it to be sold? The State had control over the canal, and it was connected with the railroad. He referred to a

public work in New York which had been directed to be completed with a provision for a prospective sale, and argued in favor of such a course in reference to the canal.

Mr. J. contended against using the railroad as a feeder, and went into a detailed statement to prove its incapacity to do so; but before he concluded, he yielded, (at 3 o'clock,) for a motion to take a recess until 7 o'clock, which prevailed.

DNI, Wed. 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.*

Sun, Thu. 2/29/44, p. 4. **MARYLAND LEGISLATURE** – Mr. Ligon submitted a preamble and resolutions, to provide for making a contract between the Chesapeake and Ohio canal and the Baltimore and Ohio railroad companies, for the transportation of coal, &c., on the railroad, from Cumberland to dam No. 6, the contract to last for five years. The resolutions lie over, under the rules.

Fri. 3/1/44, p. 2.<sup>16</sup> **MOST MELANCHOLY ACCIDENT** – The Washington papers of yesterday furnish the following particulars of a most melancholy event which occurred on board the U. S. steamship *Princeton*, while on an excursion in the Potomac river on Wednesday evening. While returning upriver, opposite Fort Washington, Captain Stockton consented to fire another 225-pound ball from one of the large guns on board. The gun was fired. The explosion followed, the gun having burst at a point three or four feet from the breech, killing Mr. Upshur, Secretary of State; Mr. Gilmer, head of the Navy;

<sup>16</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

Commodore Kennon, a naval officer; Virgil Maxey, former ambassador to Belgium; and Mr. Gardner, formerly a New York Senator, were among those slain. [Transcriber's Note: This event had nothing to do with the Canal but it stopped the presses, stopped the Maryland Legislature, and apparently most everything else in the Washington metropolitan area.]

Sat. 3/2/44, p. 2.<sup>17</sup> **CHESAPEAKE AND OHIO CANAL** – The bill providing for the completion of the Canal was taken up, the motion to reconsider the vote striking out \$2,000,000 being still under consideration.

Mr. Carey, who was addressing the House yesterday, and yielded for an adjournment, on the announcement of the sad catastrophe at the seat of the General Government [Transcriber's Note: See above.], was entitled to the floor, and on resuming it, in a brief exordium alluded most touchingly to the incident which had arrested the progress of legislation the previous day. He then took up his argument in favor of using the Railroad as a feeder, and contended that while such a course would at once render the Canal productive of revenue to the State, a contrary course would postpone that desirable result to a period which must prove ruinous to the State. In reference to allusions made in regard to a difference of statements in former and latter reports from the Railroad Company as to its capacity for burdens and rates, Mr. C. asked emphatically whether, even if some discrepancy may have existed, gentlemen would not confide in the scientific reputation of man who had made calculations in regard to capacities of steam in the days of Fulton, and from more modern improvements, because now they submitted a different statement?

Mr. Carey also referred to the apprehensions of rivalry between the two works, and said that so far from any such feeling on the part of the friends of the Railroad, the position they now sought to place it in was tributary to the interest of the Canal, while it was competent to

<sup>17</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

assume a different position. He referred to the capacities of the Railroad; spoke of the repeated appropriations made to the Canal, and of its failure to accomplish what had been intended. He discarded the idea that upon this or any other contingency depended the issue of State honor or discredit, and held that no result of legislative action would repudiate the debt of the State.

Mr. Yellott said he should vote against the bill as originally reported. He felt anxious to separate the State from the work, and he should desire to sell it; but as a sale had failed, he thought it was policy to put the work in such a condition as would be most likely to accomplish that object. He should favor the lifting of the liens. He regarded the proposition from the Railroad as highly inexpedient.

Mr. Johnson spoke briefly in opposition to the using the Railroad as a feeder, and of the policy of completing the Canal.

Mr. Calvert distrusted the capacity of the Railroad to carry out the promises made in the quantity of burden it would convey, and the rates of tonnage. He preferred a sale.

Mr. Murray spoke in favor of a completion of the Canal.

The House adjourned.

*Sun, Sat. 3/2/44, p. 4. MARYLAND LEGISLATURE* – The House then resumed the consideration of the unfinished business of yesterday, being the bill for the completion of the Chesapeake and Ohio canal. Mr. Carey resumed his argument, which, however, he prefaced by a few well-timed reflections upon the mournful event, the announcement of which had arrested him on yesterday.

Mr. Carey first stripped the real question of the collaterals which had been attached to it, and narrowed it down to a matter of expediency as to the modes proposed, to render the canal profitable. He then entered into a demonstration of the capability of the Baltimore and Ohio Railroad to act as a feeder of the Canal, which he went on to prove would be the most feasible, most economical and the most speedy plan which could

be adopted to render profitable the amount already invested therein.

Mr. Yellott followed, and stated his preference for a sale of the Canal, and would support the proposition which had been made to provide for a sale. But he did not consider that his whole duty had been performed in this. The experiment of sale had already been made and failed, and such may be the case again; he therefore conceived that it became the Legislature to provide for this contingency. Mr. Y. then entered into an argument in favor of a waiver of the State's liens, to enable the Company to borrow money to complete the work.

Mr. Johnson spoke for a few minutes, giving additional force to his remarks heretofore made, by quotations from the reports of the President of the Railroad Company, and replying to some of the remarks of Mr. Carey.

Mr. Calvert next door took the floor, and Mr. Murray followed, each addressing the House in favor of the general principles of the bill.

Mr. Potter has given notice of his intention to speak on the question tomorrow – and the House adjourned.

#### DNI, Sat. 3/2/44, p. 2. **COMMUNICATIONS** **To the Editors**

*Gentlemen:* Believing that the best interests of the State of Maryland are involved in the fate of the bill now under the consideration of the House of Delegates, providing for the completion of the Chesapeake and Ohio canal, and seeing, as I cannot but do, that there is reason for apprehending the defeat of that measure, by a reliance upon the recent proffer of the Baltimore and Ohio Railroad company of a portion of their road, as a feeder to the canal, at dam No. 6, I would crave once more the use of your columns, as a means of reaching the ear of the Legislature, and of cautioning them against so fallacious and deceptive a reliance.

Should the Legislature adjourn without passing some act which will prove effective to the completion of the canal, as a citizen of Maryland, I shall regard *all else done* by them towards

sustaining the credit and faith of the State, as mere temporary expedients, or as preserving that credit and faith, without offering to its citizens *any hope or prospect of alleviation from the burden of taxation for the future*. For such alleviation there is no other source to which we can look than to the canal, and the revenue to be derived by it from the mineral resources of Allegany; that revenue, to the necessary extent, is only to be secured by the completion of the canal; for, notwithstanding the position so confidently assumed by the Baltimore and Ohio Railroad company in their reply to the order of the House of Delegates on the 10<sup>th</sup> instant, I still maintain that they cannot supply the canal at dam No. 6 with the requisite quantity of coal; and that they cannot carry coal at *1-2/3 cents per ton per mile*, except at a loss, as stated in my former communication.

In so maintaining I do not mean to charge the President and Directors of that company with a purpose to deceive the Legislature or the citizens of the State. I entertain too high an opinion of their moral character and standing in society so to believe of them; but I must contend that they have been deceived themselves; and I think but little reflection and examination necessary to convince others that my opinion is correct.

Minute and detailed as appear to be the statements of the Engineer accompanying that report, a portion of them is mere assumption and speculation; speculation, too, as I contend, not sustained by the experience or practical operations of their own road, or of any other, but, on the contrary, in direct conflict with such.

First, I doubt the capacity of any engine to draw upon the road between Cumberland and dam No. 6 two hundred tons, the amount assumed by these statements. Certainly, no such performance has ever been accomplished by any engine now in the use of the company; they will not pretend to assert it.

Secondly, In assuming *¼ of a cent per ton per mile*, as the measure of damage to their road, I contend that it is far below the amount they would find requisite should the experiment ever be tried;

certainly much less that all other companies, in their past experience, have proved; and I cannot imaging upon what ground the respectable Engineer so assumed it in the statements referred to. It was certainly not from the experience of the Baltimore and Ohio Railroad company the past year, as, by statement F, accompanying the report of the President and Directors of that company to the stockholders, made as late as last October, bearing the signature of the same Engineer, the average repair of railway and bridges, charges to tonnage transported, was 0.891 of a cent per mile. If, then, such was the fact in time past, I cannot conceive why it should be less as the road becomes older, and consequently every day more liable to injury from the use.

The Railroad cannot be relied upon, and the only question with the Legislature should be, will the demand and supply of coal be sufficient to justify the expectation of a profitable trade upon the canal if completed? I contend that it will, the doubts expressed by the recent report of the railroad company to the contrary notwithstanding. Every day's experience shows an increased demand for coal; and to no source can we look for supply upon better terms than to the Allegany region, with the canal completed.

The past history of the coal fields of Pennsylvania affords us sufficient encouragement. In a very short space of time they have extended the supply from hundreds of tons to exceeding a million; and every day the demand for it increasing; whilst the operations of the Richmond bituminous coal mines, have, at the same time, added annually to their supply. Let our coal once afford a supply, and there will be no limit to the demand for it also.

It is scarcely necessary, however, to add more upon this subject. After all the effort and sacrifice already made by Maryland to reach the coal regions of Allegany, I consider it rather ungracious, at this day, to say to its citizens, you have thus far been pursuing a phantom, a mere speculation, it is time to repudiate it.

MONTGOMERY.

*Sun*, Mon. 3/4/44, p. 4. **MARYLAND LEGISLATURE** – The House then resumed the consideration of the bill for the completion of the Ches. & Ohio canal – the question being on reconsidering the vote by which \$2,000,000 as the amount of bonds to be issued, was stricken out and \$1,545,000 inserted.

Mr. Potter addressed the House for near two hours in opposition to the bill, and was followed by Mr. Thomas, of Talbot, in reply. Mr. Thomas is the only member from the Eastern Shore who has up to this time spoken in favor of the measure, and the portion of speech addressed to Eastern shoremen, was unanswerable and unanswered. Mr. Reeder succeeded, and Mr. Stewart, of Dorchester, next spoke in opposition to a connection between the railroad and canal, and urging the passage of some bill for the completion of the canal. He, however, thought that high minded and most respectable men of the State at large, selected from both parties, should be named in the bill, to act as State's agents in the work, as well as in the other works of internal improvement. Mr. Stewart gave way to a motion to adjourn.

*Globe*, Mon. 3/4/44, p. 4. **TO THE HON. WM. D. MERRICK, SENATOR FROM MARYLAND** – The *Globe* of the 26<sup>th</sup> instant, in its report on the debate arising in the Senate on Mr. Rives' motion to amend the resolution for ceding the interest of the United States in the Chesapeake and Ohio Canal to the State of Maryland, so as to require the State to complete the canal to the Savage river, states that you opposed the amendment on the ground that, "if the amendment was received, it would take an additional *five million* dollars to get on to the mouth of Savage river, a distance of forty or fifty miles from Cumberland. If the amendment was adopted, the whole matter would be put to an end too; for no capitalists would be found to advance so heavy an amount."

This report is doing infinite mischief to the canal company, which is soliciting from the legislature of Maryland an authority to raise the

means necessary to extend the canal to the Savage. Your position as senator, as well as your past associations with the finances of this State, give great importance to your opinions on all questions relating to her internal improvements. You owe it, therefore, to yourself, to the position which you occupy, to the interests of your constituents which are at issue, that you should make known to your brother senators, and to the public, the authorities on which your statements have been based. I ask you distinctly to refer to any report of any survey made under any authority whatever, which estimates the cost of any improvement from Cumberland to the Savage at the sum of five million, or even of two million dollars. I ask you secondly, to refer to any map, to the report of any survey, to any work on geography, to any book on travels, which estimates the distance between Cumberland and the mouth of Savage at forty or fifty, or more than thirty miles.

And as you have been for years past absorbed in the consideration of weightier matters, I will you in the task which I have imposed on you, by referring you, 1<sup>st</sup>, to the report of General Bernard, (executive document, No. 10, nineteenth Congress, 2<sup>nd</sup> session, page 81, &c.,) from which you will find that the distance between the above points, ascertained by actual measurements, is 30 miles and 350 yards, and the estimated cost of constructing a canal between those points is \$1,794,904.

The estimates of General Bernard contemplate the construction of a canal in the most durable and national manner.

2<sup>nd</sup>, To the report of N. S. Roberts, engineer of the Chesapeake and Ohio canal; from which you will find the distance of said improvement stated, upon actual survey, to be 30 $\frac{1}{4}$  miles, and the cost thereof \$959,215. (See reports and letter from the engineer employed in the revised location of the western section of the Chesapeake and Ohio canal, page 11, 82)

3<sup>rd</sup>, To the report of C. B. Fisk, at present chief engineer of the canal company; which forms part of document T, of the House of Delegates of

Maryland at its present session, (which it is surprising that you should not have been acquainted,) and in which the distance (now made shorter by the actual works of the main canal at Cumberland) is stated at 28 miles, and the cost at \$840,000. – See House of Delegates’ document T, page 9.

4<sup>th</sup>, To the proofs, which it is fair to presume were in your possession, or were exhibited to you, at the session of the general assembly of Maryland in 1835 and 1836, to substantiate an application then made and granted, by which certain individuals were authorized to make this very improvement, upon a capital stock to consist of \$1,000,000. What these proofs are, or were, of course no one can tell but those who offered and those who received them. It is hardly to be supposed that so grave an action would have been invoked without proof.

5<sup>th</sup>, To the bill itself granting the said application, which, although you did not offer it, you did not disdain to support; and which was regarded as forming one link in the magnificent system that the eight million bill was intended to create. Your support of that bill need not imply an intimate familiarity with all its details; but certainly implies that you had *read* it. How well its language consists with what you are reported to have said on the floor of the Senate, will appear from the following extracts quoted from the laws of Maryland, December session, 1835, ch. 255:

The preamble says, among other things, that “the interests of this State (Maryland) will be promoted by the construction of a canal or of a slack water navigation by lock and dam,” connecting the very points which you now advise cannot and ought not to be connected. The 1<sup>st</sup> section incorporates the company with the power to make the above improvement, and with the further powers “of connecting the same or the Baltimore and Ohio Railroad, with their mines and manufactures by such railway or railways, as they may deem necessary for that purpose; and also for erecting, constructing and carrying on mills and manufactories of iron, and other articles, of which iron is a component part; and for

opening, working and transporting to market the produce of their mines, lands, mills and manufactories, and for the purchase, transportation and sale of goods, chattels and effects.”

The 2<sup>nd</sup> section says that “the capital stock of said company shall consist of 10,000 shares of one hundred dollars each,” of \$1,000,000, to do what you now say will cost \$5,000,000; and to make the discrepancy more remarkable, it goes on to say that, of their capital stock, the lands and mines of the corporation were to “*constitute a part.*” Nor will your present statement be borne out by the allowance of discretionary power vested afterwards by the same section in the president and directors of the company to increase the said capital stock; for such discretion was restricted to *three* million dollars, and you say *five*.

The preamble of the 12<sup>th</sup> section is still more magnificently contradictory of the position in which your late remarks would place this improvement. It says: “And whereas it appears to this general assembly that a canal, or lock and dam navigation from Cumberland to the mouth of Savage river, will be conducted through a fertile portion of Allegany county, and will terminate at a *mineral region of great extent, and boundless mineral resources*, hitherto inaccessible, and to remain comparatively useless and unproductive, unless some communication with the same be opened by such an improvement as is contemplated by this act, and that, although the full extent of the mineral wealth of that region was yet but imperfectly developed, yet enough is known, and particularly as to the extensive coal and iron mines lying there, in close connection with each other, to induce this general assembly to bestow its fostering care in giving life and activity to those great sources of public wealth, and so on; therefore it goes on to enact “certain additional privileges,” &c., to stimulate the enterprise which you now are reported to say is so costly and hopeless.

6<sup>th</sup>, To the last annual report of the canal company, by which it appears that the contractors,

Lesson and Rutter, considered it an important and valuable privilege (counterbalancing the other difficulties of their task of completing the canal as far as Cumberland only) to be allowed the construction of the slack water extension to the mouth of Savage, at and for \$1,000,000 in bonds of the company.

Such, sir, are some of the proofs which show that you might have acquired, not long since, information more satisfactory and less vague than you are reported to have submitted to the Senate.

I cannot but think you will consider me as doing you a service by thus refreshing your recollection.

I remain, sir, respectfully, your  
FELLOW-CITIZEN

Tue. 3/5/44, p. 2.<sup>18</sup> **Canal Bill** – The bill providing for a completion of the Chesapeake and Ohio Canal, is still under consideration in the House. The motion to reconsider the vote striking out the provision for the issue of bonds for \$2,000,000 and inserting \$1,545,000, is still pending. The discussion has taken a wide range, embracing the merits of the whole bill. Messrs. Johnson, Wootton, McKaig, Murray and Chapman, advocate the original bill. Messrs. Carey, Franklin and Powder oppose it. The opposition is founded principally upon the fact that the sum of \$2,000,000 is not needed for its completion, and that as a matter of policy it would be better to employ the Baltimore and Ohio Railroad as a feeder to the Canal. The motion will not, we imagine, prevail; and much room is left to doubt whether any bill likely to effect the object contemplated will be passed. It seems generally conceded, however, that provision shall be made for keeping the work in market for sale.

There have been several substitutes already offered for the original bill, which will come up for action when the bill now under consideration shall have passed through the ordeal of completion. – *Herald*.

*Globe*, Tue. 3/5/44, p. 3. **CHESAPEAKE AND OHIO CANAL** – The **SPEAKER** laid before the House a communication from the Mayor of Washington, in relation to the Chesapeake and Ohio canal, which was referred to the Committee on Roads and Canals, and ordered to be printed.

(It was a letter from the Mayor of the City of Washington, transmitting resolutions of the corporation of said city, authorizing remonstrance against the transfer to the State of Maryland of the stock subscribed by the said corporation in the Chesapeake and Ohio Canal company, except on certain conditions.)

*Sun*, Wed. 3/6/44, p. 4. **MARYLAND LEGISLATURE** – Annapolis, March 5<sup>th</sup>. The House took up the bill for the completion of the Chesapeake and Ohio Canal, - and the question still pended on striking out the enacting clause; the House was called, and the presence of all members required. The yeas and nays were called and appeared.

*Yeas* – 42. *Nays* – 37.

So, the enacting clause was stricken out, and the bill thereby defeated.

*Sun*, Thu. 3/7/44, p. 4. **MARYLAND LEGISLATURE** – In the House, last evening, a resolution requesting our representatives in Congress to urge and expedite the passage through their body, of the bill already passed by the Senate, for a transfer of the stock held by the U. S. in the Ches. and Ohio canal, to Maryland.

*Sun*, Sat. 3/9/44, p. 4. **MARYLAND LEGISLATURE** – The Senate bill, entitled “an act further to amend the act incorporating the Chesapeake and Ohio Canal,” was rejected by the House.

The House took up the bill providing for the sale of the State’s interest in the several works of internal improvement; in the consideration of which, much of the morning’s session was passed.

Mr. Johnson moved to amend the bill by striking out the second and third sections of the

<sup>18</sup> *Easton Star*, Easton, Md.

bill, and introducing provisions, in case of failure to dispose of the canal, to complete that work.

The measure differs in some respects from the bill which has heretofore occupied several days of the session in its consideration, though its main features are the same. It will be remembered that the measure under immediate consideration, when the enacting clause was stricken out, did not provide for the sale of the work. Therein, also, the bill may be said to differ. It also guards very carefully against a sacrifice of the bonds proposed to be issued.

Several substitutes were filed upon these propositions, which were severally read and ordered to be printed.

An order was then adopted that the question on the substitutes for the original bill be taken tomorrow, at 10 o'clock, without debate. The House then adjourned.

*Sun*, Mon. 3/11/44, p. 2. **MARYLAND**

**LEGISLATION** – The Chesapeake and Ohio Canal is not to be completed – that's clear, unless it can be done despite the present Legislature; whose hostility to that consummation is very distinctly apparent in the proceedings; nor is the State's interest in the several public works to be sold, for the same reason. Whether these negatives will prove advantageous to the interests of the State, or aid in the restoration of her credit or the maintenance of her faith and honor, will be matter of inquiry. Time will doubtless tell, but it may be that time will be anticipated by demonstration even in advance of its results. Whether the Governor will call an extra session, in conformity with the intent of Mr. Wootton's defeated resolution, we of course know not, neither can we conjecture; but certainly the proposition was reasonable that the members should go home, consult with their constituents on the propriety of completing the canal as proposed, and return to carry out the ascertained will of the people, whether favorable or adverse. The "wisdom of the legislature," however, decided differently, and it will be for the people at a proper time to pass judgment upon the decision;

and with this remark we must for the present close our scattering comments and "passing choice" of the close of the session.

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*Ibid*, p. 4. **MARYLAND**

**LEGISLATURE** – The House took up the bill for the sale of the works without internal improvements, with the several substitutes offered therefor; and the question was first taken on the substitute proposed by Mr. Wootton, for the construction of a slack water navigation from dam No. 6 to Savage, and was, by 20 to 52, rejected.

The question now recurred upon the substitute proposed by Mr. Johnson, of Anne Arundel county, and was rejected as follows: *Yeas* – 30; *Nays* – 42.

So that the completion of the canal is deferred at least one year.

Mr. Thomas, of Talbot county, then offered a substitute to the sale bill, which substitute provided for an exchange of the stock owned by the State in the several works of internal improvement, for State stock; which was rejected by 18 yeas and 59 nays.

The original proposition therefore came up for consideration, and by a vote of 40 to 32, *six millions* was adopted as the price of the Chesapeake and Ohio Canal.

By a vote of 15 to 54, a motion to strike out the enacting clause was rejected.

An amendment was now proposed, which was variously amended, giving the following features to the bill:

That if the Canal was not sold by the 1<sup>st</sup> of June next, the State's agents in the canal and Baltimore and Ohio railroad companies are directed to vote for an aid in making a contract for the transportation of coal on the said railroad from the mines to Dam No. 6, at not more than 1-1/3 cents per ton per mile – the said contract to last for 5 years – the railroad company to deliver up to the Treasurer before the contract be made, the \$3,200,000 of State stock held by that company – the State not to make any provision for the completion of the canal, while the contract is in force – and these provisions not to be construed to

withdraw the works from sale, but they are to remain still in the market, subject to this contract.

The amendment containing these provisions was adopted by 41 yeas and 27 nays, which result, of course, will defeat the object of the friends of the sale bill, so far as the canal is concerned.

The bill as amended was passed viva voce – amounting to no action at all as far as this substitute is concerned.

The House then took a recess.

*Sun, Tue. 3/12/44, p. 2. Chesapeake and Ohio Canal – An Explanation Wanted* – The editor of the National Intelligencer is evidently much dissatisfied with the course of the legislature of our State, upon the question of completing the Chesapeake and Ohio canal to Cumberland, and that also of making a slack water navigation to the mouth of Savage river. He notes the fact that the session ended on Saturday night last; wishes he “could add that it ended well;” exhibits in brief the nature and tenor of the propositions for completing the canal and reaching the coal mines; gives Mr. Johnson, of the House of Delegates, much credit for his agency in endeavoring to secure the success of a measure “upon which (he says) the ability of Maryland to maintain her credit, and ultimately pay her debt, obviously in a great deal depends;” records the defeat of the last effort of Mr. Johnson “by a decided majority,” and indicates the necessity of an explanation of motive by saying: “We shall have, we suppose, from the proper quarter – that is, from those Whigs who were instrumental in defeating this measure, which every man out of the State believes to be of vital consequence – an intelligible explanation of the motives for it.” To such an explanation, he promises to give respectful consideration, which though just and proper, is more than it will probably receive at the hands of all. That some explanation will be given, is altogether likely; the more so that there is good reason to believe it will be called for, in a voice that may not prudently be disregarded.

Mr. Johnson’s last effort was the introduction of a measure, as an amendment to a pending proposition, on the last day but one of the session. A copy of his bill is on our table; and by an examination of it, we find that it proposes to waive the State’s lien on the canal in favor of bonds of the company for two million dollars; the revenues of the work, when finished, to be appropriated first to the payment of interest upon this sum, and next \$30,000 to be appropriated to sinking the principal; the excess beyond the \$150,000 thus appropriated, to be paid one-half into the treasury of the State, the other half to the creditors of the canal; and also to provide for an extension, by slack water, to Savage river, and authorizing bonds for one million to be issued for that purpose. Such is the proposition which was at the close of the session rejected “by a decided majority;” and for the “motives” of whose defeat “an intelligible explanation” is wanted; one which will be as anxiously looked for by the people of Maryland, as it was evidently deemed desirable by the very respectable editor of the Intelligencer.

The subject is held to be one of “vital consequence,” not alone in the estimation of “every man out of the State,” but to every man in it; hence “an intelligible explanation” is wanted. Let it, then, be forthcoming. Perhaps it may be satisfactory, as well as intelligible – perhaps not. We shall see.

DNI, Tue. 3/12/44, p. 3. A bill had passed the House of Delegates for the sale of the State’s interest in all the works of internal improvement; all efforts to amend the bill so as to provide for the completion of the Chesapeake and Ohio Canal, and for the waiver of the State’s liens on that work, having proved ineffectual. The Senate, however, rejected the bill on account of its anomalous character and the insufficiency of time for its consideration.

DNI, Fri. 3/15/44, p. 3. **THE MARYLAND STATE DEBT** – The Baltimore *American* of yesterday, referring to the late decline in the market price of the stock of the State of Maryland,

says: “The downward tendency of Maryland State stock is ascribed by some to the defeat of the bill for the extension of the Chesapeake and Ohio Canal to Cumberland. It will be found, however, by a reference to the quotations of the stock market, that the event referred to was not followed by any such decline as would warrant the supposition that *it* was the cause of the present depression. The canal bill was rejected on Tuesday, the 5<sup>th</sup> instant, and state stock underwent but a slight fluctuation. The 6 percents were held at 79 on Friday last.

“The encouraging estimates from the Committee of Ways and Means, and the expectation of some definite measures for establishing the State on the basis of punctual payments to her creditors, gave an upward tendency to her stocks. The disappointment of the expectations thus encouraged has had more to do with the fall of stocks than any other thing. There is no room for doubt on this point. The completion of the canal to Cumberland did not enter as a condition into the estimate of the Ways and Means Committee. The rise in stocks two weeks ago had no connection with such a condition.

“The depression of State stocks is a natural result of the omission of the Legislature to adopt a definite financial policy. It is much to be deplored that this was not done – and the more especially as the estimates of the Ways and Means Committee went to show the ability of the State to meet her engagements. The expectations thus invited were not answered, and new reasons of distrust have arisen as to the future – and how far they will operate upon public confidence it is now impossible to say.”

Certainly, it is “much to be deplored that this was not done.” But why was it not done? Is the failure to do it to be attributed to bad design, or to fatal accident?

DNI, Sat. 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:”

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**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.

DNI, Mon. 3/18/44, p. 3. **THE MARYLAND STATE DEBT** – An article which appeared in the Baltimore *American* of the 14<sup>th</sup>, and which was copied into your journal of the 15<sup>th</sup> instant, states, in substance, that the defeat of the Chesapeake and Ohio Canal bill had little or nothing to do with the downward tendency of Maryland Sate stock, because the stock had only fallen to 79 (or about 1 percent) three days *after* the rejection of the bill.

I have no desire to charge the editors of that paper with intentional misrepresentation, but I cannot refrain from calling your attention to the notorious fact that a reconsideration of the bill was expected up to the last moment; that one or more bills were actually introduced *after* the rejection of the original bill. It follows, therefore, that State stock remained so high as 79 on the 8<sup>th</sup> instant, *because the canal bill was then expected to be passed in some shape or other*, and it was not until the House of Delegates had again rejected the bill, thereby showing they would do nothing for the canal, that the stock of the State fell at once to 64, or 15 percent, below its previous standing.

The *American* says further that “the depression of State stocks is a natural result of the omission of the Legislature to adopt a definite financial policy.” Now, as the State has an interest of \$8,670,000 in the Chesapeake and Ohio Canal, I think every man of common sense *out* of the State of Maryland will agree with me when I

say that it is preposterous to contend that the canal had better remain as it is, thus leaving entirely unproductive an investment that amounts to within about two million of the whole active debt of the State.”

And yet the *American* has been the most active opponent of a completion of the canal; its columns have been loaded with articles against the work during the late session of the Legislature, as any one may see who can refer to them. Indeed, it asserts this very day (in substance) that ninety-nine hundredths of the substantial citizens of Baltimore entertain the same sentiment – a conclusion which I and many others deny.

If the *American* means to contend that the interest on the canal debt (\$420,000 per annum) ought to remain as a constant burden on the people, why, in such case, any kind of discussion about it is bit a waste of time.

*A Citizen of Baltimore.*

March 15, 1844.

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 \* The annual interest on the debt is (by the Treasurer’s report) \$626,821.16.

AG, Wed. 3/20/44, p. 4. CANAL COMMERCE  
 Arrived, March 19.

Canal boat Patrick Henry, Williamsport, 500 bbls. flour to W. T. Compton.

Canal boat Williamsport, 500 bbls. flour to Wm. Fowle & Sons.

Stone boat from Seneca, with stone for the Locks of the Alexandria Canal.

-----  
 CANAL BOAT PICAYUNE, Capt. Harris, will leave the Alexandria Canal Basin, on *Thursday, the 21<sup>st</sup> inst.*, for Sharpsburg Landing, and other intermediate Landings, Point of Rocks, Shepherdstown, Harper’s Ferry, &c. For freight enquire of  
 WILLIAM N. ROWE,  
 Thompson’s Wharf.

AG, Thu. 3/21/44, p. 3. CANAL COMMERCE  
 – Arrived, March 20.

Canal boat Clipper, Boutz, Mercerville, 351 barrels flour, to Wm. Fowle & Sons.

Canal boat Francis Thomas, J. P. Garrott, Knoxville, 126 barrels flour, 100 bushels corn, 20 cords oak bark, to order.

Canal boat Picayune, Shepherdstown, rye, to Wm. N. Rowe.

DNI, Fri. 3/22/44, p. 3. **THE DEBT OF MARYLAND** – TO THE EDITORS – I beg permission to add a few words in explanation of my recent notice of the course of the Baltimore *American* relative to the Chesapeake and Ohio Canal.

The gentlemen of that newspaper say: “It will not do now to make an issue where none was made in fact. No one had, no one could have, the slightest expectation of revenue to the State from the canal for the present, or for a very considerable time to come. No one, indeed, could say with the least assurance when the State would receive a dollar from that work, if the extension had been authorized on the terms proposed.”

All this may be perfectly true, but it is no justification of the act of the late Legislature in rejecting *every* canal bill, whether such bills were for completing the work on the original plan, or whether they proposed a temporary navigation at one-third the cost, as an expedient to procure an early revenue for the State. The Legislature rejected all alike – thus preventing, as far as they could, any relief to the people from that source, and adding another year’s interest, or \$420,000, to the debt of Maryland, and this at a time when the State is not paying her obligations on her existing debt.

The gentlemen of the *American* understand me to have intimated that the defeat of the canal bill was certainly the cause of the late decline of Maryland stocks. Now, I do not think that the tenor of my communication will warrant any such inference. It was intended to show that the defeat of the bill was *one of the causes*, and a very material one – the *American*, on the other hand, contending that it had little or nothing to do with it.

But the *American* tells us, further, “than no consideration of finishing the canal came into the

estimate of the financial committee of the House. It was not so much as mentioned in the report of the Committee of Ways and Means. The resources of the State were exhibited in that report, yet the canal was not named," &c. This, too, is perfectly true; but what a lamentable truth it is, that a committee, whose business it was to examine the resources of the State, and suggest proper measures for the restoration of the State's credit and honor, not only at an early period, but for all time to come, should be so indifferent to *the future*, so blind to the obvious necessity of making *permanent* provision for punctual payments some years hence as well as now, as not even to mention the canal, or the large sum of \$8,670,000 held by the State in that work, though the active debt is but little over \$10,000,000 on which the interest is not paid; thus showing that the State cannot afford to leave so large an investment unproductive.

The public *out of the State of Maryland* – the Maryland bond holders especially – will be slow to believe that the credit of the State would not be affected favorably by any measure tending to a completion of the canal, and they will be hard to convince that no necessity existed for the Committee of Ways and Means to recommend some measure of the kind, when the fact is so notorious that whole counties refuse to pay any taxes.

When gentlemen talk of the "extravagant views" of the friends of the canal, it will be admitted, I think, that it is extravagant enough to expect a State like Maryland can "afford to suffer her \$8,670,000 in the canal to remain idle; and when the late opponents of that work professed so much dread of the loss the State would sustain by the discount the canal company " might allow on the bonds, they overlook the fact that they themselves have fastened upon the State a much greater loss in the shape of a certain increase of the State debt to the extent of \$420,000 for this year only, and which may be repeated next year.

A CITIZEN OF BALTIMORE

March 19, 1844.

#### MEETING AT CUMBERLAND, (Md.)

The *Alleganian* has furnished us with an account of the proceedings of a meeting of the friends of the Chesapeake and Ohio Canal which was held at Cumberland on Saturday.

The attendance was large; George Rizer, Esq., presided; and a long preamble and a series of resolutions, introduced and advocated by Wm. Price, and also sustained by Thomas Perry, Thomas J. McKaig and S. M. Semmes, were unanimously adopted as embodying the sense of the meeting, and the views of the people of Allegany county at large, on the matters which they had assembled to consider.

These resolutions assert that the completion of the Chesapeake and Ohio Canal, in the shortest time practicable, is demanded no less by the local wants of the people to Allegany county, than as a measure of financial relief to the State of Maryland; that the bill rejected at the recent session of the Legislature would have been sufficient, had it been passed into a law, to accomplish that great object; that the connection between the Railroad and Canal at Dam No. 6 might afford some temporary facilities to a very limited extent in the transportation of coal, iron, &c., until the canal is finished, but that there can be no substitute, either in whole or in part, for the canal itself; that all unfriendly collision between these two companies ought to be deprecated as destructive to the best interests of both, and equally destructive of those great objects for the accomplishment of which the people of the State have incurred so large a debt; that the people of Allegany county entertain no hostile feelings towards the Baltimore and Ohio Railroad Company, &c. They return the thanks of the people of Allegany county to those gentlemen who in the Legislature so ably advocated the passage of the Canal Bill; recommend the calling of an extra session of the Legislature for the express purpose of making provision for the completion of the canal; and pledge themselves to pay their taxes to the last farthing of their means.

AG, Fri. 3/22/44, p. 3. CANAL COMMERCE

Arrived, March 21.

Canal boat Osceola, Williamsport, 414 bbls. flour to Wm. Fowle & Sons.

Canal boat Dolphin, to load lumber, &c.

Departures, March 20.

Canal boat DeWitt Clinton, Williamsport, salt, plaster and groceries.

Canal boat Patrick Henry, Williamsport, salt, plaster and groceries.

Canal boat Clipper, Mercerville.

Canal boat Francis Thomas, Hancock, plaster and groceries.

*Sun*, Tue. 3/26/44, p. 2. **The Canal** – The Williamsport *Banner* of Saturday, states that the Chesapeake and Ohio Canal is now in fine navigable order, and a brisk trade is being done upon it. The citizens of Georgetown and Alexandria are ready for the dispatch of all business connected with the trade of the canal, and hope to have the pleasure of commencing and keeping up a trade which will be profitable and agreeable to all parties.

AG, Tue. 3/26/44, p. 3. **CANAL COMMERCE**

Arrived, March 24.

Canal boat Hugh Smith, Gibson, Sharpsburg, 600 casks nails, to A. C. Cazenove & Co., and Crupper & Wheeler.

Stone boat for the Locks.

Departures – [3/24]

Canal boat Osceola, Williamsport, plaster and sundries.

Canal boat Dolphin, Jackson, lumber and shingles, for Leesburg.

AG, Wed. 3/27/44, p. 4. **CANAL COMMERCE**

Arrived, March 26.

Canal boat Aurelia, Smart, 300 barrels of flour, to J. C. Vowell.

AG, Thu. 3/28/44, p. 3. **CANAL COMMERCE**

Canal boat Geo. Washington, arrived since our last, and departed with a return cargo of plaster.

DNI, Fri. 3/29/44, p. 3. **An Excellent**

**Illustration** – When the bill to complete the Chesapeake and Ohio Canal was before the Legislature, Coleman Yellott, Esq., of Harford county, made an admirable speech in favor of the measure; and, to show the folly of postponement, he used the following appropriate illustration: “The State is now,” said Mr. Y., “very much in the situation of a man who has undertaken to build an extensive merchant mill in some rich grain-growing neighborhood. He has finished the mill itself; the race is half completed; but behold! His capital is exhausted, his credit gone and the work stops. He is unable to sell, he cannot finish it himself, and the mill remains upon his hands for years, yielding no revenue, and, as it were, utterly valueless. But at length a person comes forward and offers to expend his own money to complete the race and put the mill in operation, asking only that the owner will obligate himself to pay him first, out of the income to be derived from the mill, the interest upon his expenditure. What prudent individual would hesitate for a moment to accept such an offer? The State is now in a similar situation in relation to the canal. She has already expended upwards of seven million on the work; nine-tenths have been finished; only one-tenth to be completed; until completed the work can yield nothing. But her means are exhausted, she is unable to finish it herself. For four years it has remained stationary – unfinished and unproductive. Individuals now come forward and offer to finish the remaining 18-3/10 miles from their own means, asking only that the State will bind herself to allow them the interest on their investment to be paid out of the tolls – not of her mill – but of her canal. Ought we, then, as representatives of the people of the State, to reject an offer which no sane individual, placed in similar circumstances, if acting for himself, would hesitate a moment to accept?”

The truth and force of this illustration will be understood by everyone. – *Clipper*.

AG, Sat. 3/30/44, p. 3. **CANAL COMMERCE**

Arrived, March 29.

Canal boat Patrick Henry, Williamsport, 500 bbls. flour to Wm. T. Compton.

Canal boat Charlotte, Washington county, Md., 300 bbls. flour to Wm. Fowle & Sons, and 300 bbls. to order.

AG, Mon. 4/1/44, p. 3. **CANAL COMMERCE**  
Arrived, March 30.

Canal boat Champion, Washington county, Md., 350 bbls. flour to A. C. Cazenove & Co., and 50 bbls. whiskey to order.

Canal boat Boxer, Edward's Ferry, with live hogs.

Canal boat Susan, Shepherdstown.

Canal boat Susan Harris, Mercerville.

Departures – [3/30]

Canal boats Charlotte, Patrick Henry, Susan Harris, Susan and Champion with 100 tons plaster and sundries.

AG, Tue. 4/2/44, p. 3. **CANAL COMMERCE**  
Arrived, April 1.

Canal boat W. H. Harrison, Shepherdstown, 215 bbls. flour, 100 bu. rye, 100 bu. yellow corn to Wm. Fowle & Sons, and 85 bbls. Family flour to order.

Departures – [4/1]

Canal boat W. H. Harrison and Boxer, lumber, plaster and groceries.

§ In consequence of the opening of the new and spacious Basin on Montgomery street, (600 by 200 feet) navigation on the Alexandria Canal will be suspended for two or three days, commencing this (Tuesday) morning.

AG, Sat. 4/6/44, p. 3. **CANAL COMMERCE**  
Arrived, April 5.

Canal boat Tip & Tyler, Washington county, 234 barrels flour and 1100 bushels corn to order.

Canal boat -----, Jefferson county, 182 barrels flour and 1100 bushels corn to order.

Canal boat George Washington, Moore, Berkeley county, 465 barrels flour to Wm. N. Rowe and 400 bushels corn to order.

Canal boat -----, Brodeuch, 375 barrels corn meal and 125 barrels flour to order.

Several other boats coming in with flour, corn, &c., will be reported in our next.

AG, Mon. 4/8/44, p. 3. **CANAL COMMERCE**  
Arrived, April 6.

Canal boat Pocahontas, Seneca Mills, 300 barrels flour and a quantity of ship stuff.

Canal boat W. S. Elgin, Harper's Ferry, 250 bbls. lime.

Canal boat Francis Thomas, Hancock, 300 bbls. flour, 600 bushels corn, 200 bushels wheat, 50 bushels rye.

Canal boat Henry Boteler, Harper's Ferry, 100 bbls. flour.

Canal boats Jack Frost, Victoria and DeWitt Clinton.

Several gondolas for fish, plaster, lumber, &c.

DNI, Tue. 4/9/44, p. 3. **Chesapeake and Ohio Canal Scrip** – On Wednesday evening next, the 10<sup>th</sup> instant, at 5 o'clock, we shall sell at our auction store, \$700 Chesapeake and Ohio Canal Scrip. Terms at sale. E. W. DYER & CO.

AG, Tue. 4/9/44, p. 4. p. 2. **OUTLET LOCKS INTO THE RIVER** – Mr. Samuel Williams, an Engineer in the service of the Chesapeake and Ohio Canal Company, has commenced, under the superintendence of Mr. Fisk, the Chief Engineer, a preliminary survey for the purpose of ascertaining the fittest locality of outlet locks from the Canal into the River.

This very necessary undertaking, which we doubt not will be followed up to consummation, is made at the instance and at the cost of the Corporation of this town. – *Georgetown Advocate*.

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*Ibid.* **CANAL COMMERCE**  
Arrived, April 8.

Canal boat Dolphin, Edward's Ferry, 1,000 bushels white corn.

Stone boat for the Locks.

Several gondolas for fish.

Departures – [4/8]

Nearly all the boats reported in our last, have left, with plaster, fish and groceries.

AG, Thu. 4/11/44, p. 3. **CANAL COMMERCE**  
Arrived, April 10.

Canal boat W. C. Rives, from Berkeley county, Va., for fish and plaster.

Canal boat Quarter Branch, from Frederick county, Md., for fish and plaster.

Canal boat Andrew Jackson, from Washington county, Md., with nails; return cargo of fish and shingles.

Canal boat Seneca, Seneca, stone for the Locks.

Canal boat Virginia, Frederick county, for fish and plaster.

Canal boat Sea, Seneca, stone for the Locks.

Departures – [4/10]

The boats heretofore reported have returned with cargoes of fish, plaster, groceries, shingles, &c.

*Sun*, Fri. 4/12/44, p. 4. **INFORMATION**

**WANTED** – Information is wanted of a young lady named ELIZABETH ELLEN HOOPER, about 14 years of age. Shortly after her mother's death, in 1834, a Mr. A. B. McFarland, Superintendent of Masonry on the Chesapeake and Ohio Canal, then residing at Williamsport, Md., took her into his family to live. He then went to Washington city, where he left her with his mother-in-law. Any information respecting her will be thankfully received through the Post Office, Baltimore.

J. HOOPER

AG, Fri. 4/12/44, p. 3. **CANAL COMMERCE**  
Arrived, April 11.

Canal boat Mary Elizabeth, Newman, from Loudoun county, with flour to Lambert & McKenzie.

Canal boat -----, with flour to order.

AG, Sat. 4/13/44, p. 3. **CANAL COMMERCE**  
Arrived, April 12.

Canal boat Gen. George Washington, Moore, from Dam No. 3; with flour and corn, to Wm. Fowle & Sons.

Canal boat Mill Boy, Thomas, from Big Spring; with furniture, tobacco, &c.

Canal boat Patrick Henry, -----, from Williamsport; with flour to T. Compton.

AG, Wed. 4/17/44, p. 3. **CANAL COMMERCE**  
Arrived, April 16.

Canal boat Eagle, Watkins, to Wm. Fowle & Sons; for plaster and fish.

Canal boat Tip & Tyler, Emerson, with corn and flour to Wm. Fowle & Sons.

Canal boat Henry Boteler, Williams, with flour to John C. Vowell.

Canal boat Stranger, Hays; for fish, plaster, &c.

*Sun*, Thu. 4/18/44, p. 2. **Something Strange** – This time last year we had exactly the same law for the Chesapeake and Ohio Canal, viz: a law for selling it, as we have now; and yet this time last year the then President of the Company announced the readiness of responsible contractors to go on immediately with the work of completion. Why is not something of the kind in agitation now?

The Board of Directors, the same then as now, to be sure did not approve of the President's contract, on the ground chiefly that the contractors would have too good a bargain, and that they could get it done for some 200,000 dollars less. But on the contrary, the State, by the difficulties thrown in the way of the contract, has already lost in interest, which the people will have to pay, upwards of \$400,000; and enjoys apparently the prospect of losing some 400,000 dollars more, in virtue of the economy of the Canal board. The people ought to look to this; and instead of sitting down quietly under a daily loss of more than a thousand dollars, or harassing themselves with speculations about an extra session, as if the legislature could work miracles, they should rather see why something cannot be done with the work as it exists. If it could be done twelve months ago, it can be done now.

AG, Thu. 4/18/44, p. 3. **CANAL COMMERCE**  
Arrived, April 17.

Canal boat Tecumseh, Friend, Hancock, for fish and plaster.

Departures - [4/17]

The boats heretofore reported as arrived, have left with groceries, fish, plaster, &c.

AG, Sat. 4/20/44, p. 4. **CANAL COMMERCE**

Arrived, April 19.

Canal boat Boxer, Rice, Conrad's Ferry; for fish and plaster.

Canal boat Henrietta, Easlin, Leesburg; for lumber.

Canal boat W. C. Johnson, Noland's Ferry; for fish.

Canal scow, Seneca; with stone.

AG, Mon. 4/22/44, p. 3. **CANAL COMMERCE**

Arrived, April 20.

Canal boat Col. Benton, Shepherdstown; with flour, corn, &c.

Canal boat DeWitt Clinton, Williamsport; with wheat, hay, &c.

Canal boat Emily, Frederick; for fish.

AG, Wed. 4/24/44, p. 3. **CANAL COMMERCE**

Arrived, April 23.

Canal boat John C. Calhoun, Harper's Ferry; flour to McVeigh & Brother.

Canal boat Great Western, Hancock; with hoop poles and scantling.

Canal boat Francis Thomas, Knoxville, Md.; tan bark, to C. C. Smoot.

AG, Fri. 4/26/44, p. 3. **CANAL COMMERCE**

Arrived, April 25.

Canal boat Wm. H. Harrison, Shepherdstown; flour and corn to Wm. Fowle & Sons, and Lambert & McKenzie.

Canal boat Mill Boy, Springland; for lumber, &c.

AG, Mon. 4/29/44, p. 3. **CANAL COMMERCE**

Arrived, April 27.

Canal boat Henry Clay, Mercerville; 178 bbls. flour, 1,100 bushels yellow corn.

Several boats from the upper country for fish, &c., and with stone.

AG, Tue. 4/30/44, p. 3. **CANAL COMMERCE**

Arrived, April 29.

Canal boat Charlotte, 500 bbls. flour to Wm. Fowle & Sons.

Canal boat Aurelia, 500 bbls. flour to order.

Canal boat Patrick Henry, flour to Wm. T.

Compton and whiskey to Powell & Marbury.

Departures - [4/29]

Canal boat Henry Clay with fish, plaster, &c.

AG, Sat. 5/4/44, p. 3. **CANAL COMMERCE**

Arrived, May 2.

Canal boat John C. Calhoun, Harper's Ferry; with 237 barrels of flour, to McVeigh & Bro.

Canal boat Susan, Shepherdstown; 800 bushels corn.

Canal boat Andrew Jackson, Sharpsburg; 220 casks nails.

Canal boat from Hancock, with tan bark.

Boats with stone and sand for the Locks.

AG, Wed. 5/15/44, p. 3. **CANAL COMMERCE**

Arrived, May 14.

Canal boat Patrick Henry; flour, corn, oats and whiskey.

Canal boat Mermaid; kiln-dried meal, whiskey.

AG, Tue. 5/21/44, p. 3. **CANAL COMMERCE**

The breach in the Canal, near Georgetown, having been repaired, the boats are again coming in. The whole line is in fine order.

Arrived, May 20.

Canal boat Col. Benton, 1,800 bushels corn, 1,100 bushels shorts.

Canal boat Elizabeth, 1,900 bushels corn.

Canal boat W. H. Harrison, 900 bushels corn, 100 bushels oats, 20 bbls. flour.

Canal boat Lady of the Lake, 100 bbls. flour and 10 cords tan bark.

Canal boat -----, 200 bbls. lime.

Canal boat DeWitt Clinton, 414 bbls. flour.

Canal boat -----, 10 cords tan bark.

Canal boat Alexander, with stone for basin.

Canal boat Henry Boteler, 1,800 bushels corn.

AG, Fri. 5/24/44, p. 4. **CANAL COMMERCE**

Arrived, May 22.

Canal boat William Cost Johnson, Noland's Ferry with produce.

Departures.

The boats heretofore reported as arrived, have all left, with return cargoes of groceries, lumber and other articles.

WS, Sat. 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.

AG, Mon. 5/27/44, p. 3. **CANAL COMMERCE**

Arrived, May 25.

Canal boat Geo. Washington, 475 bbls. flour.

Two boats loaded with stone for the Locks.

AG, Wed. 5/29/44, p. 4. **CANAL COMMERCE**

Arrived, May 28.

Canal boat Alvin, Harper's Ferry, with cement for Locks.

Canal boat Aurelia, -----, with flour to J. C.

Vowell and D. F. Hooe.

*Sun*, Mon. 6/3/44, p. 2. **The Chesapeake and**

**Ohio Canal** – The railroad has commenced delivering coal at [dam] No. 6, from the Coal region, and five boats have commenced a regular trade, yielding tolls to the amount of \$250 per week. The Cumberland *Alleganian* states that in addition to this, Messrs. Atkinson & Templeman have contracted with the Government for the delivery of 40,000 tons of coal in the District of Columbia per Canal.

AG, Mon. 6/3/44, p. 3. **CANAL COMMERCE**

Arrived since last report – [6/2]

Canal boat Henrietta, Noland's Ferry, 400 bbls. flour and 400 bushels corn.

Canal boat Patrick Henry, Williamsport, 200 bbls. flour and 16 bbls. whiskey.

Canal boat Col. Crockett, Harper's Ferry, 356 bbls. flour and 10 kegs nails.

Canal boat Susan Harris, Mercerville, 303 bbls. flour.

AG, Tue. 6/4/44, p. 3. **CANAL COMMERCE**

Arrived since our last - [6/3]

Canal boat Tecumseh, Hancock; tan bark to C. C. Smoot.

Canal boat Alexander, Seneca; stone for the Locks.

AG, Thu. 6/6/44, p. 3. **CANAL COMMERCE**

Arrived since our last – [6/5]

Canal boat Francis Thomas, Moore, Dam No. 6; Cumberland coal.

Canal boat Mary Ann, Dam No. 6; Cumberland coal.

AG, Fri. 6/7/44, p. 3. **CANAL COMMERCE**

Arrived since our last. – [6/6]

Canal boat Jack Frost, Sharpsburg; 700 bushels rye.

Canal boat Dolphin, Edward's Ferry; 1,800 bushels corn.

Canal boat Boxer, Conrad's Ferry; flour to order.

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 Burkpyrt, of Virginia; and J. P. Ingle, of the District of Columbia, were elected directors.

AG, Mon. 6/10/44, p. 3. **CANAL COMMERCE**

Arrived since our last – [6/9]

Canal boat Sam Patch, Williamsport; 81 bbls. corn meal.

Canal boat Henry Boteler, Harper's Ferry; 640 barrels flour.

Several gondolas with stone from Seneca.

*Sun*, Wed. 6/12/44, p. 2. **THE**

**GUBERNATORIAL NOMINATION** – The nomination of Thomas G. Pratt, Esq., as the Whig Candidate for Governor, has, as far as we can learn, given general satisfaction to the Whigs of the State. In a contest where so many prominent men were named for the high station, it was to be expected that the friends of some would be disappointed – but, the selection once made, as good and true Whigs, they will heartily join their efforts to secure the triumphant election of the nominee of the Convention.

**MR. PRATT AND THE CANAL**

On the day of Mr. Pratt's nomination, he attended a meeting of the Allegany Delegation to the Young Men's Convention in Baltimore, at the special request of some of the delegates. He was introduced to most of the delegates personally.

Being requested to state to them his views in relation to a measure of paramount importance to Allegany county – the completion of the Chesapeake and Ohio Canal – Mr. Pratt promptly responded to the call.

He briefly reviewed his course in the Legislature in relation to internal improvements. He stated that he believed he had voted for every

appropriation to the Chesapeake and Ohio Canal, until the eight million bill was introduced; and that then he was in favor of an appropriation to complete this work, separate and distinct from others. But that he viewed the eight million bill as almost a fraud, and regarded its passage as impolitic, and likely to involve the State deeply in debt. He had been opposed, and was now, to any appropriation directly by the State.

He stated most distinctly, that *he was decidedly in favor of the completion of the Canal*; that it was equally the *interest* and the *duty* of the State, to enact such laws as would secure its completion, as a measure of relief from her present embarrassments, and as a work of great importance to the prosperity of her people. That since the passage of the eight million bill, he had voted against some bills having this object in view, but that his objections were to the details of the particular bills, and not to the object for which they were expected to accomplish. In relation to the debts of the Canal Company, he thought it the duty of the State to place the Company in a condition to pay them, by the completion of the work.

When Mr. Pratt had closed his remarks, a member of the board of Canal Directors, D. F. Tilghman, of Washington county, rose and stated that Mr. Pratt had not been his first choice, inasmuch as he was not certain as to his views on the canal. But now, having heard from his own lips, his opinions, he was satisfied that he was a friend of the work, and that he felt confident he would use his influence to secure its completion. He further said, that being satisfied of his friendship for this great work, and well aware of the peculiar fitness of a gentleman to preside at the head of our State affairs, he should most cheerfully lend his influence and support towards elevating him to that station.

The Allegany Delegation then passed unanimously, a resolution as follows: *Resolved*, That Mr. Pratt's explanation of his views in relation to the completion of the Chesapeake and Ohio Canal, is satisfactory to us, and that we will

use all honorable means to promote and secure his election as the next Governor of the State.

AG, Thu. 6/13/44, p. 3. **CANAL COMMERCE**  
Arrived, June 11.

Canal boat Hugh Smith, Rockingham county; 439 bbls. flour.

Canal boat Osceola, Harper's Ferry; flour and whiskey.

Canal boat Wm. C. Rives, Falling Water; 300 bbls. of flour.

AG, Sat. 6/15/44, p. 3. **CANAL COMMERCE**  
Arrived since our last – [6/14]

Canal boat Mary Elizabeth, Newman, Edward's Ferry, flour and corn.

Canal boat Robert Darnell, Point of Rocks, corn, rye and wheat to order.

Canal boat Col. Benton, Billmyer, from Shepherdstown, corn, rye, tobacco, flour, lime and wheat to order.

AG, Tue. 6/18/44, p. 3. **CANAL COMMERCE**  
Arrived since our last – [6/17]

Canal boat George Washington, Moore, Shepherdstown, flour and corn.

Canal boat Alexander, Seneca, with stone for the Locks.

Departures – [6/17]

The boats heretofore reported as arrived, have left with cargoes of lumber, plaster, groceries, &c.

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**GRAIN** – 2,000 bushels corn, received by the canal boat George Washington, sold yesterday at 39¢ for white, and 42¢ for good yellow and some inferior yellow at 40¢.

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.

AG, Thu. 6/20/44, p. 3. **CANAL COMMERCE**  
Arrived since our last – [6/19]

Canal boat Henry Clay, Hess, from Jefferson county, Va., flour, wheat and rye to order.

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 bitumen; 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 7<sup>th</sup> 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 lively 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, or 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 discreditable 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.

AG, Sat. 6/22/44, p. 3. **CANAL COMMERCE**  
Arrived since our last – [6/21]

Canal boat Aurelia, Smart, Loudoun county, flour to order.

Canal boat Wm. Cost Johnson, Loudoun county, corn to order.

AG, Mon. 6/24/44, p. 3. **CANAL COMMERCE**  
Arrived since our last – [6/23]

Canal boat Lafayette, Edward's Ferry, wheat and oats to order.

Canal boat Jack Frost, Sharpsburg Landing, flour and corn to order.

Canal boat Black Hawk, Harper's Ferry, lime to order.

Canal boat Joseph Fearson, Harper's Ferry, flour to order.

Departures – [6/23]

The boats heretofore reported as arrived, have left with cargoes of groceries, lumber, plaster, &c.

AG, Tue. 6/25/44, p. 3. **CANAL COMMERCE**  
Arrived since our last – [6/24]

Canal boat Ann Elizabeth, Kimball, Antietam, lime to order.

Canal boat W. C. Johnson, Snaffer, Noland's Ferry, horse feed.

Departures – [6/24]

The boats heretofore reported as arrived, have since left with cargoes of groceries, lumber, plaster, &c.

AG, Wed. 6/26/44, p. 3. **PLEASURE EXCURSION** – The Canal boat **WILLIAM COST JOHNSON**, will make a trip on

Wednesday, (tomorrow,) from the canal basin at this place, to the Great Falls of the Potomac, going and returning the same day. The boat will stop at the Aqueduct at Georgetown to receive passengers there. She will start from Alexandria at 6 o'clock, A. M. – and be in Georgetown by 7 o'clock. The price of the passage for the trip, up and down, will be \$1 for a Gentleman and Lady.

AG, Thu. 6/27/44, p. 3. **CANAL COMMERCE**  
Arrived, June 26.

Canal boat Andrew Jackson, Gibson, Harper's Ferry, 420 bbls. flour to Lambert & McKenzie.

Canal boat Osceola, Goodrick, Williamsport, 244 bbls. flour, 60 bbls. whiskey and oats to order.

Canal boat Charlotte, Charlton, Williamsport, 500 bbls. flour to Lambert & McKenzie and oats to order.

Canal boat DeWitt Clinton, Goodrick, Williamsport, flour, oats and whiskey to order.

Canal boat -----, Broderick, corn meal and flour, from Dam No. 6.

Canal boat Mermaid, -----, Dam No. 5, 455 bbls. corn meal to A. C. Cazenove & Co.

Gondola from Harper's Ferry, flour to order.

(The water in the Chesapeake and Ohio Canal will be drawn off, for a short time, on and after the 1<sup>st</sup> of July, for necessary repairs.)

(Consignees, &c., are requested, whenever convenient, to furnish us with arrivals and cargoes per the Alexandria Canal, - as we design our Canal Report to be as correct a register as possible of the trade of the Canal.)

AG, Fri. 6/28/44, p. 3. **CANAL COMMERCE**  
Arrived, June 27.

Canal boat Mary Ann, Moore, from Dam No. 6, with tan bark to C. C. Smoot.

DNI, 7/2/44, p. 3. **Chesapeake and Ohio Canal** – The receipts of this canal for the year ending 1<sup>st</sup> 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.

AG, Wed. 7/3/44, p. 3. **CANAL COMMERCE**  
Arrived, July 2.

Canal boat Tecumseh, Friend, Dam No. 5; tan bark, to C. C. Smoot.

Sun, Sat. 7/27/44, p. 1. **Chesapeake and Ohio Canal** – We extract the following from the sixteenth annual report of the President and Directors of the Chesapeake and Ohio Canal Company, showing the extent of its transactions during the past year:

From the past experience of the canal, since it was finished to Dam No. 6, the expenses for repairs, ordinary and extraordinary, is estimated by the Chief Engineer at about \$200 per mile per annum, which would make the average cost for repairs amount annually to the sum of \$26,900. In 1842, the actual cost was \$26,750. - During the year ending on the 31<sup>st</sup> December, 1843, they amounted to \$61,173.12. The last year, however, was altogether without a parallel for the number and power of its freshets. – From the beginning of spring to the middle of autumn, they followed each other in such rapid succession that the breaches of one could scarcely be closed before they were opened by another. In consequence of this disastrous state of things, the continuous navigation along the lower or first division was interrupted 103 days, and on the other two divisions for about 51 days. – In addition to this, the navigation was suspended by a drawing off of the water for ordinary repairs in January, 1843, and also for 22 days in July of the same year. On the last-named occasion, it was taken off to remove sand bars in the canal which were produced by the April freshet. And as the cause of these suspensions produced an increase in the expenses of the company, the suspensions themselves caused a material diminution in the annual revenues.

The total amount of revenues received during the last year, ending on the 31<sup>st</sup> December,

was \$47,635.51, which was derived from the following sources, to wit: -

Tolls	\$44,540.51
Water rents	2,305.00
Mole rents	390.00
Rents of houses and lands	400.00
Aggregate	<u>\$47,635.51</u>

And the total expenditures amounted to \$83,792.80, as follows: -

Work chargeable to construction	\$784.49
Repairs, ordinary	14,572.07
Repairs, extraordinary	46,601.05
Salary and pay of President and Directors	2,819.10
Clerk and Treasurer	2,700.00
Chief Engineer	2,000.00
Three Superintendents	2,400.45
Collectors	1,379.17
Lock-keepers	8,036.47
Office rent and other expenses	2,500.00
Aggregate	<u>\$83,792.80</u>

So that the expenditures for the year ending 31<sup>st</sup> of December exceeded the income by the sum of \$36,157.29, which deficit has been provided for and is in course of liquidation out of the funds received upon settlement with the Messrs. Barings.

The year 1843, therefore, has been one of peculiar trial to this company. Without any extraneous and admitted means at the command of the company at the times the breaches occurred, and cut off by the very breaches themselves from the only ordinary sources of supply, the energies of the board were severely taxed to meet the frequent and accumulated demands that were made upon them. Nearly the whole burden of the expenses of the year was thrown upon the last half of the year; and when the unexampled freshet of the 15<sup>th</sup> of September seemingly made a wreck of the canal, from one extremity to the other, the misfortunes of the company appeared to have reached their climax. The crisis, however, was met, and the difficulties overcome. By the generous and prompt assistance that was extended to the company by the banks of Frederick, the Board were provided with means to meet the emergency, and, in the course of a few weeks, the canal was again in navigable order. Since that period, the condition of the Company has improved, and the prospect

for the future is more favorable. From the 8<sup>th</sup> of November, when the through navigation of the canal was resumed, down to the present time, there has been no suspension of business on account of a breach, and for no entire month during the last winter was the canal closed by ice. The spring trade commenced with unusual activity early in the season, and it has continued regular and uninterrupted, with the exception of a few days, during which the water was drawn off to stop some small leaks that had appeared.

The receipts from tolls and rents during the first five months of this year, ending on the 31<sup>st</sup> of May, (which is the least productive portion of the year,) amount to \$20,375.06, and the total expenses of the company, for the same period, have been \$17,429.31 – showing an excess of revenue over expenditures, up to the 1<sup>st</sup> of June, of \$2,954.75. In view of this fact, and of the new trade which is just getting under way from dam No. 6, under the arrangement with the Railroad company, we may calculate upon a larger annual income during the current year than has yet been realized by the company. But large though it probably may be, in comparison with former years, it will be immeasurably small when viewed in connection with the vast capacity of the canal and the trade that might be brought upon it by its completion. If, superadded to the means now in hand, it enables the company to meet the expenses of the current year, and discharge the debts due and in arrear from former years for repairs and annual expenses, it will be as much as can be hoped for, and more than can be reasonably calculated upon. When it is considered that the costs for repairs on an improvement like this is nearly the same whether the trade be large or small, and that, in consequence of the stoppage of the canal at its present terminus, the business done upon it has been barely sufficient, and in some years inadequate, even to defray the actual cost of keeping it in operation, it really appears to be a reproach to the spirit of the age and a stigma upon public intelligence to leave it longer in its present unfinished condition. No argument can be maintained against its ultimate productiveness,

because it is now merely capable of sustaining itself, any more than a mill-race could be pronounced insufficient for the turning of the wheel before it had received its supply of water from the dam. As we have said on a former occasion, none have ever supposed that the Chesapeake and Ohio Canal would be profitable until it had reached the precincts of the mineral regions of Allegany county; and *all* who, with unprejudiced minds, have turned their attention to the boundless resources of that region, have, with one voice, predicted its eminent productiveness, after it shall have been carried to that point. Why, then, has the State of Maryland hitherto refused to allow it to be completed? We cannot imagine an answer to the question, except upon the assumption that the subject has not yet been sufficiently understood by the people of the State. It was from this belief that we endeavored, in the special report, to present the question before the public in all its bearings; and for the same reason is it that we have devoted so large a portion of the present report to its further consideration.

AG, Mon. 7/29/44, p. 3. **CANAL COMMERCE**  
Arrived, July 27.

The Canal was opened for navigation last week down to this place. And we commence with the following arrivals:

Canal boat Mary Ann, Dam No. 6; Cumberland coal and staves.  
Canal boat B, Seneca, stone for Locks.  
Canal boat C, Seneca, stone for Locks.  
Canal boat Pioneer, from Georgetown.

AG, Tue. 7/30/44, p. 3. **CANAL COMMERCE**  
Arrived, July 29.

Canal boat Eagle, Hancock, 900 bushels corn, 220 bushels wheat to A. C. Cazenove & Co.  
Canal boat Opequon, of Georgetown, 800 bushels corn, to A. C. Cazenove & Co., and 113 bbls. flour to Wm. N. Rowe.  
Canal boat Aurelias, Georgetown, for freight.

AG, Thu. 8/1/44, p. 3. **CANAL COMMERCE**  
Arrived, July 31.

Canal boat Col. Benton, 450 bushels shorts and 110 bushels corn.  
 Canal boat B, of Washington, stone for the Locks.

AG, Tue. 8/6/44, p. 3. **CANAL COMMERCE**  
 Arrived, August 5.

Canal boat from Jefferson county, Va., with flour and produce.

Canal boat from Seneca, with stone.  
 Departures.

The boats heretofore reported, have departed with cargoes of groceries, plaster, lumber, &c.

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*.

AG, Thu. 8/8/44, p. 3. **CANAL COMMERCE**  
 Arrived, August 7.

Canal boat Ann Eliza, of Georgetown, with lime.  
 Canal boat Patrick Henry, Williamsport, 440 bbls. flour.

Canal boat Phineas Janney, of Alexandria, oak timber.  
 Canal boat from Seneca, with stone for the Locks.

AG, Tue. 8/13/44, p. 3. **CANAL COMMERCE**  
 Arrived, August 12,

Canal boat B, of Washington, stone for Locks.  
 Canal boat C, of Washington, stone for Locks.

Canal boat Henry Boteler, of Georgetown, 660 bbls. flour, to Wm. Fowle & Sons and T. Maccubbin.

Canal boat Mary Ann, Dam No. 6; Cumberland coal to T. Maccubbin.

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 they 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 Prince 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.

**WHIG FESTIVAL**  
**AT WINCHESTER, VA.**

**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.

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.

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!

They have secured the services of an excellent caterer, who will provide a sufficiency of suitable refreshments for the trip at city prices.

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.

**COMMITTEE OF ARRANGEMENTS.**

**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. aug15

AG, Thu. 8/15/44, p. 4. CANAL COMMERCE

Arrived, August 14.

Canal boat Lafayette, Edward's Ferry, ship stuff for Eaches & McCormick.

Canal gondola, from Loudoun, with wheat to order.

Canal boat C, from Seneca, with stone for the Locks.

Departures.

The boats heretofore reported as arrived, have since left with cargoes of groceries, lumber, plaster, &c.

DNI, Sat. 8/17/44, p. 3. COL. PRATT AND THE CANAL QUESTION – A letter having

been addressed to Col. Pratt by several citizens of Allegany county, Maryland, inquiring whether, and how far, he was in favor of providing means for the completion of the Chesapeake and Ohio Canal, he responded as follows:

Upper Marlborough, July 22, 1844

Gentlemen: Your favor of the 8<sup>th</sup> was not received until Saturday last. I have not the pleasure to know the political opinions of either of you; but, I am convinced that you do not desire the information asked for in your letter with the view of using it improperly against me, and as I do not wish my opinions on any subject to be concealed from those who may desire to know them, I hasten to answer the questions propounded in your letter. 1<sup>st</sup>, I am of opinion that the interests of the State require the completion of the Chesapeake and Ohio Canal at the earliest practicable period. 2<sup>nd</sup>, I am of the opinion that the Legislature, at the next session, should provide for the completion of the canal in such manner as will be the least onerous to the State, and at the same time *most certainly secure the completion of the work*. 3<sup>rd</sup>, I have always considered that the debts of the Canal Company were contracted by the Company and not by the State, and that the State is consequently under no obligation to provide for the payment. I have explained my views on the subject of the debts of the Company fully to my friend, Mr. Wm. Price, who will explain them to you, and thus avoid the necessity of entering into details upon the subject.

THOMAS G. PRATT

To Messrs. George Stubblefield, John Gorman, Andrew McMann, Bernard Riley, John Black, D. A. O'Donnell, William Whiteman.

AG, Sat. 8/17/44, p. 3. CANAL COMMERCE

Arrived, August 16.

Canal boat Wm. H. Harrison, of Shepherdstown, 242 bbls. flour to Wm. Fowle & Sons – 600 bushes bran.

Canal boat Wm. Cost Johnson, of Noland's Ferry, 382 barrels flour, 250 bushels ship stuff, for Ezra Keffer.

Canal boat B, of Washington, stone for the Locks.

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.

AG, Tue. 8/20/44, p. 3. **CANAL COMMERCE**  
Arrived, August 19.

Canal boat Mill Boy, Loudoun county, 1,800 bushels oats, to Lambert & McKenzie.

Canal boat Virginia, Berlin, mill offal.

Departures.

The boats heretofore reported as arrived, have since left with cargoes of groceries, lumber, &c.

AG, Wed. 8/21/44, p. 3. **CANAL COMMERCE**  
Arrived, August 20.

Canal boat Susan Harris, of Mercerville, 550 bbls. flour.

Canal boat Opequon of Berkeley county, 124 bbls. flour, 400 bushels corn, to Wm. Fowle & Sons; 250 bushels bran, 50 bushels rye, 250 bushels oats, to Thomas Davy.

Canal boat Col. Benton, of Shepherdstown, 700 bushels corn, 107 bbls. flour, to Wm. Fowle & Sons; 300 bushels ship stuff.

Canal boat Elizabeth, of Jefferson county, 25 bbls. flour.

Canal boat D, Little Falls, stone for Locks.

Canal boat B, Seneca, stone for Locks.

DNI, Sat. 8/24/44, p. 3. **THE CHESAPEAKE AND OHIO CANAL** – We had no idea certainly, when we copied, a few days ago, the brief letter of our valued friend Robert W. Bowie, that we were subjecting ourselves to the alternative of admitting the reply in behalf of "the St. George's Creek Company," which appears in our columns today, or of refusing to that Company the right of reply in a matter in which they consider themselves to have been unjustly implicated. We have decided in favor of the "largest liberty." What we saw in the Letter of Mr. Bowie, however, which chiefly induced us to transfer it to our columns, was not the allusion to the company in question, but the very earnest tone in which the Letter spoke of the duty of the next Legislature of Maryland, by decisive action, to put an end to all question as to the completion of the Canal to Cumberland. Of this consummation, we trust and believe, there is now scarcely a doubt.

We are happy to be able to continue to publish in successive papers the able and persuasive letters of Mr. Price on the subject, of which three only now remain in our hands. Mr. Price will himself, we doubt not, be a member of the Legislature of his State, having been nominated for election by the Whigs of Allegany count; and we shall look with confidence to his exertions and those of his Whig associates, for the adoption of some efficient and final measure for the completion of the Canal at least as far as Cumberland; which step, when taken, will at once place the State of Maryland on ascending ground, and cannot fail to have the happiest effect on all her interests.

AG, Sat. 8/24/44, p. 2. **CANAL COMMERCE**  
Arrived, August 23.

Canal boat from Loudoun, 1,300 bushels of wheat, to Wm. Fowle & Sons.

Canal boat W. C. Johnson, Frederick, 400 bbls. of flour, to M. Keefer & Co.

Canal boat Henry Clay, Shepherdstown, 400 bbls. of flour, to Wm. Fowle & Sons.

AG, Mon. 8/26/44, p. 3. **CANAL COMMERCE**  
– Arrived, August 24.

Canal boat Champion, Berkeley county, 213 bbls. flour to Powell & Marbury.

Canal boat -----, Dam No. 6, Cumberland coal to T. M. Maccubbin.

AG, Wed. 8/28/44, p. 3. **CANAL COMMERCE**  
Arrived, August 27.

Canal boat Henry Boteler, Harper's Ferry; 600 bbls. flour, to Wm. Fowle & Sons and Henry Daingerfield.

Canal boat Aurelia, Loudoun, flour to order.

Canal boat Mill Boy, Edward's Ferry, 347 barrels flour, 400 bushels oats, 200 bushels corn.

AG, Thu. 8/29/44, p. 4. **CANAL COMMERCE**  
Arrived, August 28.

Canal boat Tip & Tyler, Washington county, Md., 200 bbls flour, 700 bushels wheat and 400 bushels corn.

Canal boat Susan Harris, Mercerville, 200 bbls. flour.

AG, Fri. 8/30/44, p. 4. **CANAL COMMERCE**  
Arrived, August 29.

Canal boat W. C. Johnson, Noland's Ferry, 371 bbls. flour and 500 bushels horse feed.

Departures.

The boats heretofore reported as arrived, have left with cargoes of groceries, lumber, plaster, &c.

AG, Sat. 8/31/44, p. 4. **CANAL COMMERCE**  
Arrived, August 30.

Canal boat Elizabeth, Harper's Ferry with passengers.

Seventeen hundred barrels of flour, *per the Canal*, have been received and inspected in this town during the present week.

AG, Tue. 9/3/44, p. 3. **CANAL COMMERCE**

Arrived, Sept. 2.

Canal boat Henrietta, Ghieslin, Loudoun county, flour, corn and shorts to Hooe & Powell, and to order.

Canal boat Wm. H. Harrison, Shepherdstown, corn, flour and shorts to order.

AG, Sat. 9/7/44, p. 4. **CANAL COMMERCE**  
Arrived, September 6.

Canal boat Wm. Cost Johnson, Noland's Ferry, 400 barrels flour to M. Keefer & Co.

Canal boat Emily Harriot, from Dam No. 6, coal to T. M. Maccubbin.

AG, Fri. 9/13/44, p. 3. **CANAL COMMERCE**  
Arrived, Sept. 12.

Canal W. Cost Johnson, of Berlin, flour and corn to M. Keefer & Co.

AG, Sat. 9/14/44, p. 4. **CANAL COMMERCE**  
Arrived, Sept. 13.

Canal boat Francis Thomas, Knoxville, flour, corn and hay, to M. Keefer & Co.

AG, Tue. 9/17/44, p 4. **CANAL COMMERCE**  
Arrived, September 16.

Canal boat W. Cost Johnson, Noland's Ferry, flour and ship stuff to M. Keefer & Co.

AG, Wed. 9/18/44, p. 3. **CANAL COMMERCE**  
Arrived, September 17.

Canal boat Gen. George Washington, Noland's Ferry, with 330 bbls. flour, to Wm. Fowle & Sons.

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.

AG, Sat. 10/5/44, p. 3. **CANAL COMMERCE**  
Arrived, Oct. 4.

Canal boat Tip & Tyler, Emerson, Berkeley county, flour and corn, to Lambert & McKenzie.

Canal boat W. H. Harrison, Staley,  
Shepherdstown, flour to Wm. Fowle & Sons.  
Canal boat Henry Clay, James, Mercerville, flour  
to Wm. N. Rowe.  
Canal boat Henry Boteler, Williams, Harper's  
Ferry, flour to J. C. Vowell.  
Canal boat -----, Smart, Noland's Ferry, for  
lumber.

AG, Tue. 10/8/44, p. 4. **CANAL COMMERCE**  
Arrived, Oct. 5.

Canal boat William Cost Johnson, Noland's  
Ferry, 400 bbls. flour to M. Keefer & Co.  
(Omitted in our last.)  
Canal boat Catocin, from Catocin, 200 bbls.  
flour, to M. Keefer & Co.

AG, Wed. 10/9/44, p. 3. **CANAL COMMERCE**  
Arrived, October 8.

Canal boat Stranger, Hays, Noland's Ferry, flour  
and horse feed, to M. Keefer & Co. and Thomas  
Vowell.  
Canal boat Hugh Smith, Harper, from Antietam.  
with nails, to A. C. Cazenove & Co. and Smoot &  
Uhler.  
Canal boat Picayune, -----, Sharpsburg, with  
flour to W. N. Rowe.  
Canal boat Patrick Henry, Staley, from  
Williamsport, empty – for shingles.  
Canal boat Phineas Janney, Kibble, for plaster.  
Canal boat -----, from Shenandoah, for bricks  
and lumber.  
Canal boat -----, from Conrad's Ferry, for  
lumber.

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 (14<sup>th</sup> 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

AG, Mon. 10/14/44, p. 3. **CANAL**  
**COMMERCE** – Arrived, October 12<sup>th</sup>.

Canal boat Henry Boteler, from Harper's Ferry,  
with 200 barrels flour.  
Canal boat Hugh Smith, for salt.  
Canal boat Geo. Washington, Jefferson county,  
280 bbls. flour, to Wm. Fowle & Sons.

AG, Thu. 10/17/44, p. 3. **CANAL COMMERCE**  
Arrived, October 16.

Canal boat Decatur, Catocin, flour to M. Keefer  
& Co.  
Canal boat Champion, Berkeley County, 325 bbls.  
flour and 55 bbls. whiskey to order.  
Canal boat Aurelia, Loudoun County, for lumber.  
Canal boat Ellsler, Hancock, flour to order.  
Canal boat Tecumseh, Hancock, bark, staves, &c.,  
to order.  
Canal boat Wm. Cost Johnson, Noland's Ferry,  
flour, corn and ship stuff, to M. Keefer & Co.  
Canal boat Pleasant Valley, Washington County,  
Md., flour to order.

AG, Sat. 10/19/44, p 3. **CANAL COMMERCE**  
Arrived, Oct. 18.

Canal boat W. H. Harrison, Shepherdstown, 400 bbls. flour and 600 bushels corn to order.  
 Canal boat Jack Frost, Sharpsburg, 225 bbls. flour to W. N. Rowe.

AG, Tue. 10/22/44, p. 3. **CANAL COMMERCE**  
 Arrived, October 19.

Canal boat Patrick Henry, Williamsport, 400 bbls. flour to William Fowle & Sons.

AG, Thu. 10/24, 44, p 3. **CANAL COMMERCE**  
 Arrived, October 23.

Canal boat Henry C. Boteler, Harper's Ferry, flour to Ross, Garrott & Co.

Canal boat Emily Harriot, Hancock, for salt, plaster and groceries.

Canal boat Andrew Jackson, Antietam, nails to Crupper & Wheeler and others.

Canal boat Opequon, from Opequon, flour to M. Keefer & Co.

Canal boat Elizabeth, Harper's Ferry, 325 barrels flour to Ross, Garrott & Co.

Two gondolas, from Dam No. 6, with coal to Thomas Maccubbin.

AG, Sat. 10/26/44, p. 3. **CANAL COMMERCE**  
 Arrived, Oct. 25.

Canal boat Susan Harris, Mercerville, 475 barrels flour (Claggett's brand) to Wm. Fowle & Sons.

Canal boat W. Cost Johnson, Noland's Ferry, 200 bbls. flour to M. Keefer & Co. and 70 bbls. to Ross, Garrott & Co.

AG, Tue. 10/29/44, p. 3. **CANAL COMMERCE**  
 Arrived, October 28.

Canal boat W. H. Harrison, Shepherdstown, flour, ship stuff, &c., to Ross, Garrott & Co.

Canal boat Decatur, Berlin, flour to Ross, Garrott & Co. and M. Keefer & Co.

Canal boat Hugh Smith, Harper's Ferry, to load with salt and plaster.

AG, Fri. 11/8/44, p. 3. **CANAL COMMERCE**  
 Arrived, Nov. 7.

Canal boat Stranger, Noland's Ferry, 400 bbls. flour to M. Keefer & Co.

Canal boat W. Cost Johnson, Knoxville, 200 bbls. flour, 1,000 bushels corn and 500 bushels ship stuff, to M. Keefer & Co.

Canal boat Clark Eldridge, Berlin, 500 bushels corn, to Wm. Fowle & Sons.

AG, Sat. 11/9/44, p. 3. **CANAL COMMERCE**  
 Arrived, Nov. 8.

Canal boat Gen. Washington, Harper's Ferry, flour to Wm. Fowle & Sons.

Canal boat Henry Boteler, Harper's Ferry, flour to Wm. Fowle & Sons.

Canal boat Col. Benton, Shepherdstown, flour to Wm. Fowle & Sons.

Canal boat Ellsler, Hancock, coal to Thomas MacCubbin.

Canal boat Elizabeth, Harper's Ferry, wheat and corn to order.

AG, Mon 11/11/44, p 3. **CANAL COMMERCE**  
 Arrived, November 9.

Canal boat Mary Elizabeth, Loudoun County, flour to M. Keefer & Co.

Canal boat Opequon, Shepherdstown, flour to M. Keefer & Co.

AG, Tue. 11/12/44, p. 3. **CANAL COMMERCE**  
 Arrived, Nov. 11.

Canal boat Wm. H. Harrison, Shepherdstown, 400 bbls. flour to order.

*Sun*, Wed. 11/13/44, p. 2. **Railroad vs. Canal.** – Notwithstanding the Baltimore and Ohio Railroad Company have lately reduced the freight for the transportation of flour from Cumberland to Baltimore from 60 cents to 50 cents a barrel, and from Harper's Ferry to Baltimore 25 cents, we see that the flour trade which it was designed to affect continues to go to the District cities by way of the Chesapeake and Ohio Canal.

Wed. 11/13/44, p. 2.<sup>19</sup> **Chesapeake and Ohio Canal Trade** – The *Georgetown Advocate* says

<sup>19</sup> *Baltimore Daily Commercial*, Baltimore, Md.

there is now a very brisk trade upon the Chesapeake and Ohio Canal to that place, about 40 boats having arrived during and since Thursday last, with immense quantities of flour, grain, corn meal, apples, lime, limestone and cooper's stuff, with considerable iron castings, lumber, marketing, &c. 49 boats have cleared during and since Thursday, with the usual quantities of merchandise to different points.

AG, Wed. 11/13/44, p 3. **CANAL COMMERCE**

Arrived, Nov. 12.

Canal boat Aurelia, Loudoun, 100 bbls. flour.  
 Canal boat Decatur, Frederick, 130 bbls. flour.  
 Canal boat Francis Thomas, Knoxville, 200 bbls. flour, to M. Keefer & Co.  
 Canal boat Lady of the Lake, Hancock, tan bark, &c.  
 Canal boat Hugh Smith, Harper's Ferry, for plaster.  
 Canal boat Catoctin, Jefferson, flour and ship stuff, to M. Keefer & Co. and Ross, Garrott & Co.

AG, Fri. 11/15/44, p 3. **CANAL COMMERCE**

Arrived, November 14.

Canal boat William Cost Johnson, Noland's Ferry, 400 bbls. flour to M. Keefer & Co.  
 Canal boat Stranger, Noland's Ferry, 300 bbls. flour to M. Keefer & Co.

AG, Tue. 11/19/44, p. 3. **CANAL COMMERCE**

Arrived, Nov. 18.

Canal boat Elizabeth Ann, Antietam, lime to Smoot & Uhler.

AG, Thu. 11/21/44, p 4. **CANAL COMMERCE**

Arrived, Nov. 20.

Canal boat Lavinia Ellen, Point of Rocks, flour to M. Keefer & Co., and wood to order.  
 Canal boat Polk & Dallas, Sugarwood Mills, 200 bbls. flour to Wm. Fowle & Sons.

AG, Fri. 11/22/44, p. 3. **CANAL COMMERCE**

Arrived, Nov. 21.

Canal boat Henrietta, Loudoun, 470 barrels flour.

Canal boat Hugh Smith, Harper's Ferry, 90 bbls. flour.

Canal boat W. H. Harrison, Shepherdstown. 457 bbls. flour.

Canal boat Henry Clay, Mercerville, 550 bbls. flour.

Canal boat Susan Harris, Mercerville, 600 bbls. flour.

AG, Sat. 11/23/44, p. 3. **CANAL COMMERCE**

Arrived, November 22,

Canal boat Champion, Dam No. 5, 80 barrels flour, 100 bbls. corn meal, 300 bushels oats and 15 bbls. whiskey to order.

Canal boat Geo. Washington, Harper's Ferry, 400 bbls. flour, 800 bushels wheat and 300 bushels corn to order.

Canal boat Decatur, Catoctin, 300 bbls. flour, to M. Keefer & Co. and Ross, Garrott & Co.

Canal boat Col. Benton, Shepherdstown, flour and oats to order.

Canal boat Liberty, Dam No. 6, coal to Thomas M. MacCubbin.

*Sun*, Mon. 11/25/44, p. 2. **CHESAPEAKE AND OHIO CANAL** – J. J. Speed, Esq., of this city,

has issued a pamphlet containing a letter to the Representatives of Maryland in Congress, on the subject of the Chesapeake and Ohio canal. He opens with a reference to the termination of the late political contest, and the public virtue which gives evidence of prolonged national prosperity, and contends for the propriety of its application to our State and individual concerns. The peculiar duty, he says, of Maryland now is, to turn to a consideration of her debts, their enormous and increasing amount, and the best modes of meeting them; and he refers with pride to the rebuke which the late State election administered to repudiation, in the very few instances in which it put itself in the way of it. His chief object, however, appears to be to show, that "about nine million of our debt – almost all of it that is a burthen to us – is not properly ours. – It was contracted on account of the Chesapeake and Ohio Canal, and every principle of justice requires the Federal

Government should assume it.” He reviews concisely all the preliminary action had by Congress, and by Maryland and Virginia, from the first conception of the project by Washington, of connecting the waters of the Chesapeake with those of the Ohio, and thus establish an intimate connection between the portions of the country east and west of the Alleghanies. The aim of his argument is to show that the authors of the work set it on foot with a view to that destination, that their perceptions of its immense utility were connected with its reaching that destination, and that, from its earliest day, they regarded it as, wholly, a national and not a local work. He proceeds with his review to the commencement of the work, showing the action of Congress in relation to it, the respective interests of the United States, Washington, Maryland, &c., in it, the conditions on which Maryland subscribed, the contracting of her debt on account of the work, and its amount, which with accumulations of interest, he makes nine million dollars, which he thinks Congress ought in justice to assume. Maryland needs relief; and in her name Mr. S. exhorts her delegation in the two houses of Congress to present her, not as a suppliant, but with the dignity of a sovereign State asking for justice.

What he would have them ask for specifically is, that the Federal Government will assume the properties of the Canal, with its encumbrances of debt, and relieve her citizens from a pressure of tax of unexampled weight.

AG, Tue. 11/26/44, p. 3. **CANAL COMMERCE**  
Arrived, Nov. 25.

Canal boat Wm. Cost Johnson, Noland’s Ferry, 300 bbls. flour and a quantity of ship stuff, to M. Keefer & Co.

Canal boat Emily Harriot, Dam No. 6, coal to Thomas Maccubbin.

AG, Thu. 11/28/44, p. 3. **CANAL COMMERCE**  
Arrived, Nov. 27.

Canal boat Eagle, Hancock, clover seed, rye, wheat, flax seed and dried fruit, to order.

Canal boat Henry Boteler, Harper’s Ferry, 420 bbls. flour, to Wm. Fowle & Sons and Ross, Garrott & Co.

Canal boat Mill Boy, Loudoun County, flour and ship stuff, to order.

Canal boat Elizabeth, Harper’s Ferry, wheat to order.

Canal boat Stranger, Montgomery County, flour to M. Keefer & Co.

A gondola with stone for the Locks.

Departures.

All the boats down last week have departed with full loads of salt, plaster, fish, lumber and groceries, for the upper country.

AG, Sat. 11/30/44, p. 3. **CANAL COMMERCE**  
Arrived, November 29.

Canal boat Lavinia Ellen, Harper’s Ferry, 1,700 bushels oats, to M. Keefer & Co.

Canal boat Geo. Washington, Harper’s Ferry, 1,600 bushels wheat, to Wm. Fowle & Sons.

Canal boat Opequon, Opequon, 300 bbls. flour, to M. Keefer & Co.

Canal boat Aurelia, Loudoun County, 1,000 bushels oats to order.

Canal boat Elizabeth, Harper’s Ferry, 1,000 bushels wheat and 250 bbls. flour to Wm. Fowle & Sons and M. Keefer & Co.

Canal boat Tecumseh, Hancock, staves, potatoes, buckwheat meal, &c., to order.

AG, Mon. 12/2/44, p. 4. **CANAL COMMERCE**  
Arrived, Nov. 30.

Canal boat Dolphin, Loudoun, 1,500 bu. wheat.

Canal boat Susan Harris, Mercerville, 250 bbls. flour.

Canal boat Mary Elizabeth, Loudoun, 250 bbls flour.

Canal boat John C. Calhoun, Harper’s Ferry, whiskey and leather.

Canal boat Hugh Smith, Harper’s Ferry, for plaster.

-----  
WHITE WHEAT FAMILY FLOUR – 100 bbls., very superior on-board Canal boat Osceola, at the

Basin – in lots of not less than twenty-five barrels.  
For sale at a low price. Apply on board.

AG, Tue. 12/3/44, p. 3. **CANAL COMMERCE**  
Arrived, Dec. 2.

Canal boat W. H. Harrison, Shepherdstown, 440  
bbls. flour and mill offal.

Canal boat Henrietta, Loudoun County, 501 bbls.  
flour and mill offal.

Canal boat Henry Clay, Mercerville, 551 bbls.  
flour.

Canal boat DeWitt Clinton, Williamsport, 235  
bbls. white wheat Family Flour and 275 bbls.  
superfine flour.

Canal boat Virginia, Loudoun County, to load  
with salt and plaster.

AG, Fri. 12/6/44, p. 3. **CANAL COMMERCE**  
Arrived, December 5.

Canal boat David Crockett, Harper's Ferry, flour  
and mill offal, to Wm. Fowle & Sons.

Canal boat W. Cost Johnson, Noland's Ferry,  
flour and corn to M. Keefer & Co.

AG, Sat. 12/7/44, p. 3. **CANAL COMMERCE**  
Arrived, December 6.

Canal boat Com. Decatur, Catocin, flour, white  
beans and apples in bbls., to Ross, Garrott & Co.

AG, Mon. 12/9/44, p. 3. **CANAL COMMERCE**  
Arrived, December 7.

Canal boat W. C. Johnson, Edward's Ferry, 250  
bbls. flour, 400 bushels yellow corn and mill  
offal.

Canal boat Susan Harris, Mercerville, 287 bbls.  
flour.

Canal boat George Washington, Shepherdstown,  
250 barrels flour and 1,000 bushels wheat.

AG, Tue. 12/10/44, p. 3. **CANAL COMMERCE**  
Arrived, December 9.

Canal boat Henry Clay, Mercerville, 530 bbls.  
flour, to Wm. Fowle & Sons.

Canal boat Francis Thomas, Knoxville, 350 bbls.  
flour, to M. Keefer & Co. and T. M. Maccubbin.

Canal boat Lafayette, Loudoun county, corn to  
order.

AG, Wed. 12/11/44, p 3. **CANAL COMMERCE**  
Arrived, Dec. 10.

Canal boat Col. Benton, Shepherdstown, flour,  
rye and apples in barrels, to order.

Canal boat W. H. Harrison, Harper's Ferry, 450  
bbls. flour to Ross, Garrott & Co.

AG, Thu. 12/12/44, p. 3. **CANAL COMMERCE**  
Arrived, Dec. 11.

Canal boat Mill Boy, Edward's Ferry, flour to  
order.

Canal boat Osceola, Williamsport, 480 bbls. flour  
to Wm. Fowle & Sons.

Canal boat Mermaid, Berkeley county, 450 bbls.  
kiln-dried corn meal and 38 bbls. flour to Powell  
& Marbury.

AG, Sat. 12/14/44, p. 3. **CANAL COMMERCE**  
Arrived, Dec. 13.

Canal boat Wm. Cost Johnson, Noland's Ferry,  
flour and corn to M. Keefer & Co.

Canal boat Dolphin, Loudoun county, 1,500  
bushels wheat to order.

Boat (name unknown) from Morgan county, Va.,  
with 1,200 bushels wheat to order.

Departures.

We notice the departure of several boats  
yesterday, loaded with plaster, salt and groceries  
for the Upper Country.

AG, Mon. 12/16/44, p 3. **CANAL COMMERCE**  
Arrived, Dec. 14.

Canal boat Opequon, Opequon, flour, corn and  
apples, to M. Keefer & Co.

AG, Thu. 12/19/44, p. 3. **CANAL COMMERCE**  
Arrived, Dec. 18.

Canal boat Champion, Berkeley County, ship  
stuff to order.

Canal boat -----, Antietam, lime to order.

DNI, Tue. 12/24/44, p. 3. **A VOICE FROM  
MARYLAND** – At a meeting of the voters of

Liberty District, in Frederick county, (Md.) held on the 14<sup>th</sup> instant, the following resolutions were adopted without a dissenting vote:

Whereas the specific object for which the public lands were conveyed to the General Government have been fully accomplished, and a vast extent of public domain still remains, which if right results to the States, according to the true intent and meaning of the deeds of cession, and the same is not now needed by the General Government, inasmuch as other ample means are provided by the Constitution for raising revenue for the common defense and general welfare:

And whereas, in the present embarrassed condition of many of the States of this Union, Maryland amongst the number, the public lands are a proper and legitimate source of relief, and should be applied to that purpose. Therefore,

*Resolved*, That, in the opinion of this meeting, the measures proposed by the Hon. Wm. Cost Johnson, of issuing a specific amount of stock by the General Government, to be distributed among the States, and pledging the public lands and the proceeds of the sales thereof for the redemption of the same, is a measure calculated to afford the most speedy and effectual relief to the people to the indebted States, and is called for by their present exigencies.

*Resolved*, That the Legislature of Maryland be respectfully requested to give an expression of opinion favorable to this measure.

*Resolved*, That, whilst we will persevere in making continual claims to our full share of the public lands, until justice is awarded to our State in this behalf, we deem it nevertheless the duty of Maryland in the meantime to pass and keep in force all laws necessary for the collection of State taxes, and the preservation of the faith of the State, and, as a measure of relief *within her own control*, **to pass an efficient law at the approaching session to enable the Chesapeake and Ohio Canal Company**, in which the State is largely interested, to complete that great work to Cumberland, or to the coal region at the mouth of Savage, on its own resources, and thus render it productive.

AG, Tue. 12/24/44, p 3. **CANAL COMMERCE**  
Arrived, Dec. 23.

Canal boat Com. Decatur, Catocin, flour to Ross, Garrott & Co. and M. Keefer & Co.

Canal boat Wm. Cost Johnson, Noland's Ferry, flour and corn to M. Keefer & Co.

*Sun*, Fri. 12/27/44, p. 1. **Chesapeake and Ohio Canal** – We learn from the Georgetown *Advocate* that the Chesapeake and Ohio Canal is still open, a number of boats having arrived and departed from that place within a few days.