

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
a Cumberland newspaper
and
THE BALTIMORE SUN
BALTIMORE DAILY COMMERCIAL
Two Baltimore, Md. newspapers
and
THE COLUMBIAN FOUNTAIN
THE DAILY NATIONAL WHIG
GEORGETOWN ADVOCATE
DAILY NATIONAL INTELLIGENCER
four Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1845 - 46

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Revision 1, MARCH 2018
Revision 2, JANUARY 2021

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Alleganian*, a Cumberland newspaper and the *Baltimore Sun* and *Baltimore Daily Commercial*, two Baltimore, Md. newspapers, the *Columbian Fountain*, *Daily National Whig*, *Georgetown Advocate* and *Daily National Intelligencer*, four 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. *The Alleganian* was found on microfilm at the library at Frostburg State University, Frostburg, MD. The *Baltimore Sun*, *Baltimore Daily Commercial*, *Columbian Fountain*, *Daily National Whig*, *Georgetown Advocate*, *Daily National Intelligencer* and *Alexandria Gazette* newspapers were found online and articles therefrom are preceded by *Sun*, *BDC*, *CF*, *DNW*, *GA*, *DNI* 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., McIlhenny or Leetch or Reichter.

This report includes some long articles regarding societal conditions of the time as they relate to the canal. Readers not interested in those articles should just skip over them.

This revision consists of articles from the *Alexandria Gazette*.

The reader will notice the occasional ascending freight from Alexandria, Va. consigned for a city interior to the State. The ascending canal boat unloaded at Harper's Ferry, the freight was transferred to the Winchester and Potomac (W&P) Railroad and on to Winchester where a Freight Forwarding business then loaded the freight onto wagon(s) for the trip to Strasburg wherein the freight was loaded onto another railroad for the further trip up the Valley to Staunton, or intermediate points as required. Remember in 1845 and 46, the Canal was not open to Cumberland. Both the C. & O. and the B. & O. were scrambling for freight to pay their expenses. Other entities were also hustling for business. Readers not interested in that larger picture of events should just skip over the text.

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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February 2011
Revised March 2018
Revised January 2021
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Canal Trade 1845 – 46

AG, Tue. 1/7/45, p. 3. **CANAL COMMERCE**

Arrived, Jan. 6.

Canal boat W. Cost Johnson, Noland's Ferry, 250 bbls. flour and 1,200 bushels yellow corn to M. Keefer & Co.

Sat. 1/11/45, p. 16.¹ **Chesapeake and Ohio**

Canal – We learn from the *Georgetown Advocate* that the Chesapeake and Ohio canal is still in good navigable order at that place, and that the trade is considerable for this season of the year.

DNI, Mon. 1/13/45, p. 4. The navigation of the Chesapeake and Ohio Canal continues to be entirely unobstructed by ice. See the advantages in this respect that we may enjoy over the water internal improvements at the North! – *Alexandria Gazette*, Jan. 11.

AG, Wed. 1/15/45, p. 3. **THE CHESAPEAKE AND OHIO CANAL AGAIN** – The weather still continues delightful, and numerous boats are still coming and going between this section of the country and the District. – *Williamsport Banner*.

AG, Tue. 1/28/45, p. 2. **CHESAPEAKE AND OHIO CANAL** – A bill has been introduced in the Legislature of Md., by Mr. W. C. Johnson, of Frederick, for the completion of the Chesapeake and Ohio Canal, similar to the one that was before the last Legislature, authorizing the company to borrow or raise upon its bonds such sums of money as may be required for the completion of the canal, provided it shall not exceed the sum of two millions of dollars, which shall be considered as preferred liens on the revenues and tolls collected. The Bill has been made the order of the day for Monday week next.

Speaking on this subject, the Hagerstown *Torch Light* says: - "Although the Select Committee of the House of Delegates have already reported a bill for the completion of the Canal, in accordance with the views of the friends of the measure, it is seriously

feared that the overweening influence of Baltimore city will again defeat the bill. To enter into an argument in favor of its completion, is more than useless. – The City of Baltimore thinks she would be injured by its completion – and, therefore, she is opposed to it. Of the means resorted to by the Baltimoreans to attain their end, we can only say that they are as unscrupulous as they have been successful. By delusive reports, bold assertions, intrigue, management, untiring exertions and powerful talents, aided by former prejudices, Baltimore has been able, thus far, to persuade a majority of the people of the State, that their true policy consists in the destruction of the Canal. How long this fatal delusion will continue, is beyond our ken, but in the nature of things, it cannot last forever. The day must inevitably come, when the present colleagues of Baltimore, will discover that they have all along been her dupes; - and when that day does arrive, they will be able from experience, to form some idea of the indignation with which her selfish policy is regarded by the people of the upper section of the State."

The citizens of Cumberland, Maryland, have appointed a committee to prepare a memorial to the Legislature, setting forth "the folly and impracticability" of any arrangement that can be entered into between the Railroad and the Canal Companies for the transportation of coal.

The Speaker of the Maryland House of Delegates has appointed the following committee, under the order of the House, to inspect the Chesapeake and Ohio Canal and Baltimore and Ohio Rail Road, from Dam No. 6, viz: Messrs. Clarke, Pol, Spencer, Frazier, Rogers, Harris and Potter.

AG, Mon. 2/3/45, p. 2. **PURCHASE OF THE WINCHESTER (VA.) RAILROAD.** – We find the following in a letter to the Martinsburg *Gazette*, dated Richmond, January 30th: - The terms of the arrangement for the purchase, by the Baltimore and Ohio Rail Road Company, of the Winchester Road, are as follows: The debts of the Company, assumed not to exceed \$81,000, exclusive of that due the State, to be provided for

¹ *Weekly Globe*, Washington, D. C.

– an amount of \$16,000 to be paid to the Company secured (\$11,140 of the amount) by mortgage upon the Road and the other property included in the mortgage at present held by the State – the amount of interest on the floating debt above, of \$81,000 (about \$4,861) to be deducted from the said annuity leaving \$11,140 – a sum equal to an annual interest of 2½ percent on the stock held by the State and individuals and on the principal and interest of the loan of the State to the Company.

The Baltimore Company to have authority to change the location of the Road, so as to leave the present line at a point about half a mile west of Halltown and intersect the Baltimore Road, at or near Cabin Run, or in some other manner at their option, so as not to increase the distance between Harper’s Ferry and Winchester by the present line. The arrangement not to be binding, until sanctioned by Virginia and Maryland, and upon the State of Virginia’s granting the Baltimore Company the Right of Way to a point on the Ohio River not lower than the mouth of the Little Kanawha, according to the original charter in 1827.

AG, Tue. 2/4/45, p. 2. **A REMINISCENCE**

There is still very convincing proof that the public interest does demand the completion of the Chesapeake and Ohio canal to Cumberland. This proof is contained in the examination of the President of the Baltimore and Ohio rail road company, before a committee of the Md. House of Delegates in 1837, in which the following passage occurs:

“In proportion to the increase of trade in Baltimore a greater amount of capital will be attracted to that city; and by the advantages arising from augmented demand, and enlarged price, every part of the State must be benefitted, but none more than the tide water counties. For the accomplishment of these objects, I have always considered the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail Road, chiefly necessary, and in no sense rivals. Their real interest appears to me *to be one and the same eminently deserving the aid of the State*, and requiring of both, union and harmony of purpose.”

“While the canal is destined to be, (and it is desirable should be) the carrier of the *coal and iron, and other articles of heavy burthen*, the rail road should look to passengers, to articles of lighter bulk, in the transportation of which, time is a material element, and to their transportation in the winter season, when the canal must necessarily be inactive.”

The above, which is extracted from the evidence of the President of the Baltimore and Ohio Rail Road Company, before a committee of the House of Delegates at December session 1837, pretty conclusively proves, that *there was a time*, at least, when the rail road did doubt their capacity to engage “in the transportation of coal to Baltimore without danger of serious competition with any other rival,” although they now find it convenient to assert the contrary.

DNI, Wed. 2/5/45, p. 3. **Chesapeake and Ohio Canal** – The Williamsport *Banner* says that the Committee recently appointed by the House of Delegates of the State of Maryland personally to inspect the Chesapeake and Ohio Canal from Dam No. 6, are, upon evidence thus obtained, almost unanimously in favor of completing the work to Cumberland.

AG, Sat. 2/8/45, p. 2. **Communications.**

To the editor of the Alexandria Gazette:

BALTIMORE AND OHIO RAILROAD CONSIDERATIONS FOR VIRGINIANS

The public has, at length, been informed of the terms of an arrangement, made between the Winchester Railroad Company, and the gigantic corporation, which is now before the Virginia Legislature, applying for the right-of-way through this State to the Ohio river. It appears that the debts of the former company are to be assumed to a very large amount, and a large consideration paid for a road, which is in need of an immediate heavy outlay for repairs, and whose receipts for freight and travel do not balance its expenditures. But the bargain contains a most significant proviso, that it shall not effect until sanctioned by Virginia and Maryland, nor until the right-of-way through Virginia, to any point north of the Little Kanawha, shall be granted to the Baltimore

Company. It is not surprising that our neighbors of Winchester, should be quite willing to sell their road. But why should another company consent to buy a work which is in the condition I have mentioned? The answer to this question, can only be found in the important proviso in relation to the right-of-way. It is from this, no doubt, that Mr. President McLane, expects to derive the 'value received' for the money of his company. It is expected to have its bearing on that very application which is now before the Legislature of Virginia, and on which that ingenious gentleman, has set his heart. I know not how such a design on his part, may finally affect the sensitive honor of high-minded Virginians. But the purpose is too obvious not to alarm all who are solicitous for the welfare, and even the independent action of the State. For my own part, the announcement of this arrangement has only recalled, with new force, fears which I have long felt. It needed no new demonstration of the spirit of this Baltimore and Ohio Railroad Company, to make me dread its power in our old commonwealth. It has too often exercised, for its own advantage, the resistless influence, which circumstances have given it over the legislation of a sister State – and left too plain a record there of its fatal affects – not to have warned every reflecting mind against allowing it to acquire too strong a grasp upon the legislation of Virginia. Even now is it not to be feared that its influence is dangerously great among us? With large means at its command and used freely, if not without scruple, to promote its plans – with the delegations from numerous counties along the line of its proposed location, combined in its favor, by the hopes of real or fancied benefits – it may, perhaps, be able to form combinations with other sectional, local or individual interests in our legislature, sufficient to obtain whatever it demands. If this be already the case or even nearly so, (which I sincerely hope it is not,) what may it not confidently demand and extort, or usurp, when it shall have completed a work running more than 200 miles further on Virginia soil, uniting by obvious motives the territory on either side, and sustained by a new western city?

Last year, this company failed in its application to our legislature, by a most decisive majority. Now, without any change of circumstances affecting the true policy of the commonwealth, the friends of that Company exult in the prospect of triumph. Whether or not their hopes will be realized, remains to be seen. But on what do they found these hopes? What bargains – what combinations – what "log-rolling," in short, authorizes them to expect a reversal of the decision of last year? I have heard of many ingenious schemes, which have been attempted by the able and adroit managers on behalf of the company, but I have yet confidence in the sagacity, prudence and firmness of the body, to which the welfare of the State is confided, and believe all these schemes will be baffled. But if it is enough to fear for a moment that any one corporation can warp the course of legislation by appliances and motives apart from the public good – it would be too much, - it would be madness to increase its power in the commonwealth to such an overshadowing growth, that it could boldly defy any opposition which should be based only on the general good. It may be said that its present application does not conflict with the general good. Without inquiring how far the welfare of Virginia would be promoted, by placing her trade under the control of this company, or how far her present investments would be affected by it, it is to be observed that the application is, even now, not only for a right-of-way, but also, for such *aid* as the State may think proper to grant. Although "aid" is not now insisted on, let the power of the Company be demonstrated, by securing the right-of-way, and then we may see and feel, what aids upon aids will be levied upon us. Let the example of Maryland, be our warning. A VIRGINIAN.

DNI, Mon. 2/10/45, p. 25. **LEGISLATURE OF MARYLAND**

A bill, proposing measures for the completion of the Chesapeake and Ohio Canal to Cumberland, which has been largely discussed for several days' past in the House of Delegates of Maryland, was on Friday night *rejected* by a vote

of 41 nays to 33 yeas. We were not prepared for this result; which, we rather think, will take the Whigs of Maryland generally as much by surprise as it has done us.

GA, Tue. 2/18/45, p. 4. [Transcriber's Note: O. M. Linthicum, Druggist and Apothecary, placed an advertisement as a druggist and apothecary and general dealer in Paints, Oils, Window Glass, Dye Stults, &c., &c. He was located on the Southwest corner of Bridge and High streets. He had a full supply of all articles, in this line, from the best and most approved manufacturers, constantly on hand. The advertisement ran in every edition of this newspaper, usually on page 4. He also had a canal boat named after him.]

AG, Tue. 2/18/45, p. 2. The defeat of the application of the Baltimore and Ohio Rail Road Company for the right-of-way in Virginia to *Parkersburg* – and the substitution of *Wheeling* as the terminus, brings to the ground, it is believed, the contemplated purchase of the Winchester and Potomac Rail Road, and opens the door to new and favorable movements, hereafter, in connection with the Chesapeake and Ohio Canal.

AG, Fri. 2/21/45, p. 2. **BALTIMORE AND OHIO RAIL ROAD** – The bill which has been some time before the House of Delegates of Virginia, finally passed that body on Monday. The bill fixes the western terminus of the road at Wheeling, requires the Railroad Company to reduce the fare on the Washington branch of the rail road, - gives them till the 10th of March, 1846, to determine whether they will confirm or reject the purchase of the Winchester and Potomac Railroad, - fixes on \$314,460 as the amount of Virginia State Stock on which the Company is to pay interest – and requires that the road should be completed to Wheeling in ten years from the passage of the bill. The Senate are yet to act upon it. Whilst the Virginia Legislature is thus fettering the Company with onerous restrictions, the Legislature of Pennsylvania, with more wisdom, is engaged in perfecting a bill offering the most

liberal terms to the Company to induce them to carry the road through Pennsylvania. It will not be surprising that the onerous provisions should be rejected, and the liberal inducements be accepted. – *Balt. Patriot*.

AG, Mon. 3/3/45, p. 3. **CANAL COMMERCE**
Arrived, March 1.

Canal boat Thomas G. Harris, Harper's Ferry, 700 barrels flour to Wm. Fowle & Sons.

Canal boat Susan Harris, Harper's Ferry, 700 barrels flour to William Fowle & Sons.

AG, Tue. 3/4/45, p. 3. **CANAL COMMERCE**
Arrived, March 3.

Canal boat Wm. Cost Johnson, Noland's Ferry, flour and corn to M. Keefer & Co.

Canal boat W. Cost Johnson, Catoctin, flour to M. Keefer & Co.

Canal boat Com. Decatur, Noland's Ferry, flour to Ross, Garrot & Co.

Canal boat Virginia, Harper's Ferry, rye to order, loaded back with lumber.

Canal boat W. H. Harrison, Shepherdstown, flour to order.

Canal boat Hugh Smith, 590 bbls. flour, to Wm. Fowle & Sons.

Canal boat Opequon, Opequon, wood to order.

AG, Thu. 3/6/45, p. 3. **CANAL COMMERCE**
Arrived, March 5.

Canal boat Col. Crockett, Harper's Ferry, 500 bbls. flour to Wm. Fowle & Sons.

Canal boat Frank Thomas, Knoxville, 300 bbls. flour to M. Keefer & Co.

Canal boat Victoria, Loudoun county, Va., 700 bushels corn and 200 bushels oats, to order.

AG, Fri. 3/7/45, p. 3. **CANAL COMMERCE**
Arrived, March 6.

Canal boat James K. Polk, Dam No. 4, flour and oats to Wm. Fowle & Sons.

Canal boat Mill Boy, Smart's Mills, to load with plaster and lumber.

Canal boat Lady Jane, Parkville, to load with lumber and bricks.

AG, Mon. 3/10/45, p. 3. **CANAL COMMERCE**
Arrived, March 8.

Canal boat Susan Harris, Mercerville, 700 bbls.
flour to Wm. Fowle & Sons.

The depot and storehouse of Messrs. Stephenson
& Kerfoot, near Winchester, Va., was burnt down
on Monday afternoon. Loss \$6,000; partially
insured. – *Baltimore American*.

Wed. 3/12/45, p. 3. **Chesapeake and Ohio
Canal** – On the eve of the adjournment of the
Maryland Legislature, (which took place
yesterday morning, at four o'clock,) the bill to
complete the Chesapeake and Ohio Canal became
a law, having passed the Senate by a majority of
one vote! From the *Baltimore Sun* we learn that
the absence of Mr. Blackstone, of St. Mary's, left
the friends and opponents of this important
measure exactly tied in numerical strength, on the
ascertainment of which fact it is said that an
express was dispatched to Washington, and a
steamboat chartered and sent to Leonardtown for
him, by which he returned to that city, and took
the cars for the junction, where a locomotive was
in readiness, from whence he arrived at Annapolis
in time to cast his vote and secure the passage of
the bill.²

AG, Wed. 3/12/45, p. 3. **CANAL COMMERCE**
Arrived, March 11.

Canal boat Thomas G. Harris, Mercerville, 700
bbls. flour to Wm. Fowle & Sons.
Canal boat Champion, Dam No. 5, flour and kiln-
dried corn meal to Powell & Marbury.
Canal boat Elizabeth, Harper's Ferry, flour and
wheat to order.

AG, Thu. 3/13/45, p. 3. **CANAL COMMERCE**
Arrived, March 12.

Canal boat Phoenix, Dam No. 6, 200 barrels
whiskey to John B. Daingerfield.
Canal boat Ann Elizabeth, Antietam, lime to
order.

AG, Sat. 3/15/45, p. 3. **CANAL COMMERCE**
Arrived, 14th March.

Canal boat Elizabeth, Shepherdstown, 1,000
bushels wheat, to Wm. Fowle & Sons.
Canal boat W. Cost Johnson, Noland's Ferry, 400
bbls. flour & 300 bushels corn, to M. Keefer & Co
Canal boat Aurelia, Loudoun county, Va., 350
barrels corn in the ear, to Wm. Fowle & Sons.

AG, Mon. 3/17/45, p. 3. **CANAL COMMERCE**
Arrived, March 15.

Canal boat Decatur, Catoctin, flour to M. Keefer
& Co. and Ross, Garrott & Co.

AG, Tue. 3/18/45, p. 3. **CANAL COMMERCE**
Arrived, March 17.

Canal boat Mill Boy, Loudoun county, corn and
oats, to Powell & Marbury.
Canal boat Susan Harris, Mercerville, 700 bbls.
flour, to Wm. Fowle & Sons.
Canal boat Dolphin, Loudoun county, 1,000
bushels wheat, to Wm. Bayne.
Canal boat Boxer, Loudoun county, corn in the
ear, to Wm. Fowle & Sons.

AG, Fri. 3/21/45. p. 3. **CANAL COMMERCE**
Arrived, March 20.

Canal boat Sam Patch, McCoy's Ferry, flour, to
Lambert & McKinzie.

AG, Sat. 3/22/45, p. 3. **CANAL COMMERCE**
Arrived, March 21.

Canal boat Thomas G. Harris, Mercerville, 588
barrels flour, to Lambert & McKinzie.
Canal boat Henrietta, Loudoun county, Va., 1,300
bushels corn to Powell & Marbury.

AG, Mon. 3/24/45, p. 3. **CANAL COMMERCE**
Arrived, March 22.

Canal boat Lady of the Lake, Millstone Point,
flour, corn, rye, hoop-poles, &c., to Wm. N.
Rowe.
Canal boat Col. Crockett, Harper's Ferry, to load
with plaster, for Winchester, Va.

² *Daily Madisonian*, Washington, D. C.

DNI, Tue. 3/25/45, p. 3. **Chesapeake and Ohio Canal** – The Baltimore *Clipper* very slyly observes that the laughing and crying occasioned by the passage of the Canal Bill has been rather premature, as the act requires a guaranty of the Mining Companies for the transportation of 195,000 tons of freight, &c. and that the amount of bonds which the Company is authorized to issue must be sold at par. Now, the *Clipper* will permit us briefly to assure it that the friends of the canal apprehend no difficulty. The representations which they have made, in reference to the boundless wealth of our mineral regions, were true in the aggregate and true in detail. Their aroused energies will speedily shake every pillar of opposition to the dust. – *Cumberland Civilian*.

AG, Tue. 3/25/45, p. 3. **CANAL COMMERCE**
Arrived, March 24.

Canal boat Andrew Jackson, Harper's Ferry, 260 barrels flour, to Wm. Fowle & Sons and 50 kegs nails, to Crupper & Wheeler.

AG, Wed. 3/26/45, p. 3. **CANAL COMMERCE**
Arrived, March 25.

Canal boat Ben Franklin, Williamsport, 405 bbls. flour, to George Waters.

AG, Thu. 3/27/45, p. 3. **CANAL COMMERCE**
Arrived, March 26.

Canal boat Hugh Smith, Harper's Ferry, flour to Wm. Fowle & Sons, 200 kegs nails to Crupper & Wheeler.

AG, Fri. 3/28/45, p. 3. **CANAL COMMERCE**
Arrived, March 27.

Canal boat William Cost Johnson, Noland's Ferry, flour, corn, corn meal, rye, white beans, flax seed and apples, to M. Keefer & Co.
Canal boat Dolphin, Seldon's Island, corn in the ear, to order.
Canal boat Mill Boy, Leesburg, flour to order.

AG, Sat. 3/29/45, p. 4. **CANAL COMMERCE**

Arrived, March 28.

Canal boat Wm. Cost Johnson, Catocin, 1,400 bushels corn, to M. Keefer & Co.

DNI, Mon. 3/31/45, p. 2. **CANAL MEETING AT CUMBERLAND** – Notice having been given on Saturday week of the wish of many citizens of Cumberland to proceed at once to carry into immediate effect the law for the completion of the Chesapeake and Ohio Canal, a large and anxious crowd filled the Courthouse in the evening.

The meeting having been organized by the appointment of Col. Thurston to the Chair, interesting addresses were delivered by Messrs. Price and Semmes. The bonds, already prepared to obtain the security required by the law, were then read and approved.

The *Civilian* says: "Cheering intelligence was received from several of the large Mining and Manufacturing Companies. Responsible *Individuals* declared their readiness to identify their fortunes with those of the Canal. Favorable reports were also presented from Washington and Frederick Counties, and from the District of Columbia.

"Gentlemen of intelligence and energy, without regard to party, have embarked in the noble work. All goes on merrily. We congratulate the friends of State *faith* upon the prospects before us."

AG, Mon. 3/31/45, p. 3. **CANAL COMMERCE**
Arrived, March 29.

Canal boat Aurelia, Loudoun county, Va., to load with lumber.

Canal boat Tecumseh, Hancock, to load with plaster and groceries.

Canal boat Virginia, Berlin, rye, to Ross, Garrott & Co. – loaded back with plaster.

AG, Tue. 4/1/45, p. 2. **CANAL COMMERCE**
Arrived, March 31.

Canal boat Champion, Dam No. 5, kiln-dried corn meal and flour, to Ross, Garrott & Co. and Powell & Marbury.

Canal boat Antietam, Antietam, 1,200 bushels yellow corn and 250 barrels flour, to order.

AG, Wed. 4/2/45, p. 2. **CANAL COMMERCE**

Arrived, April 1.

Canal boat Mary Elizabeth, Loudoun county, flour to Hooe & Powell.

Canal boat Col. Benton, Shepherdstown, flour and corn to order.

Canal boat Jack Frost, Sharpsburg, flour, corn & rye, to Lambert & McKenzie.

DNI, Thu. 4/3/45, p. 3. **Chesapeake and Ohio Canal**

– We are gratified to be informed that the extent of the trade on the Chesapeake and Ohio Canal, during the present month, has been almost without a precedent since its construction, and the amount of toll received on it has been unusually large. *Williamsport Banner*.

BDC, Fri. 4/4/45, p. 4. The *Georgetown Advocate* of this morning publishes an unusually long list of arrivals during the present week, which speaks favorably as to the increase of the “Chesapeake and Ohio Canal Trade.” The *Advocate*, which is naturally enough delighted at the brightening prospect of the Canal trade, after quoting from the *Williamsport Banner* of a late date, says: “And Georgetown is the first and chief market for all this, (trade.) The amount of tolls collected at this place, during the month of March was \$5,409.05.”

AG, Fri. 4/4/45, p. 3. **CANAL COMMERCE**

Arrived, April 3.

Canal boat Osceola, Williamsport, 500 bbls. flour to Lambert & McKenzie.

Canal boat W. Cost Johnson, Noland’s Ferry, 1,500 bushels yellow corn and 50 bbls. flour to M. Keefer & Co.

Canal boat Elizabeth, Shepherdstown, 250 bbls. flour and 1,000 bushels wheat, to Wm. Fowle & Sons.

Canal boat Elizabeth, Antietam, lime to order.

Canal boat Charlotte, Williamsport, to load with plaster.

Sat. 4/5/45, p. 15. **The Canal Trade** – The *Georgetown Advocate* of Saturday says: “A continuation of the present fine weather gives earnest of a speedy increased activity in the trade to and from hence on the canal. Thus far the present season, it has, on the whole, been good. From the opening of navigation on the 21st February, to this date, one hundred and seventy boats have arrived, bringing coal, flour, wheat, &c., and one hundred and sixty-five have departed, carrying plaster, groceries, &c.”³

AG, Sat. 4/5/45, p. 3. **CANAL COMMERCE**

Arrived, April 4.

Canal boat Wm. H. Harrison, Shepherdstown, 500 barrels flour, to Ross, Garrott & Co.

Canal boat Frank Thomas, Knoxville, flour & corn, to M. Keefer & Co.

AG, Tue. 4/8/45, p. 3. **CANAL COMMERCE**

Arrived, April 7.

Canal boat Decatur, Catoctin, flour, rye, oats and horse feed, to Ross, Garrott & Co.

Canal boat Robert Darnley, Loudoun county, 1,200 bushels yellow corn to order.

Canal boat Quarter Branch, Berlin, to load with fish.

AG, Fri. 4/11/45, p. 3. **CANAL COMMERCE**

Arrived, April 10.

Canal boat Henry Clay, Catoctin, flour, corn, oats, corn meal and potatoes, to M. Keefer & Co.

Canal boat Virginia, Harper’s Ferry, flour and corn to Wm. Fowle & Sons.

Canal boat Elizabeth, Harper’s Ferry, 1,250 bushels corn and 500 bushels wheat, to Wm. Fowle & Sons.

Canal boat Black Hawk, Dam No. 5, lime, potatoes and corn, to order.

AG, Sat. 4/12/45, p. 3. **CANAL COMMERCE**

Arrived, April 11.

³ *Weekly Globe*, Washington, D.C., newspaper,

Canal boat Susan, Shepherdstown, 1,800 bushels corn, to Lambert & McKenzie and 250 bushels oats to order.

Canal boat Mary Elizabeth, Loudoun county, flour to Hooe & Powell.

Canal boat Lafayette, Edward's Ferry, to load with fish.

A gondola from Loudoun county, wheat and corn, to Wm. Fowle & Sons.

AG, Mon. 4/14/45, p. 3. **CANAL COMMERCE**
Arrived, April 12.

Canal boat Lavinia Ellen, Noland's Ferry, flour and corn, to M. Keefer & Co.

Canal boat Tip & Tyler, Opequon, 1,000 bushels corn, to Wm. Fowle & Sons.

Canal boat Wm. Cost Johnson, Noland's Ferry, 1,000 bushels corn, to M. Keefer & Co.

Canal boat Patrick Henry, Williamsport, 150 barrels whiskey, to E. Steel.

Canal boat Aurelia, Leesburg, to load fish and groceries.

AG, Tue. 4/15/45, p. 3. **CANAL COMMERCE**
Arrived, April 14.

Canal boat Hugh Smith, Antietam, 200 casks nails, to Powell & Marbury.

Canal boat C. Eldridge, corn and flour, to Wm. Fowle & Sons.

Canal boat Henrietta, Noland's Ferry, corn and ship stuff, to order.

Canal boat Colonel Benton, Shepherdstown, 1,800 bushels corn and 150 barrels Family Flour, to order.

Canal boat Colonel Crockett, Harper's Ferry, to load with plaster.

DNI, Wed. 4/16/45, p. 3. **Canal Guaranty**

The reader, who takes an interest in the completion of the Chesapeake and Ohio Canal to Cumberland, will bear in mind the condition contained in the Act of Maryland for that purpose, which requires a guaranty for the annual transportation upon the Canal from Cumberland to Georgetown, after its completion, of tonnage to the amount of 195,000 tons. By consulting an

Ordinance of the Corporation of Washington, published today, it will be perceived that this Corporation has agreed to indemnify any citizen or citizens of Washington who shall become guarantee for the transportation of 25,000 tons, or rather more than one-eighth of the required amount.

AG, Wed. 4/16/45, p. 3. **CANAL COMMERCE**
Arrived, April 15.

Canal boat Charlotte, Williamsport, flour to Wm. Fowle & Sons.

Canal boat J. C. Calhoun, Harper's Ferry, flour to order.

AG, Thu. 4/17/45, p. 3. **CANAL COMMERCE**
Arrived, April 16.

Canal boat Dolphin, Shepherdstown, 2,100 bushels yellow corn, to Lambert & McKenzie.

Canal boat Antietam, Shepherdstown, 1,300 bushels yellow corn, to Wm. Fowle & Sons.

AG, Sat. 4/19/45, p. 3. **CANAL COMMERCE**
Arrived, April 18.

Canal boat Champion, Dam No. 5, flour and corn meal, to Powell & Marbury.

Canal boat Lafayette, Edward's Ferry, corn and wheat, to order.

Canal boat Susan Catharine, Monocacy, corn and oats, to order.

Canal boat Robert Darnell, Point of Rocks, corn and oats, to order.

Canal boat Victory, Edward's Ferry, sundries, to order.

AG, Mon. 4/21/45, p. 3. **CANAL COMMERCE**
Arrived, April 19.

Canal boat T. G. Harris, Mercerville, Md., 353 bbls. flour, to Lambert & McKenzie.

Canal boat W. H. Harrison, Shepherdstown, 250 bbls flour, to Lambert & McKenzie and 1,000 bushels corn, to Wm. Fowle & Sons.

Canal boat Elizabeth, Harper's Ferry, corn and corn meal, to Lambert & McKenzie.

Canal boat Boxer, Conrad's Ferry, corn and wheat, to order.

Canal boat James K. Polk, Dam No. 4, flour and corn, to order.
Several gondolas to load with fish.

AG, Tue. 4/22/45, p. 3. **CANAL COMMERCE**
Arrived, April 21.

Canal boat Frank Thomas, Knoxville, flour, to M. Keefer & Co.

Canal boat Henry Clay, Noland's Ferry, 200 barrels flour and 900 bushels corn, to M. Keefer & Co.

Canal boat Wm. Cost Johnson, Noland's Ferry, 100 barrels flour and 1,000 bushels corn, to M. Keefer & Co.

AG, Wed. 4/23/45, p. 3. **CANAL COMMERCE**
Arrived, April 22.

Canal boat Andrew Jackson, Harper's Ferry, corn and nails, to order.

Canal boat Mermaid, Dam No. 5, flour, to Wm. Fowle & Sons.

Canal boat Lavinia Ellen, Monocacy, corn, to order.

AG, Fri. 4/25/45, p. 3. **CANAL COMMERCE**
Arrived, April 24.

Canal boat Osceola, Williamsport, flour and offal, to order.

Canal boat Ann Elizabeth, Harper's Ferry, lime to order.

Canal boat Mary Elizabeth, Leesburg, flour, to Wm. Fowle & Sons.

AG, Sat. 4/26/45, p. 2. **Sabbath Reform** – The running of cars on the Sabbath, over the Winchester and Potomac Railroad, has been discontinued.

AG, Wed. 4/30/45, p. 3. **CANAL COMMERCE**
Arrived, April 29.

Canal boat Frank Thomas, Mile Post No. 71, lime to Waters & Zimmerman.

Canal boat Elizabeth, Harper's Ferry, wheat to A. C. Cazenove & Co. and flour to Wm. Fowle & Sons.

Canal boat Henrietta, Smart's Mills, to load with lumber, plaster and fish.

AG, Sat. 5/3/45, p. 3. **CANAL COMMERCE**
Arrived, May 2.

Canal boat Emily Harriett, Dam No. 5, coal to Thomas M. MacCubbin.

Canal boat Stranger, Edward's Ferry, corn to Lambert & McKenzie.

Canal boat Victoria, Monocacy, corn to B. Wheat & Sons.

AG, Mon. 5/5/45, p. 3. **CANAL COMMERCE**
Arrived, May 3.

Canal boat W. H. Harrison, flour and corn to Lambert & McKenzie.

Canal boat Fearson, Harper's Ferry, flour to Ross, Garrett & Co., and corn to Thomas M. MacCubbin.

AG, Tue. 5/6/45, p. 3. **CANAL COMMERCE**
Arrived, May 5.

Canal boat Aurelia, Loudoun County, flour to Wm. Fowle & Sons, and corn to order.

Canal boat Tip & Tyler, Williamsport, flour and corn to order.

AG, Wed. 5/7/45, p. 3. **CANAL COMMERCE**
Arrived, May 6.

Canal boat Mill Boy, Loudoun county, flour to Wm. Fowle & Sons.

Canal boat James K. Polk, Dam No. 4, corn, wheat and flour, to Wm. Fowle & Sons.

Canal boat Lady of the Lake, Dam No. 6, coal to order.

Canal boat Eliza, Hancock, tan bark and wheat, to order.

AG, Thu. 5/8/45, p. 3. **CANAL COMMERCE**
Arrived, May 7.

Canal boat Osceola, Williamsport, flour to Charles Embrey.

Canal boat Decatur, Catocin, flour and corn to Ross, Garrett & Co.

AG, Fri. 5/9/45, p. 3. **CANAL COMMERCE**

Arrived, May 8.

Canal boat Lafayette, Edward's Ferry, 6 hhds. tobacco, to order.

Canal boat Gondola, Steam, Point of Rocks, corn and wheat, to B. Wheat & Sons.

AG, Tue. 5/13/45, p. 3. **CANAL COMMERCE**

Arrived, May 12.

Canal boat Eagle, Hancock, to load with fish and groceries.

Canal boat Frank Thomas, Knoxville, flour and oats to M. Keefer & Co.

Canal boat Hornet, Dam No. 6, coal to Thomas MacCubbin.

Canal boat Col. Crockett, Dam No. 6, coal to Thomas M. MacCubbin.

DNI, Thu. 5/15/45, p. 3. We learn from the Hagerstown *News* that a number of laborers with their horses and carts passed through that place last week for the line of the Chesapeake and Ohio Canal.

AG, Thu. 5/15/45, p. 3. **CANAL COMMERCE**

Arrived, May 14th.

Canal boat Sam Patch, Clear Spring, 150 bbls. whiskey, to E. Steel.

AG, Sat. 5/17/45, p. 3. **CANAL COMMERCE**

Arrived, May 16th.

Canal boat Elizabeth, Harper's Ferry, 261 barrels flour and 500 a 600 bushels wheat, to Wm. Fowle & Sons.

Canal boat Daniel Webster, Harper's Ferry, to load with bricks.

AG, Mon. 5/19/45, p. 3. **CANAL COMMERCE**

Arrived, May 17th.

Canal boat W. Cost Johnson, Noland's Ferry, flour, corn and mill offal, to M. Keefer & Co.

Canal boat William Cost Johnson, Catocin, flour, corn, rye and lard, to M. Keefer & Co.

AG, Tue. 5/20/45, p. 3. **CANAL COMMERCE**

Arrived, May 19th.

Canal boat Henry Boteler, Harper's Ferry, 679 barrels flour, to Lambert & McKenzie.

Canal boat Col. Benton, Shepherdstown, flour, wheat and corn, to order.

Canal boat Commodore Decatur, Catocin, corn and flour, to Lambert & McKenzie.

Two gondolas from Loudoun County, with corn and wheat, to order.

AG, Thu. 5/22/45, p. 3. **CANAL COMMERCE**

Arrived, May 21.

Canal boat -----, Edward's Ferry, corn, wheat and tobacco, to Lambert & McKenzie.

AG, Sat. 5/24/45, p. 3. **CANAL COMMERCE**

Arrived, May 23.

Canal boat Gen. Washington, Harper's Ferry, flour and corn, to Wm. Fowle & Sons.

Canal boat Mary Elizabeth, Leesburg, flour to A. C. Cazenove & Co.

Canal boat Jack Frost, Sharpsburg, flour and lime, to Wm. N. Rowe.

Canal boat Champion, Dam No. 5, flour and whiskey, to order.

AG, Tue. 5/27/45, p. 3. **CANAL COMMERCE**

Arrived, May 26.

Canal boat Wm. H. Harrison, Shepherdstown, flour and corn to Lambert & McKenzie and Ross, Garrott & Co.

AG, Wed. 5/28/45, p. 3. **CANAL COMMERCE**

Arrived, May 27.

Canal boat Mermaid, Dam No. 5, 400 casks nails, to A. C. Cazenove & Co. and Powell & Marbury.

Canal boat Lucy Long, Clear Spring, 150 bbls. whiskey, to order.

Canal boat Aurelia, Leesburg, flour to Lambert & McKenzie and wheat to A. C. Cazenove & Co.

Canal boat Phineas Janney, Harper's Ferry, to load with bricks for the United States.

Canal boat Margaret, Moore, Seneca, wood, to order.

AG, Fri. 5/30/45, p. 3. **CANAL COMMERCE**

Arrived, May 29.

Canal boat Frank Thomas, Knoxville, flour and corn to M. Keefer & Co.

Canal boat W. Cost Johnson, Noland's Ferry, flour, corn and ship stuff, to M. Keefer & Co.

Canal boat W. Cost Johnson, Catoctin, flour, wheat, corn and oats to M. Keefer & Co.

Canal boat Decatur, Catoctin, flour and corn, to Ross, Garrott & Co.

AG, Sat. 5/31/45, p. 3. **CANAL COMMERCE**
Arrived, May 30.

Canal boat Lady of the Lake, Millstone Point, flour, to Wm. N. Rowe.

Canal boat Virginia, Berlin, to load with plaster.

Canal boat Dolphin, Monocacy, to load with plaster.

Canal boat Victoria, Edward's Ferry, tobacco, to order.

Canal boat Henrietta, Edward's Ferry, corn and wheat, to Powell & Marbury.

A gondola from Leesburg, corn and wheat to A. C. Cazenove & Co.

AG, Mon, 6/2/45, p. 3. **CANAL COMMERCE**
Arrived, May 31.

Canal boat William, Harper's Ferry, 400 bbls. flour, to J. B. Daingerfield.

AG, Thu. 6/5/45, p. 3. **CANAL COMMERCE**
Arrived, June 4.

Canal boat Champion, Dam No. 5, 500 bbls. kiln-dried meal, to Powell & Marbury and 24 bbls. whiskey, to order.

Canal boat Mill Boy, Leesburg, to load with lumber.

Canal boat Osceola, Williamsport, 500 bbls. flour, to Wm. Fowle & Sons.

Canal boat Clarke, Eldridge, Monocacy, tobacco and livestock, to order.

AG, Fri. 6/6/45, p. 3. **CANAL COMMERCE**
Arrived, June 5.

Canal boat Sam Patch, Clear Spring, wheat, to M. Keefer & Co.

Canal boat Gen. Washington, Harper's Ferry, corn to Wm. Fowle & Sons.

Canal boat Victoria, -----, tobacco and wood, from Montgomery, to order.

AG, Mon. 6/9/45, p. 3. **CANAL COMMERCE**
Arrived, June 7.

Canal boat Picayune, Sharpsburg, flour to W. N. Rowe.

Canal boat Aurelia, Loudoun county, corn to C. F. Lee.

DNI, Tue. 6/10/45, p. 3. **CHESAPEAKE AND OHIO CANAL COMPANY** – The Stockholders of the Chesapeake and Ohio Canal Company held their seventeenth annual meeting at their office in Frederick on the 2nd instant. The annual report was presented and read by Mr. Coale, the President of the Company. The *Frederick Herald* says of it: "We understand that it exhibits the affairs of the Company in a very improving condition. There has been an *increase* of tolls in the five months of this year over the same months in 1844 of \$3,354.15, which we believe is the greatest increase ever before realized in the same time on this work. A strong confidence is entertained in the availability of the law of the last session for the completion of the Canal to Cumberland. Owing to the unavoidable delay on the part of some of the Coal Companies, it appears that the whole amount of guarantees has not yet been received. The action of the Coal Companies only is now waited for. The report also briefly comments upon the recent conduct of the Railroad Company in annulling the arrangement for the transportation of coal between Cumberland and Dam No. 6."

AG, Tue. 6/10/45, p. 3. **CANAL COMMERCE**
Arrived, June 9.

Canal boat Col. Benton, Shepherdstown, corn and wheat, to order.

Canal boat Otho M. Linthicum, North Bend, 1,400 bushels wheat, 130 bbls. flour and 140 bbls. whiskey, to order.

DNI, Wed. 6/11/45, p. 3. We learn that the annual meeting of the Stockholders of the Chesapeake

and Ohio Canal Company, which commenced at Frederick on the 2nd instant, was adjourned on the following day to Tuesday, the 22nd of July. The election of officers of the company was postponed till the adjourned meeting, as has been generally the case heretofore.

AG, Sat. 6/14/45, p. 3. **CANAL COMMERCE**

Arrived, June 13.

Canal boat W. H. Harrison, Shepherdstown, flour, corn and mill offal, to Wm. Fowle & Sons.

Canal boat Com. Decatur, Catoctin, flour and mill offal, to Ross, Garrott & Co.

Canal boat Miranda, Hancock, to load with lumber and groceries.

Canal boat Mary Ann, Dam No. 6, tobacco, to order.

Canal boat Frank Thomas, Sharpsburg, corn and lime, to order.

AG, Mon. 6/16/45, p. 4. **CANAL COMMERCE**

Arrived, June 14.

Canal boat Mill Boy, Leesburg, corn and flour, to Wm. Fowle & Sons.

AG, Tue. 6/17/45, p. 3. **CANAL COMMERCE**

Arrived, June 16.

Canal boat Jack Frost, Groove, Sharpsburg, flour to W. N. Rowe, and corn, rye and flour to Lambert & McKenzie.

Canal boat Dolphin, Seneca, corn, rye and oats, to order.

Canal boat Lafayette, Edward's Ferry, tobacco and corn, to order.

Canal boat Ann Elizabeth, Harper's Ferry, lime, to order.

AG, Wed. 6/18/45, p. 3. **CANAL COMMERCE**

Arrived, June 17.

Canal boat Calhoun, Harper's Ferry, flour, to R. Crupper.

Canal boat Hugh Smith, Harper's Ferry, nails and lime, to order.

Canal boat Champion, Dam No. 5, 400 barrels corn and meal, to Powell & Marbury.

Canal boat Lady of the Lake, Dam No. 6, tan bark, to W. N. Rowe.

AG, Fri. 6/20/45, p. 3. **CANAL COMMERCE**

Arrived, June 19.

Canal boat Henrietta, Edward's Ferry, flour, to Powell & Marbury.

AG, Tue. 6/24/45, p. 3. **CANAL COMMERCE**

Arrived, June 23.

Canal boat Dolphin, Leesburg, 140 bbls. corn in ear, to order.

GA, Sat. 6/28/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived since Sat. last

Boat Victoria, Edward's Ferry, 136 bu. meal, furniture, &c.

1 Scow, Edward's Ferry, 1371 cubic feet timber.

Boat Dolphin, Edward's Ferry, 100 bbls. corn.

Boat Mill Boy, Edward's Ferry, 122 bbls. flour, 100 bu. corn, 27 bu. oats, 418 bu. rye chop, 314 bu. offal.

Boat Pocahontas, Seneca, 50 bu. oats, wood.

Boat Frank Thomas, Hancock, 66 bu. wheat, 38 bbls. flour, 8 tons lumber, 7 tons hay.

Boat Aurelia, Edward's Ferry, 1,000 bu. corn, with iron.

Boat T. G. Harris, Mercerville, 474 bbls. flour, 280 bu. corn, 867 lbs. leather.

Boat L. Ellen, 48 miles, 44 bbls. flour, 770 bu. corn, 5 hhds. tobacco.

Boat W. C. Johnson, 51 miles, 115 bbls. flour, 54 bu. wheat, 174 bu. corn, 140 lbs. lard, &c.

Boat O. M. Linthicum, Dam No. 5, 116 bbls. flour, 239 bu. wheat, 275 bbls. whiskey

Boat Oliver Twist, Williamsport, 470 bbls. flour, 71 bbls. whiskey.

Boat Ben Franklin, 127 miles, 450 bbls. cement.

Several boats with wood, cooper's stuff, limestone, stone, &c.

Departed

18 boats have departed hence during the past week, for different points above, with cargoes of merchandize, &c., as salt, plaster, fish, sugar, molasses, coffee, &c.

DNI, Tue. 7/1/45, p. 3. The water in the Chesapeake and Ohio Canal has been drawn off, and will remain out until about the 9th of July, to allow time for repairs, &c.

GA, Sat. 7/12/45, p. 3. **Chesapeake and Ohio Canal Guarantees** – We have just learned with pleasure that the Stockholders of the Maryland Mining Company held their meetings in the city of New York on Wednesday last, the 2nd instant, and adopted resolutions authorizing the due execution and delivery of an instrument of guaranty, &c., to the Chesapeake and Ohio Canal Company for their proportion, of the guaranty required by the law, for the completion of the Canal. – *Fred. Examiner.*

COMMERCIAL

FOR WEEK ENDING FRIDAY EVENING

The extreme dullness of all trade yet continues; but a partial revival is looked for within about a week, when the water will have been again admitted into the Canal its whole length, which is now in course of being done.

GA, Sat. 7/12/45, p. 4. **CANAL WOOD**
Hickory, Oak, Maple, Ash, Sycamore, Pine and mixed seasoned, half-seasoned and green WOOD, constantly on hand and for sale from the wharf at very little over boat price, in lots of five cords or more, for cash, by ROBERT M. LAUCK
east of Market, on the canal.

[Transcriber's Note: This advertisement was first placed April 15 and ran in every edition of this newspaper. When we read the canal boat cargo was "wood" we know it was cord wood used for home heating vice lumber. Also note that a canal boat was named after him.]

DNI, Mon. 7/14/45, p. 3. An Adjourned General Meeting of the Stockholders of the Chesapeake and Ohio Canal Company is to be held at the office of the Company at Frederick (Md.) on Tuesday, the 22nd inst.

Mon. 7/28/45, p. 2. **CHESAPEAKE AND OHIO CANAL** – We are highly gratified in being able to announce that the adjourned meeting of the Chesapeake and Ohio Canal Company, held at Frederick city, on the 23rd instant, the bonds required by the late law of Maryland, guarantying the transportation of 195,000 tone of tonnage per annum, for five years, were furnished for the whole amount. These bonds will be submitted without delay, for the approval of the government and the agents of the State, or which approval no doubt is entertained.

We also learn that the prospect of letting the unfinished portion of the canal, between dam No. 6 and Cumberland, to able and energetic contractors, for the bonds of the company, is encouraging; and we trust that, having succeeded thus far, after many difficulties and discouragements, the progress of this great work will now be onward and prosperous.

At the same meeting, James M. Coale, esq., was unanimously re-elected president and John P. Ingle, Frisby Tilghman, William Price, John O. Wharton and Daniel Burkhart, Esqs., were re-elected directors, and Robert W. Bowie, esq., was elected director to fill the vacancy occasioned by the death of Mr. Darne. – *Alex. Gazette.*⁴

AG, Mon. 7/28/45, p. 3. **CANAL COMMERCE**
Arrived, July 26.

Canal boat J. K. Polk, Dam No. 4, flour and corn, to Wm. Fowle & Sons.

Canal boat W. C. Johnson, Frederick, flour to M. Keefer & Co.

Canal boat Dolphin, ship stuff, to order.

Seven boats from Cumberland, with 7,500 bushels coal to T. M. MacCubbin.

AG, Tue. 7/29/45, p. 3. **CANAL COMMERCE**
Arrived, July 28.

Boat C. Eldridge, Montgomery County, tobacco, to order.

⁴ *Daily Union*, Washington, D.C.

DNI, Wed. 7/30/45, p. 3. THE CHESAPEAKE and OHIO CANAL COMPANY – At a meeting of the Stockholders of this Company, held at Frederick on Wednesday last, Colonel James M. Coale, of that city, was unanimously re-elected President and the following gentlemen Directors for the ensuing year, it being the old Board with the exception of Robert W. Bowie, Esq., who fills the vacancy occasioned by the death of Major Wm. Darne, of Montgomery, to wit:

Col. Frisby Tilghman, of Washington Co., Md.

John O. Wharton, of Washington Co., Md.

William Price, of Cumberland, Md.

John P. Ingle, of Washington city.

Daniel Burkhart, of Virginia.

Robert W. Bowie, of Prince George's Co., Md.

The President and Directors reported to the meeting that they had received the full amount of guaranty required by law of the last session of the Legislature of Maryland to provide for the completion of the Canal to Cumberland. These guaranties, we understand, are executed by parties whose real property, in the aggregate, is assessed for taxation at more than five million dollars, embracing, as they do, three of the Coal and Iron Companies of Allegany county. They have been approved by the State agents and Governor of Maryland; so that the preliminary conditions of the law have now been complied with.

The Stockholders have, we are informed, left it entirely discretionary with the Board of Directors either to borrow the money on bonds, which they are now authorized to issue, with preferred liens on the revenues of the Company, or to let the work under contract, payable in those bonds; and, as several parties are understood to be ready to complete the work for bonds, who declare themselves ready to show their ability to do so, the Board will doubtless at once enter into a contract of this character, if reasonable and well-fortified proposals shall be made to them, pursuant to their views announced in their report of the 29th April last, especially if they find that any considerable delay will be necessary to negotiate a loan of money on the bonds. In the report above alluded to, however, they say that

“no such contract certainly will be entered into unless the parties can demonstrate to the satisfaction of the Board that they have ample means or resources, or have made such arrangements as to leave no doubt of their ability to finish the work within the time that may be prescribed.”

It therefore appears to us that the time has arrived when such as are able and disposed to enter into a contract payable in these bonds, being securities of the highest class, should make their proposals, as it is reasonable to suppose that some delay must attend a negotiation for so large an amount of money. The past experience of the present Board of Directors is a sufficient guaranty to the public that no contract will be entered into which shall not accomplish the end so long desired by many of our readers – *the completion of the Chesapeake and Ohio Canal to Cumberland.*

The next meeting of the President and Directors of the Company will be held on the 12th of August, at the office in Frederick.

DNI, Sat. 8/2/45, p. 2. TO THE FRIENDS OF THE CHESAPEAKE AND OHIO CANAL – By a publication in the *National Intelligencer* of last Wednesday, it appears that the Chesapeake and Ohio Canal Company have received guarantees for the transportation upon the canal of at least 195,000 tons of tonnage per year for the first five years after the navigation shall be opened to Cumberland, and that the Governor and Agent of the State of Maryland have approved the securities. Thus, the preliminary step has been taken which makes available to the Company the act of the Legislature providing for the completion of the canal to Cumberland. Truly this is a matter of congratulation among you, for it has been accomplished amid an array of opposition and difficulty which could never have been anticipated.

Beside the influences which have *secretly* been at work, the city of Baltimore, the Baltimore and Ohio Railroad Company, and even one of the Coal Companies of Allegany, for a time have

openly resisted the effort to complete the canal to Cumberland. It is true, the latter Company only opposed it upon the ground that it did not extend to the mouth of Savage river, (near their lands.)

In the Councils of the city of Baltimore a proposition was gravely introduced to withhold the payment of taxes due to the State until the Legislature should repeal the act, under the apprehension that "rival cities" would grow up in the District of Columbia.

The Baltimore and Ohio Railroad Company, besides its many inconsistent reports and devices to induce the Legislature of Maryland to withhold its consent to the completion of the canal, was finally driven to the necessity of *openly* committing an act which no one of the gentlemen in the direction of that Company would venture upon in his individual character.

In September, 1843, an agreement was entered into between the Railroad Company and the Canal Company, by which the former agreed to transport coal on their road from Cumberland to the canal at Dam No. 6, at two cents per ton per mile, "and at that rate to transport it for any person or persons so long as it should not interfere with their general trade, nor require a material augmentation of their machinery."

On the 7th of May, 1845, as appears by the annual report of the Canal Company, the following letter was addressed to its President by the President of the Railroad Company:

Office of the Baltimore and Ohio Railroad Co.
May 7, 1845.

Sir: The amount of transportation of coal and iron to Dam No. 6 hitherto has been so inconsiderable as scarcely to authorize a longer continuance of our preparations for its, accommodation at the present rates, especially as arrangements already made in progress for an extended trade in these and other articles to this city, and other points on the line of the road, are of much greater importance to the Company and to the public generally.

I have, therefore, to acquaint you that, until otherwise ordered, the rate for the transportation of coal from Cumberland to Dam No. 6 will be four cents per ton per mile, and for iron six cents per ton per mile.

I am, sir, very respectfully, your obedient servant,
LOUIS McLANE, President

J. M. Coale, Esq.
President Chesapeake and Ohio Canal Company

It will be perceived that the power to annul the agreement depended upon the great extent to which the trade might reach, whilst the reason assigned for its termination is its "inconsiderable amount." No attempt was made to show that it "interfered with the general trade of the road or required any augmentation of its machinery."

Let us now inquire why the trade for the first year was inconsiderable and see whether at the moment that the Railroad Company put an end to the agreement, that Company did not know of arrangements made under it by which a considerable trade to the canal would immediately be secured.

At the time of and before making this agreement the established rate for the transportation of coal on the railroad was two cents per ton per mile, "without regard to time, distance, or quantity." The object of the Canal Company, therefore, was to secure to those who might engage in trade on the canal a regular carriage to the dam, and a reasonable security that they would not suddenly be cut off in their business by some arbitrary act of the Railroad Company. The Canal Company were aware at the same time that the Maryland and New York Iron and Coal Company were making arrangements to send to market products equal to 50,000 tons per annum; and as coal could not pay two cents per mile all the way to Baltimore, and the cost to tidewater by the canal being but little more than half that rate, it was reasonable to suppose that it would from the dam be transported upon the canal. But the Railroad Company found it expedient to divert this trade from Dam No. 6 and carry it to Baltimore for one and one-third cent per mile, which they agreed to do in January, 1844.

The Railroad Company completed the "switches and sidings" on its road at Dam No. 6 in the spring of the year 1844, and some of the carriers of coal commenced its transportation on the railroad to that point, and thence by the canal

to the District of Columbia; but such were the difficulties and embarrassments to which they were subjected – sometimes finding no cars at Cumberland to receive it, (in which cases they were compelled to unload it upon the ground, and then load it up when cars were ready,) and at other times no agent at Dam No. 6 to attend to its delivery – that but 4,000 tons came to market by that route during the year. Another cause tending to diminish the trade by this route was, that the trade *ascending* the canal and destined for Cumberland has been detained at the dam for three weeks awaiting cars or an agent of the Road Company to take it in charge. But in the month of March last an enterprising citizen of Washington, who is part owner of one of the mines in Allegany, determined to enter into the business with some spirit. He commenced the construction of two boats, having one already in use, each suited to carry 100 tons from Dam No. 6. He had an order to deliver 3,000 tons of his coal at Boston and was negotiating to deliver 5,000 tons at New York. He designed to increase his means of transportation and expected very soon to bring down at the rate of 15,000 or 20,000 tons per annum. As a proper measure of precaution, he applied to the Canal Company to know the precise terms of the agreement with the Railroad Company and was furnished with a copy of it. In the meantime, his correspondent at Cumberland made a similar inquiry there of the agent of the Railroad Company, and also desired to know whether he might so far rely upon the continuance of the existing agreement between the two Companies as to enter into contract for the delivery of coal in large quantities. This question was sent forward to the President and Directors of the Road Company, and in a few weeks the answer was returned that the rate had been increased to *four cents* per ton per mile between Cumberland and Dam No. 6, that being the highest rate permitted by the charter – thus making the cost of transportation of a ton of coal between these points, a distance of but forty-five miles, to be \$1.80, whilst it is carried to Harper's

Ferry, eighty miles, for \$1.96, and to Baltimore, one hundred and seventy-eight miles, for \$2.38.

Inquires similar to those here mentioned were made of the officers of the Railroad Company, and at about the same time by a merchant of Alexandria. who had contracted to send 5,000 tons of coal to New York, and to send groceries to Cumberland in return; 150 tons came down, when the door was shut against his trade by the act of the Road Company.

I have now shown that the Railroad Company engaged to transport coal to Dam No. 6 until, by its extent, it should interfere with its general trade. That by the acts of the Road Company the transportation was inconsiderable for the first year, and that the Company terminated the agreement upon the pretext that the trade was *inconsiderable*, at the very moment when they knew it was becoming *very considerable*.

As corporate bodies seldom act without a motive, let us inquire what could have induced this extraordinary act of faithlessness? In the first place we may suppose that the Road Company desired to monopolize the whole of the trade between Cumberland and tidewater. This it had a right to do, even though it should carry for less than cost, provided it did not violate its engagements with others, but I think you will see that a stronger motive operated in this case.

About the time of making the arrangement heretofore referred to, the Railroad Company were endeavoring to satisfy the Legislature of the State of Maryland that it could transport to Dam No. 6 all the coal necessary for the trade of the canal; and of course, that it was unnecessary to complete the canal above that point. At the time when this same agreement was terminated the Legislature had authorized the completion of the canal and had required as a condition precedent that a certain amount of the trade should be guaranteed to the company for five years after its completion. It was well known that the coal companies of Allegany were looked to for a considerable portion of this guaranty, as their agents had proffered it at Annapolis; and there

was reason to apprehend that unless these companies assisted, the guaranties might not be secured; and if so, that the law must fail of its object, and canal remain in its present condition. Whilst the agreement existed, these companies could send their coal to market by the canal without any other contract with the Road Company, but when it was annulled, they were thrown into the hands of this grand monopolist until the canal should be finished; and being dependent upon its tender mercies, they might not dare to assist in the means required to make operative the law for the completion of the canal. For a time, some effect was produced by the move, but it failed in the end. Here, then, is the secret, and to my mind the conclusion is irresistible, that the Railroad Company hoped to defeat the completion of the canal by this little artifice. Was it worthy of a great corporation created for public good?

This is one of the many means used to defeat your purposes, and against which you have had to contend. May we not, then, congratulate each other upon the success which has attended this first and important step towards the completion of the canal?

COLUMBIA.

July 31, 1845.

P. S. – Since writing the above I have seen a letter from a gentleman in Cumberland, dated 12th May last, to his correspondent in Georgetown, from which I extract the following:

“The Road Agent last evening informed me that in future the carriage of coal from Cumberland to Dam No. 6, or any other point below, where it is to be reloaded into boats, will be four cents per ton per mile instead of two cents. This will effectually stop our operations in coal, so far as it relates to the District trade, and will throw out of employment a large number of laborers. I had just got into the business so as to deliver from twenty to thirty tons per day, all of which will be suspended from this date. In my last letter I requested you to send my next and all future articles or goods by the way of Harper’s Ferry, but I find that it will make bad worse, for

the railroad directors have anticipated me in that mode also, by instructing their agents to charge the advance rate from every point below Dam No. 6.”

AG, Sat. 8/2/45, p. 3. **CANAL COMMERCE**

Arrived, August 1.

Canal boat George Washington, Harper’s Ferry, 1,500 bushels wheat, to A. C. Cazenove & Co.

DNI, Wed. 8/6/45, p. 3. **CANAL BONDS**

JOINT RESOLUTION authorizing the Mayor to appoint a committee to solicit investments in the bonds of the Chesapeake and Ohio Canal Company.

Whereas the Chesapeake and Ohio Canal Company are now authorized by Law to issue its bonds, bearing six percent interest, for a sum sufficient to complete the Chesapeake and Ohio Canal to Cumberland, in the accomplishment of which work the people of this city have a deep interest; and whereas it is the opinion of the members of the Board of Aldermen and the Board of Common Council of the city of Washington that the investment of money in the bonds now proposed to be issued will be secure and productive: **Therefore** –

Resolved by the Board of Alderman and Board of Common Council of the City of Washington, That the Mayor be requested to appoint a committee of two citizens in each ward of the city to make applications to such persons, companies, or associations as may be disposed to favor the immediate completion of the Canal and invite them to make investments in the bonds of the Canal Company.

{Passed the two Boards Aug. 4, 1845}

AG, Wed. 8/6/45, p. 3. **NOTICE** – The splendid and substantial canal boat *DOLPHIN*, Robert F. Jackson, commander, whose polite manners and gentlemanly deportment are well known by those who have heretofore been with him, will be pleased, at all times, to accommodate ladies and gentlemen on pleasure excursions through the Alexandria Canal. She has a fine promenade

deck, and an awning to fit the whole of it. Should a party think proper to take up the boat, they can do so by giving one day's notice. For any information, please apply to Mr. George Trammell, Washington street, near the Canal, or to Capt. Jackson.

AG, Fri. 8/8/45, p. 3. **CANAL COMMERCE**

Arrived, August 7.

Canal boat Henry Boteler, Harper's Ferry, flour to T. M. MacCubbin.

Canal boat -----, Leesburg, wheat to Wm. Fowle & Sons.

Canal boat Henrietta, Leesburg, to load with lumber, salt and groceries.

GA, Sat. 8/9/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived the past week

Boat Jas. Rumsey, Dam No. 3, 1,739 bu. wheat.

Boat Hugh Smith, Harper's Ferry, 5¼ tons iron.

A Gondola, Edward's Ferry, 50 bbls. flour, 134 bu. wheat.

Boat Oliver Twist, Williamsport, 497 bbls. flour, 20 bbls. whiskey.

Boat Osceola, Dam No. 5, 507 bbls. flour, 11 bbls. whiskey.

Boat T. G. Harris, Mercerville, 700 bbls. flour.

Boat Wm. C. Rives, 89 miles, 1,957 bu. wheat.

Boat Alexandria, Edward's Ferry, 590 bu. wheat, manganese, iron and livestock.

Boat Lady of the Lake, 119 miles, 298 bu. wheat, and wood.

Boat Union, Williamsport, 427 bu. wheat, 38 bbls. whiskey, and lumber.

Boat Henrietta, Edward's Ferry, 200 bbls. flour, 808 bu. corn, 400 bu. oats, 100 bu. shorts.

Boat Jack Frost, 77 miles, 280 bbls. flour, 231 bu. oats, and leather.

Boat Lafayette, 28 miles, 350 bu. wheat, 14 bu. oats, 7¾ tons hay.

Boat Darnel, 45 miles, 947 bu. wheat.

Boat J. K. Polk, Lock No. 4, 18 bbls. flour, wood.

Boat Star, 60 miles, 40 tons coal.

Boat Susan Harris, Mercerville, 700 bbls. flour.

Boat Susan, Dam No. 5, 1,958 bu. wheat, &c.

Boat Wm. H. Harrison, Shepherdstown, 390 bbls. flour, 250 bu. shorts.

Boat Victory, Edward's Ferry, 300 bu. oats.

Boat Col. Crockett, Antietam, 217 bbls. flour, 250 kegs nails, 4 tons iron, &c.

Boat Virginia, Berlin, 2,435 bu. wheat.

Boat Elizabeth, Dam No. 3, flour and wheat.

Boat Geo. Washington, Dam No. 3, wheat.

Boat Hornet, 60 miles, 46 tons coal.

Boat Col. Benton, ----, wheat, 1,000 bu. oats.

A number of boats with limestone, wood, &c.

Ascending

Twenty-two boats have departed hence during the past week for different points above, with a large aggregate amount of merchandise, as fish, salt, plaster, sugar, coffee, molasses, lumber, iron, guano, &c., &c., and a very large number of melons.

AG, Wed. 8/13/45, p. 3. **CANAL COMMERCE**

Arrived, August 12.

Boat Lavinia Ellen, Noland's Ferry, flour, to Johnson & Keefer.

Boat Dolphin. Leesburg, mill offal, to order.

Boat Eliza, Hancock, tan bark, to order.

AG, Thu. 8/14/45, p. 3. **CANAL COMMERCE**

Arrived, August 13.

Canal boat Sam Patch, Wade, Washington

County, 1,000 bushels of wheat to Wm. Fowle & Sons.

AG, Fri. 8/15/45, p. 3. **CANAL COMMERCE**

Arrived, August 14.

Canal boat Susan Harris, Harper, Washington County, 548 bbls. flour to Geo. Waters.

GA, Sat. 8/16/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals the past week

Boat Elizabeth, Dam No. 3, 1,576 bu. wheat.

Boat C. Eldridge, 44 miles, 320 bu. wheat, 1,041 bu. oats.

Boat Chesapeake, Berlin, 2,273 bu. wheat.

Boat T. G. Harris, Mercerville, 711 bbls. flour.

Boat William, Shepherdstown, 2,028 bu. wheat.
Boat Stranger, 42 miles, 115 bu. wheat, 509 bu. oats.

Boat Sam Patch, 69 miles, 975 bu. wheat, 23¼ perches limestone.

Boat Mill Boy, Edward's Ferry, 200 bbls. flour, 105 bu. wheat, 74 bu. corn.

Boat Quarter Branch, Dam No. 3, 957 bu. wheat.

Boat Lavinia Ellen, 44 miles, 300 bbls. flour.

Boat Gen. Scott, 19 miles, 85 bu. wheat, and wood.

Boat Champion, Dam No. 5, 50 bbls. flour; 15 cords bark; 12 bbls. whiskey.

Boat Eliza, 124 miles, eggs, butter, staves, and wood.

Boat Patrick Henry, Williamsport, 320 bbls. flour, 4-2/3 tons iron.

Boat Col. Benton, Shepherdstown, 208 bbls. flour, 546 bu. wheat, &c.

Boat Osceola, Williamsport, 405 bbls. flour, 27 lbs. rags.

Boat Wm. S. Elgin, 102 miles, 33 tons lime.

Boat Col. Crockett, Harper's Ferry, 205 bbls. flour, 12 bbls. cement.

Boat Susan Harris, Mercerville, 548½ bbls. flour.

Boat Hornet, 60 miles, 45 tons coal.

Boat Lafayette, 30 miles, 240 bu. wheat; 4 hhds. tobacco; 300 lbs. bacon; 2 tons hay; &c.

Boat Amelia, Edward's Ferry, 1,200 bu. wheat, 500 lbs. leather.

Boat Star, 60 miles, 42 tons coal.

Boat Tip & Tyler, 88 miles, 191 bbls. flour, 600 bu. wheat.

Boat Victoria, Conrad's Ferry, 534 bu. wheat; 9 hhds. tobacco; &c.

Boat Henry Clay, Noland's Ferry, 430 bbls. flour.

2 Scows, one 71 miles, flour and lumber; other, Edward's Ferry, timber.

Ascending

Twenty-eight boats have departed hence the past week, carrying a large aggregate amount of salt,

fish, plaster, and groceries, melons, &c. to different points above.

Sat. 8/16/45, p. 3. CHESAPEAKE AND OHIO CANAL – **Important Suit** – We understand that a writ was issued out of the United States district court, on the 11th instant, directed against the Chesapeake and Ohio Canal Company, and put into the hands of the United States marshal, to recover the sum of \$1,500,000, at the suit of Messrs. Letson & Rutter, contractors for the work.

Baltimore Sun.

We understand this is a suit for damages, for breach of contract entered into by the late president of the company with Messrs. Letson & Rutter, for the completion of the canal. – *Union*.⁵

DNI, Mon. 8/18/45, p. 3. CHESAPEAKE AND OHIO CANAL – The Directors of the Chesapeake and Ohio Canal Company were in session at Frederick during the whole of last week. The *Herald* of that city learns that it is probable, at the next meeting of the Board, which takes place early in September, that a contract will be made for the execution of the work. It is said that the work can be done within the estimates, and payments be made in the State bonds.

GA, Tue. 8/19/45, p. 3. **Heavy Suit against the Chesapeake and Ohio Canal Company** – We understand that Messrs. Letson and Rutter, the gentlemen who contracted a couple of years ago to complete the Chesapeake and Ohio Canal to Cumberland, have entered a suit for \$1,500,000 damages, against the Company for violation of contract. It will be remembered that the contract was revoked by the Canal company after Messrs. Letson and Rutter had entered upon its fulfillment. The time in which the Canal was to have been completed, according to their contract, expired in July last. – *Clipper*.

DNI, Wed. 8/20/45, p. 3. We beg leave to invite the attention of capitalists, and of the public generally, to the notice of the *Chesapeake and*

⁵ *Daily Union*, Washington, D.C.

Ohio Canal Company, placing in market the bonds of the State of Maryland authorized by the Legislature to be issued for the completion of the Canal to Cumberland. The guaranty, which has been furnished by individuals and incorporated companies of ample means, not only evinces the entire confidence of the insurers in the extent of transportation which must occupy this great channel as soon as it is completed, and the consequent amount of revenue which it must yield, but also imparts to the bonds of the State the quality of undoubted safety as an income-yielding investment. As an evidence of the confidence with which these bonds are viewed in our own community, we can state that many of our citizens have subscribed largely for them; and we therefore recommend to others only what we embark in ourselves to the extent of our means.

GA, Thu. 8/21/45, p. 2. The authorized notice of the Chesapeake and Ohio Canal Company, placing their bonds for the completion of the Canal to Cumberland in the market, is published. The Board of President and Directors of the Company are therefore now prepared to receive and act upon proposals either for the negotiation of a loan or for the completion of the Canal to Cumberland for the bonds of the Company secured as preferred liens on the net revenues of the Company. The National Intelligencer, in inviting the attention of capitalists and the public to this matter, says:

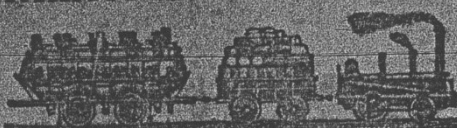
"As an evidence of the confidence with which those bonds are viewed in our own community, we can state that many of our citizens have subscribed largely for them; and we therefore recommend to others only what we embark in ourselves to the extent of our means."

This satisfactorily settles it that the reported negotiation by Corcoran & Riggs was incorrect.

Sat., 8/23/45, p. 4. By 1845 the Baltimore & Ohio Railroad had already reached Cumberland and was offering daily service departing Baltimore

and Cumberland as shown in the following advertisement:

NOTICE
Baltimore & Ohio Rail Road.



HOURS OF DEPARTURE
OF THE PASSENGER TRAIN ON THE
"MAIN STEM" AND "WASHINGTON BRANCH" OF THE BALTIMORE & OHIO RAIL ROAD.

"MAIN STEM,"
WESTWARDLY.

For Cumberland, Hancock, Martinsburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate Depots,	DAILY at 7 o'clock, A. M.
---	---------------------------

EASTWARDLY.

From Cumberland at	DAILY 8 o'clock A. M.
Hancock or about 101	do A. M.
Martinsburg " 111	do A. M.
Harper's Ferry " 121	do P. M.
Frederick " 8	A. M. 2 P. M.
Ellicott's Mills " 71	A. M. 12 M. 4 P. M.

"WASHINGTON BRANCH."

From Baltimore for Washington at 2 o'clock	A. M.
And from do	9 do A. M.
do	5 do P. M.
From Washington for Baltimore	6 do A. M.
And from do	4 do P. M.

FARE.

To and from Baltimore and Cumberland for each passenger;	7.00
For all intermediate distances, except between Baltimore and Relay House and Ellicott's Mills, at the rate of	1 cent per mile

Through Tickets to and from Wheeling and Baltimore, and to and from Pittsburg and Baltimore, will be continued to be issued at Wheeling and Pittsburg respectively, and by the Agent of the Rail Road Company in Baltimore, at the present rates to wit: To and from Wheeling and Baltimore, at Eleven Dollars, to & from Pittsburg and Baltimore at Ten Dollars.

By order,
DAVID STEINER,
Agent.

aug 15

There was also railroad passenger service between Baltimore and Washington in 1845. In the lower portion of the advertisement was the price of \$11 for passage between Baltimore and Wheeling, or \$10 for passage between Baltimore and Pittsburg. Those routes remain to be researched.

GA, Sat. 8/23/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals the past week.

Boat Henrietta, Edward's Ferry, 201 bbls. flour,
206 bu. corn, 100 bu. shorts.

Boat Elizabeth, Dam No. 3, 1,650 bu. wheat.

Boat George Washington, Dam No. 3, 2,150 bu.
wheat.

1 Scow, Edward's Ferry, lumber.

Boat Daniel Webster, Dam No. 2, 57 tons
limestone.

Boat Hornet, 67 miles, 45 tons coal.

Boat Mary, 67 miles, 47 tons limestone.

Boat Virginia, Berlin, 2,352 bu. wheat.

Boat Lavinia Ellen, Noland's Ferry, 324 bbls.
flour.

Boat Oliver Twist, Williamsport, 332 bbls.
flour, 110 bbls. whiskey, 5,500 feet lumber.

Boat Amelia, Edward's Ferry, 1,200 bu. wheat,
100 lbs. lumber.

Boat Hugh Smith, Harper's Ferry, 216 bbls.
flour, 5 tons pig iron.

Boat Wm. C. Rives, 80 miles, 100 bbls. flour,
713 bu. wheat.

Boat T. G. Harris, Mercerville, 600 bbls. flour.

Boat Chesapeake, Berlin, 2,240 bu. wheat.

Boat Jas. Rumsey, 78 miles, 1,763 bu. wheat,
from different points.

Boat Mill Boy, Edward's Ferry, 200 bbls. flour,
100 bu. corn, 300 bu. offal.

Boat Star, 60 miles, coal.

Boat Andrew Jackson, Harper's Ferry, 8 tons
pig iron.

Boat Capt. Newton, Edward's Ferry, 603 bu.
corn meal, 5½ bu. oats.

Boat Lafayette, 35 miles, 160 bu. wheat.

Boat Stranger, 42 miles, 435 bu. wheat.

Several boats with wood, &c.

Ascending

28 boats have gone up to different points during
the week, with assorted cargoes of groceries,
plaster, furniture, lumber, &c.

AG, Mon. 8/25/45, p. 3. **CANAL COMMERCE**

Arrived, August 23.

Canal boat George Washington, Harper's Ferry,
wheat, to A. C. Cazenove & Co.

Canal boat Elizabeth, Harper's Ferry, wheat, to A.
C. Cazenove & Co.

Canal boat Mill Boy, Harper's Ferry, to load with
lumber.

AG, Tue. 8/26/45, p. 3. **CANAL COMMERCE**

Arrived, August 25.

Canal boat Henry Clay, Noland's Ferry, 500 bbls.
flour to Johnson & Keefer.

AG, Thu. 8/28/45, p. 5. **CANAL COMMERCE**

Arrived, August 28.

Canal boat Phoenix, Honeywood Mills, flour, to
Powell & Marbury.

Canal boat Col. Crockett, Harper's Ferry, flour, to
Wm. Fowle & Sons.

Canal boat Wm. Cost Johnson, Catocin, flour to
Johnson & Keefer.

GA, Sat. 8/30/45, p. 2. **The Alexandria Canal –**

This work, which connects the old town of
Alexandria with the active business of the
Chesapeake and Ohio Canal, is now in complete
operation, and about to yield some return for the
outlay. We rejoice to see the prosperity of
Alexandria about to be renovated by a renewal of
intercourse with the Potomac region. *Winchester
Republican.*

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals the past week.

Boat Henry Clay, 44 miles, 490 bbls. flour

Boat William, Shepherdstown, 1,964 bu. wheat.

Boat Pocahontas, Seneca, 108 bbls. flour, 200
bu. shorts, 78 bu. oats, 30 bu. corn meal.

Boat Jack Frost, 77 miles, 193 bbls. flour, ½ ton
iron.

Boat Alexandria, Harper's Ferry, manganese
and livestock.

Boat Aurelia, Edward's Ferry, 1,550 bu. wheat.

Boat Allegany, Seneca, lumber and wood.

Boat Sam Patch, Antietam, limestone and nails.

Boat Patrick Henry, Williamsport, 308 bbls. flour, 3,300 lbs. leather, 1,202 lbs. wool.

Boat Virginia, Berlin, 2,175 bu. wheat.

Boat Com. Decatur, 52 miles, 140 bbls. flour, 26 bu. shorts.

Boat Lavinia Ellen, 45 miles, 1,080 bu. shorts, 300 bu. oats.

Boat Col. Crockett, Harper's Ferry, 522 bbls. flour, leather, &c.

Boat Lafayette, 34 miles, 500 bu. wheat, 700 bu. shorts.

Boat Henrietta, Edward's Ferry, 200 bbls. flour, 330 bu. shorts, ½ ton rye chop.

Boat Stanger, 42 miles, 220 bu. wheat, 300 bu. oats, 4 hhds. tobacco.

Boat T. G. Harris, Mercerville, 700 bbls. flour.

Boat Victoria, Edward's Ferry, 1,000 bu. wheat, 4 hhds. tobacco, fruit.

Boat Phoenix, Williamsport, 115 bbls. flour.

Boat Tip & Tyler, 89 miles, 221 bbls. flour, 1,000 bu. wheat.

Boat W. C. Johnson, 51 miles, 280 bbls. flour, furniture.

Ascending.

Forty boats have gone up during and since the 23rd, with assorted cargoes of fish, plaster, sugar, molasses, coffee, potatoes, melons, &c., &c. to different points.

DNI, Mon. 9/1/45, p. 3. Messrs. Editors – Please give the following article a place in your valuable paper, to draw the attention of the proper authorities to the subject:

To the President and Directors of the Chesapeake and Ohio Canal Company.

Gentlemen: I address you to draw your early attention to the state of the canal at its terminus at tide-water in the city of Washington. The tide-lock has been out of order for many months; and lately an embankment has been made above the lock which prevents all kind of transportation through the canal; and as the city has to depend on receiving all the stone for building purposes, for curbing, flagging and a great portion for paving, a great part of the improvements must be laid over for want of materials above mentioned. I hope the

proper authorities will order the repairs to be made, as the people here do not know how or where to apply but to the Company; and we hope the matter will be attended to at once.

Washington, August 27. CANAL.

GA, Tue. 9/2/45, p. 2.

CHESAPEAKE & OHIO CANAL TRADE

Arrived during and since Saturday.

Boat Osceola, Williamsport, 500 bbls. flour.

Boat Wm. S. Elgin, Williamsport, 30 tons lime.

Boat Hugh Smith, Harper's Ferry, 540 bbls. flour.

Boat Aurelia, Edward's Ferry, 1,200 bu. wheat, 500 lbs. leather.

Boat George Washington, Dam No. 3, cargo wheat.

Boat Elizabeth, Dam No. 3, cargo wheat.

Boat Star, Harper's Ferry, 45 tons coal.

Boat Oliver Twist, Williamsport, 556 bbls. flour, 8 bbls. whiskey.

Boat Tip & Tyler, 89 miles, 221 bbls. flour, 1,000 bu. wheat.

A few boats with limestone and wood.

Ascending.

Seven boats have gone up, among them Andrew Jackson, 5 tons salt, 1 ton melons, for Harper's Ferry, T. G. Harris, 10 tons plaster, for Hancock.

LIME! LIME! LIME! – The undersigned is authorized to make contracts for the delivery of White Marble Lime, burnt by Mr. Isaac Sharpless, of Washington County, Md., either in large or small lots, for building or other purposes. Any order for Lime delivered from boats, loose, left at my store, on the Canal east of the Market, will be met with prompt attention.

ROBERT M. LAUCK

N. B. Fresh Lime in barrels kept constantly on hand and delivered in any part of the town free of charge. Empty Flour Barrels purchased for each trip by boat. R. M. L.

[Transcriber's Note: Now we know one of the lime sources in Washington county and what happened to some of the flour barrels.]

Ibid, p. 3. CURB AND FLAGGING

STONE – The subscriber is now prepared to run from Lock No. 8, on the Chesapeake and Ohio Canal, best quality Curb and Flagging Stone. Also, very superior building stone. Any one desiring either will please address WM. S. OFFUTT, care of Wm. Grindage & CO. aug28 – 3t
 [Transcriber's Note: There was a quarry near Lock 8?]

AG, Fri. 9/5/45, p. 3. **CANAL COMMERCE**

Arrived, September 3.

Canal boat Charlotte, Williamsport, flour to Wm. Fowle & Sons.

GA, Sat. 9/6/45, p. 2.

CHESAPEAKE & OHIO CANAL TRADE**Arrivals during and since Tuesday.**

Boat Susan, Shepherdstown, 120 bbls. flour, 1,561 bu. wheat, 2½ tons flour barrels.
 1 Gondola, Harper's Ferry, 63 bbls. flour.
 Boat Susan Harris, Mercerville, 567 bbls. flour.
 Boat Chesapeake, Berlin, 2,254 bu. wheat.
 Boat Black Hawk, Dam No. 3, 21 bu. lime
 Boat Snipe, 53 miles, 300 bu. wheat.
 Boat Gen. Scott, 19 miles, 136 bu. wheat, wood.
 Boat Mill Boy, Edward's Ferry, 200 bu. wheat, 284 bu. shorts, 122½ bu. corn.
 1 Scow, 71 miles, 478 bbls. flour.
 Boat Lavinia Ellen, 44 miles, 60 bbls. flour, 748 bu. offal.
 Boat Wm. H. Harrison, Shepherdstown, 336 bbls. flour, 126 bu. oats.
 Boat Pocahontas, Seneca, 52 bbls. flour, 212 bu. corn meal, 186 bu. shorts.
 Boat Charlotte, Dam No. 5, 610 bbls. flour, 31 bbls. whiskey.

Several boats with limestone and wood.

Ascending.

18 boats have gone up since Tuesday morning, carrying salt, plaster, fish, sugar, molasses, lumber, &c., &c., to different points.

Ibid, p. 3. TOLLS ON THE

ALEXANDRIA CANAL – From the rates of toll adopted, we make the following abstract:

Flour – One cent per barrel, for the entire length.

Dry Goods – groceries, crockery, glassware and other articles, one cent and a half per ton per mile, except the following, viz: oats, corn in the ear, hay and straw, shad and herring in bulk, and salt, one cent; plaster one-tenth of a cent; bricks, slates, tiles, carts, wagons, ploughs, ice, pig and scrap iron, one cent.

Lime, timber, round or square,* fence rails and posts,* rough stone, other than limestone, iron and other metallic ores and coal, half a cent.

Bark,* boards and plank,* shingles and laths,* staves and heading,* hoop-poles,* charcoal and coke, three-fourths of a cent.

Firewood* and limestone, one-fourth of a cent.

Packet, pleasure and passenger boats, including passengers and baggage, 4 cents per mile.

Freight boat, gondolas, scows and other craft, two cents per mile.

The ton is ascertained in the same manner as upon the Chesapeake and Ohio Canal.

The articles marked thus* are charged double tolls when transported on rafts.

AG, Thu. 9/11/45, p. 3. **CANAL COMMERCE**

Arrived, September 10.

Canal boat Andrew Jackson, Harper's Ferry, flour, to Wm. Fowle & Sons.

Canal boat James K. Polk, Dam No. 4, flour and wheat, to Wm. Fowle & Sons.

GA, Sat. 9/13/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE**Arrivals during and since Thursday.**

Boat William, Shepherdstown, 2,008 bu. wheat, 2 tons empty barrels.

Boat Sam Patch, 69 miles, cargo lime.

Boat Andrew Jackson, Harper's Ferry, 390 bbls. flour.

Boat Patrick Henry, Williamsport, 400 bbls. flour, lumber.

Boat Col. Crockett, Harper's Ferry, 331 bbls. flour, leather, &c.

Boat Tip & Tyler, 87 miles, 70 bbls. flour, 1,300 bu. wheat.

Boat Virginia, Berlin, 2,200 bu. wheat.

Boat Wm. Cost Johnson, 45 miles, 1,024 bu. corn.

Boat Phoenix, Williamsport, 565 bbls. flour.

Boat Stranger, 42 miles, 230 bu. wheat, 9 hhds. tobacco, oats and flaxseed.

Boat Aurelia, Edward's Ferry, 10 bbls. flour, &c.

Boat Mary Elizabeth, Edward's Ferry, 30 bbls. flour, 222 bu. corn meal, 190 bu. oats, 200 bu. corn, 30 bu. rye chop.

Boat Victoria, Conrad's Ferry, 160 bu. oats, 18 hhds. tobacco, &c.

Boat Ann Elizabeth, 70 miles, lime.

Several boats with limestone and wood.

Ascending.

Fourteen boats have gone up since Thursday morning with salt, plaster, fish, coal, groceries generally, &c., &c.

GA, Tue. 9/16/45, p. 2. **Chesapeake and Ohio Canal** – We learn that the President and Directors of the Chesapeake and Ohio Canal Company held a meeting last week in Frederick; when it was expected that they would have acted upon the proposals before them for the completion of the Canal to Cumberland. Owing to an unavoidable delay in receiving information which was looked for at that meeting, no action was taken on the offers. The Board, however, will meet again on Monday next, when we are informed final action will be taken upon the proposals.

It is understood that the stockholders will meet again on Tuesday, the 23rd instant.

GA, Thu. 9/18/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Pocahontas, Seneca, 30 bbls. flour, 147 bu. shorts, 257 bu. oats, 168 bu. corn meal, 50 bu. rye crop.

Boat C. Eldridge, 44 miles, 468 bbls. flour, 228 bu. corn, &c.

Boat Williamsport, 537 bbls. flour.

Boat Ben Franklin, Dam No. 6, wheat, barrels, coopers stuff, &c.

Boat Thomas G. Harris, Mercerville, 710 bbls. flour.

Boat Chesapeake, Berlin, 2,103 bu. wheat, 123 bu. corn.

Boat Wm. S. Elgin, 102 miles, 35 tons lime.

Boat Wm. Cost Johnson, Mercerville, 359 bbls. flour, 250 bu. oats, &c.

Several boats with limestone, bark and wood.

Ascending.

Seventeen boats have gone up during and since Saturday, with salt, plaster, fish, groceries in general, potatoes, &c., &c., to different points.

Sat., 9/20/45, p. 3. **Cumberland Coal.** We are desired to state, says the *Philadelphia Times*, that the announcement in some of the papers that the Great Western steamship was delayed in her late trip from Liverpool to New York, by the fact that she used Cumberland coal as fuel, which failed to generate steam is a mistake. She used Cumberland coal in her homeward trip, and with wonderful and gratifying success, and it received the warm preference of the officers; but the supply having failed, Lackawanna coal was used instead, and it was this that caused the delay. It is but justice to add that the Cumberland coal, from the mines of the Cumberland (Md.) Mining Company, is possessed of wonderful igniting qualities.

GA, Dat. 9/20/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Mill Boy, Edward's Ferry, 201 bbls. flour.

Boat Andrew Jackson, Harper's Ferry, 17 tons iron.

Boat Quarter Branch, 53 miles, 375 bu. wheat, livestock.

Boat Pocahontas, Seneca, 50 bbls. flour, 200 bu. corn meal, 77 bu. oats, 183 bu. shorts, 6 hhds. tobacco.

Boat Gen. Scott, 19 miles, 75 bu. oats, wood.
 Boat Elizabeth, Dam No. 3, flour & wheat.
 Boat Victoria, Edward's Ferry, 760 bu. wheat, 6
 hhds. tobacco.
 Boat Aunt Minty, Williamsport, empty.
 Several boats with limestone and wood.

Ascending.

Eight boats have gone up since Thursday
 morning, with salt, fish, plaster, sugar, coffee,
 &c., &c.

AG, Sat. 9/20/45, p. 4. **CANAL COMMERCE**
 Arrived, September 19.

Boat Osceola, Williamsport, to load with sack salt
 from Wm. Fowle & Sons.
 Boat Veto, Montgomery County, tobacco, to
 order, to load with salt from Wm. Fowle & Sons.
 Boat Elizabeth, Harper's Ferry, wheat and flour,
 to Wm. Fowle & Sons.

AG, Tue. 9/23/45, p. 4. **CANAL COMMERCE**
 Arrived, September 22.

Boat Hugh Smith, Harper's Ferry, flour and coal,
 to Wm. Fowle & Sons.

Sat., 9/27/45, p. 3. **POSTSCRIPT!**
GLORIOUS NEWS! - THE CANAL IS
GOING ON SPEEDILY! - We have it from
 unquestionable authority that the Canal bonds
 have been SOLD, and that the work was LET on
 last Tuesday to Messrs. Guinn, Hunter,
 Cunningham and Thompson, of the State of New
 York. Our informant also assures us that
 operations will certainly be commenced on the
 line within two weeks at the farthest. Look up,
 Alleganians! for the days of delay and doubt are
 past and gone - and the season when you will
 have the pleasure of realizing a rich and abundant
 harvest from your inexhaustible beds of coal and
 iron is at hand.

GA, Sat. 9/27/45, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Arrivals during and since Saturday.

Boat William, Shepherdstown, 2,077 bu. wheat,
 12 bbls. flour, 290 empty barrels.

Boat Oliver Twist, Williamsport, 562 bbls.
 flour.

Boat Champion, 114 miles, 28 bbls. flour,
 limestone & wood.

Boat Susan Harris, Mercerville, 700 bbls. flour.

Boat Elizabeth, Dam No. 3, 94 bbls. flour, 1,400
 bu. wheat.

Boat R. Darnel, Point of Rocks, 837 bu. wheat.

Boat Henrietta, Edward's Ferry, 240 bbls. flour,
 250 bu. shorts.

Boat Thomas G. Harris, Mercerville, 573 bbls.
 flour, 15 bbls. whiskey, 361 lbs. leather.

Boat Star, Harper's Ferry, 35 tons coal.

Tip & Tyler, 89 miles, 200 bbls. flour, 230 bu.
 wheat.

Boat O. M. Linthicum, Williamsport, 240 bbls.
 flour, 1,000 bu. wheat, 64 bbls. whiskey, &c.

Boat Col. Benton, Shepherdstown, 147 bbls.
 flour, 1,546 bu. wheat.

Boat Hugh Smith, Harper's Ferry, 182 bbls.
 flour, 30 bu. coal.

Boat Charlotte, Williamsport, 422 bbls. flour, 23
 bbls. whiskey.

A number of Boats with wood and limestone.

Ascending.

25 boats have gone up during the past week, to
 different points, assorted cargoes of fish, salt,
 plaster, lumber and groceries generally.

DNI, Sat. 9/27/45, p. 3. **THE CHESAPEAKE**
AND OHIO CANAL -

It gives us great pleasure to be able to
 announce that the Chesapeake and Ohio Canal
 Company have entered into a contract with Walter
 Gwynn, Wm. Beverholt Thompson, James Hunter
 and Walter Cunningham for the completion of the
 Canal to Cumberland within two years from this
 time, and that the agents of the State of Maryland
 have approved the contract.

The work is to be commenced within
 thirty days from the 25th instant; and, from the
 experience which these contractors have had in
 the execution of works of this character, and their
 high standing as gentlemen and men of business,
 we may confidently hope that they will

accomplish their great undertaking with advantage to all parties interested.

AG, Sat. 9/27/45, p. 4. **CANAL COMMERCE**

Arrived, September 26.

Boat Emily Harriet, staves to ship John Marshall.

Boat S. B. Harris, flour to Hooe & Powell.

Departures.

Boat Col. Benton, Shepherdstown, Billinger, with 15 tons groceries, boots, shoes and hats, from McVeigh & Bro.

Tue. 9/30/45, p. 2. **The Chesapeake & Ohio Canal under contract for completion** – The

Frederick Herald says: “We have the great gratification to announce to our readers that the President and Directors of the Chesapeake and Ohio Canal Company, on Thursday last, entered into a contract for the entire completion of the Canal to Cumberland, and that the contract has been unanimously *approved* by the State Agents in conformity with the provisions of the law of the last session of the Maryland Legislature providing for the completion of that great work. The constructors are *Walter Gwynn and James Hunter* of Va., *Walter Cunningham* of New York, and *Wm. B. Thompson* of the District of Columbia.

For the consideration of sixteen hundred and twenty-five thousand Dollars in the Bonds of the Company issued under the law alluded to and to be paid to the contractors as the work progresses and after it is done, the contractors are to complete the Canal to Cumberland, and advance to the Canal Company from time to time an ample amount of money to defray all the necessary expenses that will arise during the prosecution of the work to completion and to pay all the interest that will accrue on the Bonds to the first of January, 1848.

The work is to be commenced within thirty days and be completed on or before 1st Nov. 1847.

We understand that the contract is well guarded, and from the general leading provisions, which we have above given, and what we have

learned from a reliable source, it will be seen that everything has been wisely provided for.

Such has been the effect *within less than one year* of entrusting the management of this business into the hands of the Whigs!

Honor to COALE for his ability and perseverance!! Honor to Pratt for his energy and decision!! Honor to good old Maryland, for her credit has been restored and redeemed by the Whigs!!

GA, Tue. 9/30/45, p. 2. The Frederick *Citizen* says in reference to the contract for the completion of the Chesapeake and Ohio Canal: “All the bonds, amounting to one million, seven hundred thousand dollars, are to pass we learn to the contractors.”

We recommend the following to our intelligent readers: The announcement which we made last Saturday, of the arrangement of a contract for the completion of the Chesapeake and Ohio Canal to Cumberland, and the certainty that now exists that in two years more, the great work will reach the Coal Mines of Virginia and Maryland, have given, of course, undissembled joy to all in this section of country, and especially to the citizens of this town, which is destined to be, we have never doubted, the *principal depot*, for the trade of the Canal, generally, and particularly, the *Coal* trade. There will be no wild speculation or foolish hopes excited, we trust, of sudden and large accessions of wealth, population, business, and all that, but a calm and confident exercise of the means and abilities within our reach, to place our good old town, once again, in the road of prosperity. – *Alex. Gazette*.

AG, Tue. 9/30/45, p. 4. **CANAL COMMERCE**

Arrived, September 29.

Boat Andrew Jackson, Harper’s Ferry, flour to Wm. Fowle & Sons.

Departures.

Boat Charlton, Harper’s Ferry, 250 sacks salt from ship Potomac.

Boat Hugh Smith, 425 sacks salt from ship Potomac.

GA, Thu. 10/2/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Virginia, Shepherdstown, 2,415 bu. wheat.

Boat James K. Polk, 85 miles, 1,578 bu. wheat.

Boat Lafayette, 34 miles, 170 bu. wheat, 170 bu. oats, 300 lbs. bacon, 18 hhds. tobacco.

Boat Andrew Jackson, Harper's Ferry, 350 bbls. flour, 10 bbls. whiskey.

1 Scow, Harper's Ferry, 435 bbls. flour, &c

Boat Alexandria, Harper's Ferry, 108 bbls. flour, 25 tons coal.

1 Scow, Seneca, 12 bbls. flour, 206 bu. corn meal, 240 bu. shorts, &c.

Boat Col. Crockett, Harper's Ferry, 1 hhd. bacon, 55 tons coal, leather, rags, &c.

Boat Mill Boy, Edward's Ferry, 200 bbls. flour, 50 bu. wheat, 100 bu. shorts.

Several boats with limestone and wood.

Ascending.

Seventeen boats have gone up since Saturday morning, with assorted cargoes of fish, salt, plaster, potatoes, furniture, groceries in general, &c. to different points.

GA, Sat. 10/4/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Mary, Dam No. 3, 60 bu. oats, 45 tons lime.

Boat Ann Elizabeth, 70 miles, 25 tons lime.

Boat Phoenix, Dam No. 5, 380 bbls. flour.

Boat W. Cost Johnson, 44 miles, 150 bbls. flour, 2 bbls. flaxseed, wheat and wood.

Boat Tecumseh, 131 miles, cooper's stuff.

Boat Aurelia, Edward's Ferry, 1,150 bu. wheat.

Ascending.

Five boats have gone up since Thursday morning, with part cargoes salt, fish, plaster, furniture, iron, coal, lumber, &c., &c., to different points.

AG, Mon. 10/6/45, p. 3. **CANAL COMMERCE**

Arrived, October 4.

Boat Phoenix, Dam No. 5, flour, to Wm. Fowle & Sons.

Boat Aurelia, Leesburg, to James Green to load with lumber.

GA, Tue. 10/7/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Star, 60 miles, 43 tons coal, 15 bu. wheat.

Boat Veto, 17 miles, wheat, corn & wood.

Boat Patrick Henry, Williamsport, 360 bbls. flour.

Boat George Washington, Dam No. 3, 5 bbls. flour, wheat, &c.

Boat Black hawk, Dam No. 3, lime.

Ascending.

Seven boats have gone up since Saturday morning, with salt, fish, lumber, hides, oysters, lime, &c., to different points.

GA, Thu. 10/9/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Tuesday.

Boat Osceola, Williamsport, 507 bbls. flour, 17 bbls. whiskey.

Boat Union, Williamsport, 301 bbls. flour.

Boat T. G. Harris, Mercerville, 607 bbls. flour.

Boat Boxer, Conrad's Ferry, 575 bu. wheat, 32 bu. corn, 94 bu. oats, 2 hhds. tobacco.

Boat Henrietta, Edward's Ferry, 200 bbls. flour, 54 bu. wheat, 200 bu. shorts.

Boat Margaret Moore, Seneca, sundries.

Boat Wm. S. Elgin, Williamsport, 34 tons lime.

Several boats with limestone and wood.

Ascending.

Sixteen boats have gone up since Tuesday morning, with assorted cargoes groceries, oysters, potatoes, coal, &c., to different points.

GA, Sat. 10/11/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Elizabeth, Dam No. 3, limestone.

Boat Mary, Knoxville, 40 cords bark.

Boat Col. Benton, Shepherdstown, 1,600 bu. wheat, 87 bbls. flour.

Boat Allegany, Edward's Ferry, lumber & wood.

Boat William, Shepherdstown, 2,020 bu. wheat, 19 bbls. apples, 400 lbs. lard, empty barrels.

Boat W. Cost Johnson, 44 miles, 161 bbls. flour, wood.

Boat Henry Boteler, Harper's Ferry, 287 bbls. flour, 18 boxes glass, 1 bu. wheat.

Boat James Rumsey, Dam No. 3, 14 bbls. flour, wheat, lime and limestone.

Ascending.

Six boats have gone up since Thursday morning, with fish, salt, potatoes, coffee, oysters, &c., &c., to different points.

DNI, Tue. 10/14/45, p. 3. CHESAPEAKE AND OHIO CANAL – **From the Albany Evening Journal of Oct. 11.** – The Chesapeake and Ohio Canal, as will be seen by the following letter from a friend, is to be forthwith completed. From our knowledge of the gentlemen who have undertaken this work, we have no hesitation in commending the attention of contractors to their lettings.

New York, October 9, 1845.

Dear Sir: Pursuing our recent conversation in relation to the contract lately entered into by myself and others, constituting the firm of Gwynn & Co., with the Chesapeake and Ohio Canal Company, for the unfinished work of the canal, I have to state that our contract amounts to \$1,625,000, including some collateral stipulations.

The work extends over a distance of fifty miles, commencing at Dam No. 6, a few miles above Hancock, and ending at the town of Cumberland, in which distance work has been already executed to 31-7/10 miles, leaving to be done that which is equal to 18-3/10 miles.

The amount of cost will serve to give you an idea of the heaviness of the work to be done, and I will only state on this point that it embraces the completion of the tunnel, (the arching of which will require 5,000,000 of bricks,) dams, locks, aqueducts and culverts, besides a considerable amount of heavy excavation.

The contractors contemplate sub-letting the greater part of this work and are now prepared to exhibit this part to bidders and receive applications for it. One or more of the contractors will remain on the line for this purpose until after the 20th instant, when sub-contractors will probably be entered into, so far as the bids are found to be satisfactory. Any of your friends that may be disposed to examine the work will be cordially welcomed and kindly treated, and I trust their visits may prove of mutual advantage. The contractors are already prepared with money sufficient to fulfill all sub-contracts they may enter into.

It may not be amiss for me to state that those disposed to examine the work to be done can be conveyed on the Baltimore and Ohio Railroad either to Hancock or Cumberland, as they may prefer, and at either place may readily find horses to convey them along the line of work and be directed either to the contractors or engineers of the company in charge of the line.

The work must be commenced by the contractors during this month and is to be completed within two years.

Messrs. Editors: Perceiving that our intelligent and public spirited fellow citizen, Captain Easby, is endeavoring to call attention to the necessity of making these alterations and improvements in our canal, &c., which will be requisite to enable us to obtain our just proportion of the coal trade when the Chesapeake and Ohio Canal is completed to Cumberland, I hope he will give us his views as to the expedience of opening the branch of the canal running from Virginia avenue and south Capitol street, southwestwardly, down the valley of James' Creek. This route would require but very little excavation, and not more than be wanted for the formation of the canal banks, while it would be forever free from those washings of the banks, which, upon the eastern section of the canal, will be the continued source of trouble and expense. This route would have many other advantages, which such a man as Capt. E. could easily make apparent to the public, and as there are few more

competent to do so, and to estimate the expense of such a work, I trust he will speedily give us his views upon the subject, as by so doing he will oblige many of his FELLOW-CITIZENS.

GA, Thu. 10/16/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Experiment, Harper's Ferry, coal.

Boat Susan Harris, Mercerville, 690 bbls. flour.

Boat Pocahontas, Seneca, 136 bbls. flour, 409 bu. shorts, 200 bu. oats, wheat and corn meal, 19 hhds. tobacco.

Boat Wm. C. Rives, 89 miles, 75 bbls. flour, 1,362 bu. wheat.

Boat Tip & Tyler, 89 miles, 151 bbls. flour, 556 bu. wheat.

Boat Chesapeake, Berlin, 2,307 bu. wheat.

Boat James K. Polk, 85 miles, 211 bbls. flour, 10 cords wood.

Boat Mill Boy, Edward's Ferry, 200 bbls. flour, 150 bu. offal.

Several boats with limestone and wood.

Ascending.

Eighteen boats have gone up since Saturday morning, with salt, plaster, fish, sugar, molasses, oysters, potatoes, lumber, &c., to different points.

AG, Thu. 10/16/45, p. 3. **CANAL COMMERCE**

Arrived, October 15.

Canal boat James K. Polk, Dam No. 4, flour, to Thomas & Dyer.

AG, Fri. 10/17/45, p. 3. **CANAL COMMERCE**

Departures, Oct 1.

Boat James K. Polk, Harper's Ferry, plaster, &c., by Wm. Fowle & Sons.

Boat Hugh Smith, Harper's Ferry, salt, by Wm. Fowle & Sons.

Boat Henry Boteler, Harper's Ferry, salt, by Wm. Fowle & Sons.

GA, Sat. 10/18/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Lafayette, 30 miles, 14 bbls. whiskey, 11 hhds. tobacco.

Boat Eagle, Hancock, 1,436 bu. wheat, flaxseed, clover seed, potatoes.

Boat Mary Elizabeth, Edward's Ferry, 225 bbls. flour, 150 bu. corn meal, 18 bu. oats.

Boat Star, 60 miles post, 45 bu. mineral coal.

Ascending.

Nine boats have gone up since Thursday morning, with assorted cargoes of salt, plaster, lumber, potatoes, &c. to different points.

AG, Sat. 10/18/45, p. 3. **CANAL COMMERCE**

Arrived, Oct. 17.

Canal boat North Bend, wheat, to T. M.

MacCubbin and whiskey to J. B. Daingerfield.

Canal boat Experiment, Harper's Ferry, coal to T. M. MacCubbin.

AG, Mon. 10/20/45, p 3. **CANAL COMMERCE**

Departed, Oct. 18.

Boat North Bend, Harper's Ferry, plaster, &c.

Boat Aurelia, Harper's Ferry, lumber, &c.

GA, Tue. 10/21/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Boxer, Conrad's Ferry, 14 bbls. flour, 70 bu. wheat, 364 bu. corn, 50 lbs. butter and lard.

Boat Alexandria, Harper's Ferry, 100 bbls. flour, 25 tons coal.

Boat Jack Frost, 77 miles, 494 bbls flour, 200 lbs. sundries.

Boat Wm. H. Harrison, Shepherdstown, 380 bbls. flour, 2 bbls. vinegar, 150 lbs. sundries.

Boat T. G. Harris, Mercerville, 750 bbls. flour.

Boat Lavinia Ellen, 44 miles, 317 bbls. flour.

Boat Victoria, Edward's Ferry, 100 bu. wheat, 24 bu. corn meal, 155 bu. oats.

Boat Daniel Webster, Harper's Ferry, 49 bbls. flour, 50 bu. coal.

Boat Virginia, 55 miles, 2,298 bu. wheat.

Boat Pocahontas, Seneca, 259 bbls. flour, 114 bu. shorts, 90 bu. oats, 296 bu. corn meal.

Boat O. M. Linthicum, Dam No. 5, 800 bu. wheat, 232 bbls. whiskey.

2 or 3 other boats with sundries.

Ascending.

Twelve boats have gone up since Saturday morning, with fish, salt, plaster, potatoes, shingles, lathes, &c., &c., to different points.

AG, Tue. 10/21/45, p. 3. **CANAL COMMERCE**

Arrived, October 20.

Boat Alexandria, Harper's Ferry, coal, to T. M. MacCubbin.

GA, Thu. 10/23/45, p. 2.

COMMENCEMENT OF THE CANAL.

The enterprising contractors for the completion of the Chesapeake and Ohio Canal from Dam No. 6 to Cumberland, we understand are already on the ground, and are entering with a becoming energy upon the prosecution of their undertaking. *There is no doubt now of its completion in due time.*

The Board of Directors of the Canal Company, and the Commissioners on the part of the State of Maryland, with other officers of the Canal Company, are to leave here on Monday next by canal, on a trip of inspection and reconnaissance, extending their observations to the point at which the new work is to be undertaken.

In connection with the completion of the Canal, we would earnestly ask, is it not time the citizens of Georgetown were devising some means for the better and more ample accommodation of the Canal trade, so as to be fully ready to secure to themselves every advantage likely to accrue to their prosperity at the final completion of this great work. We shall have something to say as to the manner of doing this at a convenient time, when we think we can array so many sound arguments in favor of a plan which we deem more feasible and more likely to result to the greatest interest of the town's people than any other, that we shall be able to bring to its support a large majority of our citizens. Our motto shall be the "greatest good to the greatest number."

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Tuesday.

Boat Union, Williamsport, 1,150 bu. wheat.

Boat Col. Crockett, Harper's Ferry, 357 bbls. flour, half ton of bacon, 10 bbls. cement, 3 tons sundries.

Boat James Rumsey, Dam No. 3, wheat and limestone.

Boat William, Shepherdstown, 1,852 bu. wheat, 52 bbls. flour, empty barrels, lard.

Boat Chesapeake, Berlin, 2,200 bu. wheat, 65 bu. rye.

Boat Henrietta, Edward's Ferry, 200 bbls. flour, 650 bu. mill offal.

Several boats with wood and limestone.

Ascending.

Seven boats have gone up since Tuesday morning, carrying salt, fish, plaster, potatoes, lumber, oysters, tar, &c., &c., to different landings above.

GA, Sat. 10/25/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Wm. Cost Johnson, 44 miles, 424 bbls. flour.

Boat Susan Harris, Mercerville, 760 bbls. flour.

Boat Col. Benton, Shepherdstown, 151 bbls. flour, 1,398 bu. wheat, 74 lbs. bacon.

Boat Com. Decatur, 52 miles, 289 bbls. flour, 54 bu. offal.

Boat Virginia, Berlin, 2,300 bu. wheat.

Boat Wm. Cost Johnson, Knoxville, 450 bbls. flour, apples and honey.

Boat Pocahontas, Seneca, 109 bbls. flour, 250 bu. corn meal, 181 bu. bran, &c.

Several boats with wood, &c.

Ascending.

Sixteen boats have gone up since Thursday morning, each with more or less of salt, plaster, fish, potatoes, lumber, oysters, groceries, &c., to different points.

AG, Sat. 10/25/45, p. 3. **CANAL COMMERCE**

Arrived, October 24.

Boat Com. Decatur, Catoctin, flour, to Johnson & Keefer.

AG, Mon. 10/27/45, p 3. **CANAL COMMERCE**

Arrived, October 25.

Boat Aunt Minty, Williamsport, flour, apples, &c., to T. M. McCormick & Co.

Boat Gen. Geo. Washington, Old Furnace, wheat and flour, to Wm. Fowle & Sons.

Departed, Oct. 25.

Boat Daniel Webster, Harper's Ferry, plaster.

Boat Aunt Minty, Williamsport, groceries, from T. M. McCormick & Co.

GA, Tue, 10/28/ 45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat C. Eldridge, Berlin, 1,100 bu. wheat.

Boat Aunt Minty, Williamsport, 500 bbls. flour, 89 bbls. apples, 2 bbls. lard.

Boat Victoria, Edward's Ferry, tobacco and wood.

Boat Henry Boteler, Harper's Ferry, 271 bbls. flour, 4 tons sundries.

Boat Aurelia, Edward's Ferry, 31 bbls. flour, 700 bu. wheat, 1,500 lbs. leather, butter, lard, &c.

Boat Andrew Jackson, Harper's Ferry, 30 bbls. flour, 18 tons pig iron.

Boat Mary Elizabeth, 225 bbls. flour, 156 bu. corn meal, 100 bu. oats, 60 bu. shorts.

Boat Wm. S. Elgin, Williamsport, lime.

Boat Tip & Tyler, 89 miles, 236 bbls. flour, 511 bu. wheat.

Boat Stranger, 42 miles, 270 bbls. flour, 887 bu. oats, flaxseed, apples, staves, &c.

Boat Osceola, Williamsport, 500 bbls. flour, 16 bbls. whiskey.

Boat Charlotte, Dam No. 5, 650 bbls. flour, 21 bbls. whiskey.

Boat Oliver Twist, Williamsport, 545 bbls. flour, 1 bbls. chestnuts,

Boat Henry Clay, Mercerville, 550 bbls. flour.

Ascending.

Seven boats have gone up since Saturday morning, with salt, plaster, fish, potatoes, oysters, &c., &c., to different points.

AG, Wed. 10/29/45, p 3. **CANAL COMMERCE**

Departures, October 28.

Boat General George Washington, coal, lumber, &c., Harper's Ferry.

Boat Andrew Jackson, plaster, salt, &c., Harper's Ferry.

Boat Charlotte, plaster, salt, &c., Harper's Ferry.

GA, Thu. 10/30/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Tuesday.

Boat Robert Darnel, Point of Rocks, 115 bbls. flour, 40 bu. wheat, 282 bu. corn.

Boat James K. Polk, 85 miles, 170 bbls. flour, 840 bu. wheat.

Boat Lafayette, Edward's Ferry, 434 bu. wheat, 400 bu. oats, apples, flaxseed, corn.

Boat T. G. Harris, Mercerville, 750 bbls. flour, 20 bbls. whiskey.

Boat Gen. Scott, Edward's Ferry, 600 bu. wheat corn meal, 700 bu. oats, 5 bu. rye.

Boat Phoenix, Williamsport, 570 bbls. flour.

Boat Mill Boy, Edward's Ferry, 200 bbls. flour, 760 bu. wheat.

Boat Susan, Shepherdstown, 128 bbls. flour, 1,717 bu. wheat.

Boat Chesapeake, Berlin, 2,200 bu. wheat.

Boat Wm. C. Rives, 89 miles, 100 bbls. flour, 1,200 bu. wheat.

Several boats with limestone and wood.

Ascending.

Fourteen boats have gone up since Tuesday morning, carrying salt, plaster, fish, potatoes, oysters, lumber and groceries in general, to different points.

Fri. 10/31/45, p. 3.⁶ **CHESAPEAKE & OHIO CANAL** – We understand, says the *Cumberland Alleganian* on Saturday, that all the "sections" between this place and Dam No. 6 (fifteen in

⁶ *Republican*, Winchester, Va.

number) were sub-let during the early part of the present week.

Sat., 11/1/45, p. 2. **Commencement of the Canal.** - The enterprising contractors for the completion of the Chesapeake and Ohio Canal from Dam No. 6 to Cumberland, we understand, are already on the ground, and are entering with a becoming energy upon the prosecution of their undertaking. *There is no doubt now of its completion in due time.*

The Board of Directors of the Canal Company, and the Commissioners on the part of the State of Maryland, with other officers of the Canal Company are to leave here on Monday next by the canal, on a trip of inspection and reconnaissance, extending their observations to the point at which the new work is to be undertaken.

In connection with the completion of the Canal, we would earnestly ask, is it not time the citizens of Georgetown were devising some means for the better and more ample accommodation of the Canal trade, so as to be fully ready to secure to themselves every advantage likely accrue to their prosperity at the final completion of this great work. - *Georgetown Advocate.*

{The gentlemen referred to in the above (whose names we annex) arrived here on Wednesday evening last, since which time they have been actively engaged in prosecuting the object of their visit. We are pleased to learn that they have all expressed themselves highly gratified with the result of their investigations along the line of the work, as well as greatly astonished at the inexhaustible resources of our mineral region, as far as they have already explored it. We understand that they have left here yesterday morning on a visit to the stupendous works of the Mount Savage Company, accompanied by Col. Thurston and others, of this place. - *Ed. All.*

Capt. W. H. Swift
Hon. N Hale

*Commissioners to examine
the present condition of the
Canal and ascertain the
resources of the surrounding
country.*

Gen. Frisby Tilghman A. B. Davis, Esq.	<i>Agents of the State of Maryland</i>
James M. Coale, Esq.	<i>President of C. & O. Canal Co.</i>
Col. Trench Tilghman Dr. J. O. Wharton J. P. Ingle, Esq. Wm. Price, Esq.	<i>Directors of do.</i>
Chas B. Fisk, Esq.	<i>Chief Engineer of do.</i>
Thos. Turner, Esq.	<i>Chief clerk of do.</i>
J. W. Alexander, Esq. Dr. McCauley	<i>Officers of Lonaconing Coal Co.</i>
C. G. Detmold, Esq.	<i>Agent of do.</i>

GA, Sat. 11/1/45, p. 2. **Chesapeake and Ohio Canal** – The Cumberland *Civilian* of Thursday says:

“We see carts loaded with canaling implements passing to and fro through our streets the present week, indicating a speedy commencement of work on the line of the canal. – We also learn the Messrs. Starrett & Humbert, sub-contractors for the work between this place and Patterson’s creek, contemplate a commencement of their job immediately. These gentlemen are among the heaviest contractors, and their practical experience in such matters is a sufficient evidence of their competency to the task to be performed.”

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE **Arrivals during and since Thursday.**

Boat Jack Frost, 77 miles, 256 bbls. flour, 58 lbs. butter, 1½ tons sundries.

Boat Lavinia Ellen, 44 miles, 200 bbls. flour, 40 bu. wheat, 400 bu. offal, 120 lbs. butter and lard, 2 bu. flaxseed.

Boat Pocahontas, Seneca, 149 bbls. flour, 19 bbls. corn, 243 bu. corn meal, 272 bu. shorts, 1 ton potatoes, &c.

Boat Wm. C. Johnson, Lock 29, 377 bbls. flour, 73 bu. offal, marketing, &c.

Boat Union, Williamsport, 528 bbls. flour, 400 bu. wheat.

Several boats with limestone and wood.

Ascending.

Twenty-one boats have gone up since Thursday morning, carrying to different points a large

aggregate of groceries and other merchandise, furniture, oysters, &c.

The trade on the canal has been heavy the present week. Some 40 boats had arrived up to last evening.

AG, Mon. 11/3/45, p. 3. **CANAL COMMERCE**

Arrived, Nov. 1.

Two canal boats, Harper's Ferry, coal, to T. M. MacCubbin.

Boat Susan, Harris, Mercerville, flour, to George Waters.

GA, Tue. 11/4/45, p. 2. **The Canal** – There has probably never been a season at which the trade on the Chesapeake and Ohio Canal, was brisker or more steady than at present. Immense quantities of flour, grain and other kinds of produce have been collected in our town and are now ready for transportation to the District Cities. This, we understand too, is the case at the other points along the line of the Canal. Within the last week or two, an unusually large number of boats has passed down the Canal. In view of the heavy trade being done on this work, while yet in an unfinished state, may not anticipations of the brightest and most sanguine character be more than realized, after its completion to Cumberland?

Williamsport Banner.

GA, Thu. 11/6/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Boxer, Conrad's Ferry, 1,000 bu. corn.

Boat Victoria, Edward's Ferry, 1,062 bu. wheat.

Boat Col. Benton, Conrad's Ferry, 1,300 bu. wheat.

Boat Black Hawk, Dam No. 3, 620 bu. wheat, &c.

Boat Snipe, 57 miles, 130 bu. wheat, 4½ tons rye chop.

Boat Star, Harper's Ferry, 34 tons coal.

Boat Champion, 115 miles, 217 bbls. flour, 12 bbls. apples, 50 bu. potatoes.

Boat Chesapeake, Berlin, 2,400 bu. wheat.

Boat O. M. Linthicum, Dam No. 5, 120 bbls. flour, 1,200 bu. wheat, 91 bbls. whiskey, 60 bbls. apples.

Boat Geo. Washington, Dam No. 3, 1,976 bu. wheat.

Boat Elizabeth, Dam No. 3, 1,563 bu. wheat.

Boat Col. Crockett, Harper's Ferry, 450 bbls. flour.

Boat Mary Elizabeth, Edward's Ferry, 144 bbls. flour, 220 bu. oats, 101 bu. shorts.

Boat Lady of the Lake, 119 miles, 36 bbls. flour, 230 bu. wheat, 120 bu. potatoes.

Boat Osceola, Williamsport, 500 bbls. flour, 100 bbls. apples.

Boat Com. Decatur, 52 miles, 172 bbls. flour, 312 bu. wheat, 208 bu. offal.

Boat Henrietta, Edward's Ferry, 202 bbls. flour, 1,200 bu. wheat.

Boat Virginia, Berlin, 2,350 bu. wheat.

Several boats with limestone and wood.

Ascending.

28 boats have gone up during and since Saturday morning, with sundry lots of groceries, plaster, fish, salt, potatoes, oysters, &c., &c.

Sat., 11/8/45, p. 2. **The Canal.** - We are informed by persons who have passed along the line during the past week that operations have already been begun on several of the "sections."

GA, Sat. 11/8/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Lavinia Ellen, 44 miles, 100 bbls. flour, 800 bu. oats.

Boat Gen. Scott, Edward's Ferry, 325 bu. corn meal, 900 bu. oats.

Boat Stranger, 42 miles, 1,150 bu. wheat, 2 bu. flaxseed, 5 bbls. apples.

Boat Wm. C. Johnson, 44 miles, 425 bbls. flour, 90 bu. oats.

Boat R. M. Lauck, 93 miles, cooper's stuff and wood.

Boat Pocahontas, Seneca, 205 bbls. flour, 214 bu. shorts, 268 bu. corn meal, 3 hhds. tobacco.

Ascending.

12 boats have done up since Thursday morning, carrying salt, plaster, fish, potatoes, oysters, sundry groceries, &c., to different points.

AG, Wed. 11/12/45, p 3. **CANAL COMMERCE**
Arrived, Nov. 11.

Boat Lavinia Ellen, Point of Rocks, flour, to Johnson & Keefer.

Boat W. C. Johnson, Catocin, 500 bbls. flour to Johnson & Keefer.

GA, Thu. 11/13/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Virginia, Berlin, 2,400 bu. wheat.

Boat James Rumsey, Shepherdstown, 240 bbls. flour.

Boat Star, Harper's Ferry, 35 tons mineral coal.

Boat Col. Benton, Shepherdstown, 163 bbls. flour, 1,220 bu. wheat.

Boat Wm. H. Harrison, Shepherdstown, 710 bbls. flour, 1,000 lbs. pork, 300 bu. mill offal.

Boat Thomas G. Harris, Mercerville, 710 bbls. flour, 30 lbs. lard.

Boat Chesapeake, Berlin, 2,400 bu. wheat.

Boat Wm. Cost Johnson, 45 miles, 450 bbls. flour.

Boat C. C. Eldridge, Conrad's Ferry, 188 bbls. flour, 800 bu. wheat, 370 bu. corn meal, 600 bu. shorts.

Boat A. Jackson, Harper's Ferry, 20 tons coal.

Boat Union, Williamsport, 632 bbls. flour, 6 bbls. apples.

Boat Henry Clay, Mercerville, 550 bbls. flour, 3,754 lbs. rus.

Boat Lafayette, Edward's Ferry, 122 bbls. flour, 596 bu. oats, 8 hhds. tobacco, corn and corn meal.

Boat W. C. Rives, 39 miles, 1,600 bu. wheat, 60 bu. corn.

Boat Mill Boy, Edward's Ferry, 220 bbls. flour, 500 bu. wheat, 245 bu. oats.

Boat Victoria, 33 miles, 85 bbls. corn, 338 bu. oats, 6 bu. rye.

Boat Oliver Twist, Williamsport, 280 bbls. flour, 1,100 bu. wheat, 43 bbls. whiskey, 5 bbls. apples.

Boat Aurelia, Edward's Ferry, 76 bbls. flour, 800 bu. wheat, &c.

Boat Wm. Cost Johnson, Lock 29, 462 bbls. flour, 100 bu. offal, 100 lbs. bacon.

Boat Tip & Tyler, 89 miles, 240 bbls. flour, 1,000 bu. wheat.

Boat Wm. S. Elgin, Williamsport, lime.

Boat Col. Crockett, Harper's Ferry, 619 bbls. flour.

Ascending.

26 boats have gone up since Saturday morning with groceries, salt, plaster, fish, lumber, &c., &c., to different points.

AG, Thu. 11/13/45, p. 4. **CANAL COMMERCE**
Arrived, Nov. 12.

Boat Tip & Tyler, Opequon, flour and wheat, to Wm. Fowle & Sons.

Boat Andrew Jackson, Cumberland coal, to T. M. MacCubbin.

Boat Victoria, Conrad's Ferry, corn, to T. M. MacCubbin.

GA, Sat. 11/15/45, p. 2. The *Cumberland Civilian* of yesterday says that the unfinished masonry on the Chesapeake and Ohio canal was sub-let on Friday last. The *Civilian* adds – The contract for finishing the Dam at this place, has been taken by two of our townsmen, Messrs. Gustavius Beall & Wm. Lockwood.

A large party of laborers have been engaged since Wednesday morning in the restoration of the embankment of the Alexandria Canal, which it is expected will be accomplished in a few days, at a cost of less than \$500. This break has occurred at an unfortunate moment for our Alexandria friends, a more considerable amount of produce being in course of transportation at this season than any other.

Ibid., p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Pocahontas, Seneca, 100 bbls. flour, 24 bbls. corn, 937 bu. shorts.

Boat Susan Harris, Mercerville, 775 bbls. flour, 37½ bu. oats, 13 bbls. whiskey.

Boat William, Dam No. 4, 1,578 bu. wheat, 176 bbls. flour, 400 bbls. flour.

Boat Mary Elizabeth, Edward's Ferry, 219 bbls. flour, 104 bu. corn meal, 3 tons coal.

Boat Geo. Washington, Dam No. 3, 1,500 bu. wheat.

Boat Elizabeth, Dam No. 3, 1,500 bu. wheat, 28 bbls. flour.

Boat Neptune, Hancock, 88 bbls. flour, cooper's stuff, shingles, potatoes.

Boat James Rumsey, Shepherdstown, 250 bbls. flour, 12 tons coal.

Boat Alexandria, Harper's Ferry, 250 bbls. flour, 12 tons coal.

Boat Black Hawk, Dam No. 3, lime.

Boat Stranger, 39 miles, 1,120 bu. corn.

Boat Fanny Essler, Harper's Ferry, coopers stuff.

Several boats with wood.

Ascending.

20 boats have gone up since Thursday morning, carrying salt, plaster, fish, lumber, groceries generally, &c., to different points.

GA, Thu. 11/20/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Henry Clay, Mercerville, 600 bbls. flour.

Boat Osceola, Williamsport, 525 bbls. flour.

Boat Pocahontas, Seneca, 617 bu. shorts, 15 cords wood.

Boat Champion, Dam No. 5, 132 bbls. flour, and lumber.

Boat Wm. Cost Johnson, 44 miles, 450 bbls. flour.

Boat W. C. Johnson, Lock No. 29, 453 bbls. flour, 286 bu. shorts, &c.

Boat Charlotte, Dam No. 5, 8,340 bu. wheat, 30 bbls. whiskey.

Boat Henrietta, Edward's Ferry, 200 bbls. flour, 1,177 bu. wheat, 240 bu. corn, 108 bu. meal, 140 bu. oats, 1,000 bu. shorts.

Boat Mermaid, Dam No. 5, 642 bbls. flour, 1 bbl. lard.

Boat Henry Boteler, Harper's Ferry, 866 bbls. flour.

Boat Chesapeake, Berlin, 2,400 bu. wheat.

Boat Mary Eliza, Edward's Ferry, 448 bbls. flour, 200 bu. oats, 30 bu. clover seed.

Boat Lavinia Ellen, 45 miles, 262 bbls. flour, 500 bu. shorts.

Boat Susan, Shepherdstown, 2,169 bu. wheat, 51 bbls. flour.

Boat Elizabeth Ann, Seneca, 685 bu. corn.

Boat Victoria, Seneca, 200 bbls. flour, 484 bu. shorts, 192 bu. corn meal, 36 bbls. whiskey, 7 bbls. apples.

Boat Jack Frost, 77 miles, 406 bbls. flour.

1 Scow, 71 miles, 540 bbls. flour.

Boat Veto, Seneca, 30 bu. corn, wood.

Several boats with limestone and wood.

Ascending.

29 boats have gone up since Saturday morning with assorted cargoes, fish, salt, plaster, coffee, sugar, lumber, bricks, potatoes, oysters, &c., &c., to different points.

GA, Sat. 11/22/45, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Ben Franklin, Hancock, 2,000 bu. wheat, 180 bu. clover seed.

Boat Wm. H. Harrison, Shepherdstown, 420 bbls. flour, 500 bu. offal.

Boat C. Eldridge, Seneca, 150 bbls. flour, 6 bbls. corn, &c.

Boat Col. Benton, Shepherdstown, 94 bbls. flour, 1,621 bu. wheat, 20 bu. clover seed, 12 bu. beans, 32 bbls. apples.

Boat Virginia, Berlin, 2,358 bu. wheat.

Boat T. G. Harris, Mercerville, 815 bbls. flour.

Boat Canal Boat, Williamsport, 1,400 bu. wheat.

Boat Elizabeth, Dam No. 3, wheat & flour.

Boat Gen. Scott, 44 miles, 520 bbls. flour, 600 bu. shorts.

Boat George Washington, Dam No. 3, wheat.

Boat R. Darnel, 49 miles, 180 bbls. flour, 300 bu. corn.

Boat Boxer, Conrad's Ferry, 1,021 bu. corn.

Boat Margaret Moore, Seneca, 100 bbls. corn, 23 bbls. potatoes.

Boat H. Boteler, Harper's Ferry, 866 bbls. flour.

Ascending.

15 boats have gone up since Thursday morning, with sundry amounts of goods for different points.

GA, Tue. 11/25/45, p. 2.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Col. Crockett, Harper's Ferry, 542 bbls. flour, 31 bbls. whiskey, wheat and leather.

Boat Mill Boy, Edward's Ferry, 193 bbls. flour, 1,365 bu. wheat, 458 bu. shorts.

Boat Union, Williamsport, 3,332 bu. wheat.

Boat Wm. S. Elgin, 102 miles, lime.

Boat Stranger, 42 miles, 80 bu. wheat, 125 bu. oats, &c.

Boat Jas. K. Polk, 85 miles, 100 bbls. flour, 1,040 bu. wheat, 12 bbls. vinegar.

Boat Tip & Tyler, 89 miles, 240 bbls. flour, 950 bu. wheat.

Boat Lady of the Lake, 119 miles, 275 bu. wheat, coopers stuff, bark and wood.

Gondola, 53 miles, 500 bu. wheat.

Boat Aurelia, Edward's Ferry, 32 bbls. flour, 1,260 bu. wheat, 48 bu. corn.

Boat Oliver Twist, Williamsport, 614 bbls. flour, 300 bu. wheat.

Boat William, Shepherdstown, 250 bbls. flour, 1,195 bu. wheat, 8 bbls. whiskey.

Boat Boxer, 5 miles, 55 bbls. flour.

Several boats with limestone and wood.

Ascending.

11 boats have gone up since Saturday morning, with salt, plaster, fish, groceries generally, &c., &c. to different points.

GA, Thu. 11/27/45, p. 2.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Tuesday.

Boat Wm. C. Johnson, Noland's Ferry, 440 bbls. flour.

Boat Neptune, Knoxville, 71 bbls. flour, 40 tons bark, 4 tons hay.

Boat Emily Harriett, 20 miles, 200 bu. corn, 5 hhds. tobacco, 26 bu. wheat.

Boat Pocahontas, Seneca, 82 bbls. corn, 72 bu. shorts, 2 bbls. flour.

Boat Alexandria, Harper's Ferry, 1,300 bu. wheat, 100 bu. corn, 300 lbs. pork.

Boat Com. Decatur, 52 miles, 234 bbls. flour, 404 bu. shorts.

Boat James Rumsey, Dam No. 3, wheat and limestone.

Boat Chesapeake, Berlin, 2,542 bu. wheat.

Boat Wm. C. Rives, 89 miles, 1,545 bu. wheat, 105 bbls. flour, 18 bbls. apples.

Ascending.

15 boats have gone up since Tuesday morning, with salt, plaster, fish, groceries generally, oysters, &c., &c. to different points.

Sat., 11/29/45, p. 2. **The Canal.** - We have transferred to our columns this week from the Boston Advertiser, (to which paper it was communicated by one of the party of gentlemen who recently made a tour of inspection along the line of the Canal,) a lengthy article, giving a highly flattering description of the condition of the finished and unfinished portions of the work. [Editors remark, this was a long, front page story of probable historical benefit, unfortunately the text was mostly illegible due to ink smears and poor focus.]

► By reference to a card, in our advertising columns, it will be seen that Gen. Walter Cunningham, who, in connection with Messrs. Gwynn, Thompson and Hunter, recently entered into a contract with the Chesapeake and Ohio Canal Company to complete the unfinished portion of the work, has retired from the firm.

GA, Sat. 11/29/45, p. 2.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Thursday.

Boat Lavenia Ellen, 44 miles, 1,500 bu. shorts, 2,500 lbs. sundries.

Boat O. M. Linthicum, Williamsport, 387 bbls. flour, 130 bbls. whiskey, 59 bbls. apples.

Boat Lafayette, Seneca, 260 bbls. flour, 30 bu. corn meal, 400 bu. shorts.

Boat Mary Elizabeth, Conrad's Ferry, 114 bbls. flour, 500 bu. wheat.

Boat C. Eldridge, 42 miles, 1,100 bu. wheat.

Boat Col. Benton, Shepherdstown, 59 bbls. flour, 1,676 bu. wheat, 8 bbls. apples.

Boat Henry Clay, Mercerville, 560 bbls. flour.

Boat W. C. Johnson, 51 miles, 390 bbls. flour, 170 bu. shorts.

Boat Eagle, Hancock, 1,000 bu. wheat, 300 bbls. cement.

Several boats with limestone and wood.

Ascending.

11 boats have gone up since Thursday morning, with salt, plaster, fish, groceries generally, potatoes, coal, oysters, &c. to different points.

AG, Mon. 12/1/45, p. 3. **CANAL COMMERCE**
Arrived, Nov. 28.

Boat Col. Benton, Shepherdstown, wheat and flour, to A. C. Cazenove & Co.

Boat Mary Elizabeth, Goose Creek, wheat and flour, to Wm. Fowle & Sons.

Boat O. M. Linthicum, Williamsport, flour, to Powell & Marbury.

Departures.

Boat O. M. Linthicum, Williamsport, plaster, &c.

Boat Mary Elizabeth, Goose Creek, plaster.

GA, Thu. 12/4/45, p. 2.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boats, Star, 60 miles, 39½ tons coal.

Lucy Long, Williamsport, 516 bbls. flour, 5 bbls. apples.

Phineas Janney, 20 miles, 50 bbls. corn, wood.

Oliver Twist, Williamsport, 701 bbls. flour, 14 bbls. whiskey.

Champion, 106 miles, 425 bbls. flour.

Charlotte, 106 miles, 2,340 bu. wheat, 50 bbls. whiskey.

Henrietta, Edward's Ferry, 193 bbls. flour, 1,000 bu. wheat, 42 bu. corn meal, 486 bu. shorts.

Sun, 71 miles, 434 bbls. flour, &c.

Jack Frost, 77 miles, 202 bbls. flour, 303 bu. wheat, 25 kegs nails, pork.

Susan, Shepherdstown, 376 bbls. flour, 317 bu. wheat, 43 bbls. apples, pork.

T. G. Harris, Mercerville, 634 bbls. flour.

Several boats with limestone and wood.

Ascending.

14 boats have gone up since Saturday morning, with salt, plaster, groceries generally, oysters, &c. to different points.

The canal yesterday morning was skimmed over with a considerable thickness of ice, so that it was with difficulty that boats moved about. Nine or ten miles above this, the boats even a few days back had much labor in getting along. Should the present weather continue, the canal navigation must soon be suspended.

AG, Sat. 12/6/45, p. 3. **CANAL COMMERCE**
Arrived, Dec. 5.

Boat Lucy Long, Dam No. 5, flour, to Lambert & McKenzie.

Boat Champion, Dam No. 5, flour, to Lambert & McKenzie.

Boat Charlotte, Dam No. 5, wheat, to William Fowle & Sons.

GA, Tue. 12/9/45, p. 2.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals during and since Saturday.

Boat Elizabeth, Dam No. 3, flour.

Boat Geo. Washington, Dam No. 3, flour and wheat.

The Canal is now closed, but with a continuance of the present weather it may possibly be again open in a few days.

GA, Thu. 12/11/45, p. 2. An adjourned meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at Frederick, Md., today.

GA, Mo. 12/22/45, p. 2. The Hon. Michael C. Sprigg, died very suddenly at his residence in Cumberland (Md.) yesterday morning. He retired in his usual health – about midnight he was

attacked with a severe headache, and in a few hours breathed his last. He had an extensive circle of attached friends throughout the State. Mr. S. was formerly a representative in Congress, has frequently represented Allegany county in the Legislature, was formerly the President of the Chesapeake and Ohio Canal Company, and has held other public responsible offices.

Baltimore Patriot.

GA, Thu. 12/25/45, p. 2. **Drowned** – We are sorry to learn that a son of Mr. Robert Fields of this district, was drowned in the canal on Monday last. He was skating on the ice which broke in with him.

Rockville Journal.

Sat., 1/3/46, p. 2. **The Canal.** - A friend, who passed along nearly the whole length of the unfinished portion of the Canal a few days since, informs us that there are about six hundred hands at work on the several sections, and that it was expected that this force would be rapidly increased as the season advanced.

CF, Wed. 1/15/46, p. 3. CANAL COMMERCE
Arrived, April 13,
Boat -----, Dam No. 5, 2,300 bushels of wheat to
Jos. JANNEY. – *Alexandria Gazette.*

GA, Sat. 1/17/46, p. 2.

CHESAPEAKE AND OHIO CANAL TRADE
The Canal now being open, there has arrived the present week, a number of boats, viz:

Boat Thos. G. Harris, Mercerville, 650 bbls. flour.

Boat Henry Clay, Mercerville, 550 bbls. flour.

Boat Mary Ellen, Seneca, flour and offal.

Boat Pocahontas, Seneca, flour and offal.

Several boats with wood.

The navigation of both the Potomac river and Canal being now open, (the former entirely unobstructed by ice) the arrival and shipment of flour has been going on during the week. Our trade reports give evidence of this; and it is a fact

of which we would have our commercial friends at the North take notice.

Fri. 2/6/46, p. 3.⁷ Friday, Jan. 30, 1845.

House of Delegates – Petitions were presented and referred by Mr. Funsten, of citizens of the Shenandoah Valley, for a charter to make a railroad from Little Falls on the Shenandoah River, in the county of Jefferson, to intersect the Baltimore and Ohio Railroad at or near the Old Furnace in said county, with condition to stop at or intersect the Winchester and Potomac Railroad at or near Keyes' Switch. [Transcriber's Note: This notice also appeared on Thu. 12/17/46, p. 4. of the *Staunton Spectator and General Advertiser*, Staunton, Va.]

GA, Sat. 2/7/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Yesterday.**

Boat Elizabeth Ann, from Goose Creek, 250 bbls. flour.

Boat Victoria, Seneca, flour and offal.

9 gondolas from Shenandoah river, all loaded with flour.

GA, Sat. 2/14/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived 12th and 13th.**

Boat Chesapeake, Berlin, 2300 bu. wheat.

Boat Victoria, Seneca, 201½ bbls. flour, 440 bu. shorts.

Boat Mary Elizabeth, Seneca, 284 bbls. flour.

Several boats with wood.

Departed.

10 boats have gone up the past two days, only one or two of which carried cargoes.

GA, Tue. 2/17/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.**

Boat Potomac, Williamsport, 518 bbls. flour, 100 empty barrels.

Boat Stranger, 42 miles, 102 bu. wheat, 10 cords wood.

⁷ *Spirit of Jefferson*, Charles Town, Va.

Boat Hornet, Seneca, 80 bbls. flour, 2,100 bu. shorts.

Boat James K. Polk, Mercerville, 250 bbls. flour, 10 cords wood.

Boat Elizabeth, Mercerville, 450 bbls. flour.

Boat Henry Clay, Mercerville, 450 bbls. flour.

Boat Relief, Mercerville, 600 bbls. flour.

Boat Hugh Smith, Mercerville, 611 bbls. flour.

Boat Charles B. Fisk, Mercerville, 500 bbls. flour.

Boat Liberty, Mercerville, 600 bbls. flour.

Boat Thomas G. Harris, Mercerville, 730 bbls. flour.

Boat Susan Harris, Mercerville, 719 bbls. flour.

Boat William, Shepherdstown, 100 bbls. flour, 1,891 bu. wheat.

Boat Susan, Shepherdstown, 600 bbls. flour.

Boat Jack Frost, 77 miles, 450 bbls. flour.

Boat Henry Boteler, Harper's Ferry, 758 bbls. flour.

Boat George Washington, Dam No. 3, 2,000 bu. wheat.

Boat Boston, Harper's Ferry, 398 bbls. flour.

Boat Tip & Tyler, 89 miles, 458 bbls. flour, 1 1/4 tons sundries.

Boat Wm. Cost Johnson, Noland's Ferry, 404 bbls. flour, 260 bu. offal.

Several boats with wood, &c.

Departed.

Boat Wm. Cost Johnson, Noland's Ferry, salt and plaster.

Boat Gen. Scott, 45 miles, lumber.

4 other boats without cargoes.

GA, Tue. 2/17/46, p. 3. **CANAL COMMERCE**
Arrived, February 16.

Boat Henry Boteler, Harper's Ferry, 759 bbls. flour, to Wm. Fowle & Sons.

Boat Wm. Cost Johnson, Noland's Ferry, 500 bbls. flour and mill offal, to Johnson & Keefer.

AG, Sat. 2/21/46, p. 3. **CANAL COMMERCE**
Arrived, February 20.

Canal boat Star, Smart's Mills, flour, &c., to Hooe & Powell.

AG, Tue. 2/24/46, p. 3. **CANAL COMMERCE**
Arrived, February, 23.

Boat Lavinia Ellen, Noland's Ferry, 2,000 bushels ship stuff, to Johnson & Keefer.

GA, Thu. 2/26/46, p. 5.

CHESAPEAKE & OHIO CANAL TRADE Arrived Since Tuesday.

Boat Experiment, Conrad's Ferry, 320 bu. wheat, 80 bu. oats.

Boat Henry Clay, Harper's Ferry, 30 tons coal, 12 tons hay.

Boat W. C. Johnson, 51 miles, 320 bbls. flour, 500 bu. offal.

Boat Mill Boy, Edward's Ferry, 600 bbls. flour.

Boat Pocahontas, Seneca, 287 bbls. flour, 228 bu. offal.

Boat Geo. Washington, Dam No. 3, 2,000 bu. wheat.

Boat Henrietta, Edward's Ferry, 751 bbls. flour.

Boat C. B. Fisk, 51 miles, 151 bbls. flour, 1,297 bu. offal.

Boat Lafayette, Edward's Ferry, lard, butter and wood.

Several boats with wood.

Departed.

A few boats going up.

Fri., 2/27/46, p. 2. **Canal Treasurer.** - At a meeting of the President and Directors of the Chesapeake & Ohio Canal Company, in Frederick, on the 20th instant, Philemon Chew, Esq., was unanimously appointed Treasurer of the company, in the place of Robert Bernard, Esq., resigned. Mr. Chew for a number of years filled the office of Register of Wills for Prince Georges County, and is represented to be a gentleman well calculated for the station.

Fri. 2/27/46, p. 3.⁸ **BERRYVILLE TURNPIKE**
Some years since, a charter was granted by the Legislature of Virginia, for the construction of a Macadamized road from Berryville to Winchester. The county of Frederick obligated herself to

⁸ *Spirit of Jefferson*, Charles Town, Va.

double the subscription of Clarke, which, with the State's subscription, was the means relied upon for its construction. Frederick county failing to make up her proportion, the charter expired by its own limitation, and the State is consequently released from the payment of her subscription.

An effort, however, has been made during the present session to get a new charter, but it has as yet failed, and those best informed on the subject, think it will not be granted this winter.

We wish, therefore, to call the attention of the citizens of Clarke, to a new terminus for their road, which, we doubt not, upon investigation, will be found more practicable, and altogether more profitable to them, than Winchester. It is, that the road shall be constructed to *Charles Town*, thereby connecting with the Winchester & Potomac Railroad 20 miles nearer Baltimore than Winchester. Here, too, they would have the choice of either depositing their produce at our Depot on the Railroad, or connecting with the H. F. & S. Turnpike, go on to Harper's Ferry, and there again have choice between the Baltimore Railroad and the Chesapeake & Ohio Canal. The distance from Berryville to Charles Town is something less than from the former place to Winchester.

A better grade can be had, and the road constructed for less money. Now, if our Clarke friends can reach Charles Town in the same distance, they do Winchester, (and they can do it in less,) we think we can show to them that it is decidedly their interest to prefer this place as the terminus for their road.

Assuming that the cost of transporting a barrel of flour, or any other produce, from Winchester to Harper's ferry is just double, (and it is rather more than under,) that it would be from Charles Town to Harper's Ferry, a saving of some importance can be affected, as the following figures will show:

The amount of wheat raised in Clarke in 1840, was 253,000 bushels, or 51,600 barrels of flour. The cost of transporting this from Winchester to Harper's Ferry, would be, at 20 cents per bbl., \$10,320.00		
From Charles Town to Harper's Ferry at 10 cents per bbl.	5,160.00	5,160.00

Again, the amount of corn raised in 1840, was 267,000 bushels, or 53,400 barrels. To convey this from Winchester to Harper's Ferry, by means of Railroad, would cost	10,680.00	
From Charles Town to Harper's Ferry, it would cost	5,340.00	5,340.00
Amount saved on transportation of flour and corn		\$10,500.00

Now, on flour and corn alone, there may be an annual saving to the county of Clarke, of the not inconsiderable sum of *ten thousand, five hundred dollars*. It is true, some may answer, that Clarke does not send abroad all the wheat or corn she may raise. But the above was the product of 1840, and, her increase in the production of wheat and corn now, over that period, warrants the above as a correct data to base our estimate upon. Besides, she raised that year, 17,000 bushels of rye, 91,000 bushels of oats, &c., some of which, could she find a market for abroad, could be spared. In her return trade, too, she would find a great saving; for, instead of her merchandize, plaster, &c., going to Winchester, she could intercept it *here*, 20 miles short, or at Harper's Ferry, saving the whole cost of the Winchester Railroad.

Charles Town can already offer as many inducements for the trade of Clarke to centre in, as any other town short of Baltimore. Among the wheat buyers, she can boast of some of the most liberal and extensive dealers in the Valley of Virginia. She has 12 or 15 dry goods stores, not surpassed, if indeed equaled, by the same number in Winchester. In one month after the completion of this road, plaster, salt, groceries and everything needed by the farmer in exchange for his products could be procured here as cheap, if not cheaper, in Winchester, for we have the same advantage over that town in transportation from the East, that we have in the trade from the West.

The estimated cost of the road from Berryville to Winchester is, we have heard stated, \$20,000. If the State subscribe her share, we doubt not, if our Clarke friends enter into the scheme, the amount of stock can be taken. In coming from Berryville here, the road would pass

the farms of some of the wealthiest, most liberal and enterprising landholders that either county can boast of. Besides, there is every assurance, a fair proportion of the stock can be taken in our own town, and by those in other sections of the county, who feel an interest in its future prosperity.

We shall recur to this subject again, and must, for the present, content ourselves, by merely asking of our friends in Clarke to take the above hasty and imperfect suggestions into consideration, and give to them that attention which they may think they deserve.

AG, Sat. 2/28/46, p. 3. **CANAL COMMERCE**
Arrived, February 27.

Boat W. C. Johnson, Noland's Ferry, flour and corn, to Johnson & Keefer.

GA, Fri. 3/3/46, p. 2. Last week the steamboat S. S. Coleman went up, from the river, the Alexandria Canal, to Georgetown, making the trip in excellent time and causing very little or no abrasion to the banks of the Canal. It was a fine sight to see a steamboat crossing the splendid aqueduct over the Potomac. This suggests again the idea of steam packets, or iron boats, on the Chesapeake and Ohio Canal. It has always been a fond hope with us to see these packet boats regularly running on the Canal. *Alex. Gazette.*

GA, Tue. 3/7/46, p. 2. It will be seen by the annexed order of the Maryland House of Delegates, of the 17th ultimo, that the difficulty between the Directors and the Stockholders of the Chesapeake and Ohio Canal Company, relative to the location of the company's office, has been, by mutual consent, referred to Chief Justice Archer for adjustment. His decision will determine whether the office is to remain *for the present* at Frederick.

On motion of Mr. Johnson,
Ordered by the House of Delegates of Maryland, that the honorable Stephen Archer be and is hereby requested to act as referee in the matter of difference now existing between the

agents of the State and the Directors of the Chesapeake and Ohio Canal Company, and to decide and determine whether the controlling authority in regard to the location of the office of the said Canal Company rests with the stockholders in general meeting, or with the Board of President and Directors; which question, it is understood, has been referred to the said Stephen Archer by the parties, with an earnest request that he would decide the same.

AG, Mon. 3/9/46, p. 2. **WINCHESTER AND POTOMAC RAIL ROAD** – The legislature, at the Session which has just terminated, with the liberality which has for the most part characterized her policy, passed a bill for the relief of this Company, that has given an impetus to public sentiment in its favor, that cannot well fail to place the improvement in a state of the highest usefulness in a short time, and in a few years to reimburse the stockholders in the way of dividends upon their stock for their aid in establishing this great public convenience.

The features of the law, we learn, are these: On the 1st August, 1848, and annually thereafter, the Company is required to pay in lieu of interest upon the debt due the State and dividends upon the State stock, an annuity of five thousand dollars, reserving the lien already existing, but suspending the collection of the debt so long as the annuity is paid. Leaving still to the Stockholders the right to sell the Road to the B. & O. R. R. Company if they choose.

Efforts are now making to raise a fund, with every prospect of success, to re-iron the Road, which, when done (the road being in a very good condition in its wood work to receive it,) will put it in a state to transport with celerity and safety, all the trade and travel that may offer. – *Winchester Republican.*

Tue. 3/10/46, p. 2. **Maryland Railroad Iron.** – We are pleased to learn that thirty miles of the railroad track between Harper's Ferry and Baltimore, which it is designed to renew the coming summer, are to be laid with *Maryland*

Iron. Contracts for the rails have been entered into with the Mount Savage Company, of this county, and the Covington Manufacturing company (Messrs. Ellicott's works) - each company to furnish an equal quantity with the other. The rails are to be of the \cap pattern, weighing 51 lbs. to the yard, similar to those on the road between Cumberland and Harper's Ferry.

► **False Report.** - The Rockville Journal of Sat. last gives a report that the works on the Chesapeake & Ohio Canal has been suspended. We are assured by those who ought to know, that there is no truth in the report. The work is still progressing.

GA, Thu. 3/12/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived This Week.**

Boat Henry Boteler, Harper's Ferry, 650 bbls. flour.

Boat Boston, Mercerville, 425 bbls. flour.

Boat James R. Jones, Mercerville, 260 bbls. flour.

Boat James K. Polk, Mercerville, 525 bbls. flour.

Boat Mary Elizabeth, Edward's Ferry, 300 bbls. flour.

Several boats with wood and limestone.

AG, Thu. 3/12/46, p. 3. **CANAL COMMERCE**

Arrived, March 11.

Boat Henry Boteler, Harper's Ferry, flour, to Wm. Fowle & Sons and T. M. MacCubbin.

AG, Mon. 3/16/46, p. 3. **CANAL COMMERCE**

Arrived, March 14.

Canal boat Com. Decatur, Catocin, 400 bbls. flour, to Johnson & Keefer.

Canal boat W. C. Johnson, Noland's Ferry, 500 bbls. flour, to Johnson & Keefer.

AG, Tue. 3/17/46, p. 4. **CANAL COMMERCE**

Arrived, March 16.

Boat Gen. George Washington, Harper's Ferry, 560 bbls. flour, to Wm. Fowle & Sons.

Boat Star, Loudoun Valley, 444 bbls. flour, to Hooe & Powell.

AG, Wed. 3/18/46, p. 3. **CANAL COMMERCE**

Arrived, March 17.

Boat Andrew Jackson, Harper's Ferry, 250 bbls. flour, to J. C. Vowell and 140 kegs of nails, to order.

Boat O. M. Linthicum, Dam No. 5, 500 bbls. flour, to Wm. Fowle & Sons.

Departed.

Boat Star, Loudoun Valley, plaster, salt, &c., by Hooe & Powell.

Boat Gen. Geo. Washington, Harper's ferry, plaster, by Wm. Fowle & Sons.

AG, Mon. 3/23/46, p. 3. **CANAL COMMERCE**

Arrived, March 21.

Boat Mill Boy, Edward's Ferry, 200 barrels flour for Hooe & Powell; 80 barrels flour to T. M. McCormick & Co., 150 bushels wheat to do.

Sun, Tue. 3/24/46, p. 2. **The Freshet and Canal Trade** – The Williamsport (Md.) *Times*, of

Saturday, states that the breach in the canal opposite Shepherdstown has been repaired. The large flouring mill belonging to the Messrs. Van Lears, situated on the Conococheague, in the environs of Williamsport, was in water to the second story. No material damage was sustained. By Sunday noon, the "flood" had passed by and the streams again fell within their proper channels. The forwarding merchants at Williamsport, have about 23,000 bbls. of flour on hand. Business is quite active at Williamsport, owing to the produce, lumber, coal, &c., that is coming down the canal, and the return of some of the merchants from Baltimore with their spring supply.

GA, Tue. 3/24/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

A number of boats have arrived the last three days bringing flour, oats, offal, wood, &c., from different points. Among them 8 or 9 gondolas from Goose Creek with flour.

AG, Tue. 3/24/46, p. 3. **CANAL COMMERCE**
Arrived, March 23.

Canal boat Wm. Cost Johnson, Catoctin, 400 bbls. flour, wheat, &c., to Johnson & Keefer.

AG, Wed. 3/25/46, p. 3. **CANAL COMMERCE**
Arrived, March 24.

Boat Henry Clay, Harper's ferry, coal to T. M. MacCubbin.

Gondola from Hoysville with 100 bbls. flour and 150 bushels wheat, for Hooe & Powell.

GA, Thu. 3/26/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived This Week.

Boat Pocahontas, Seneca, 68 bbls. flour, 744 bu. shorts, 182 bu. oats.

Scow, 30 miles, 156 bbls. flour, wood.

4 gondolas, Harper's Ferry, 495 bbls. flour.

Boat Experiment, Conrad's Ferry, flour and wheat.

Boat Wm. H. Harrison, Shepherdstown, 475 bbls. flour, 4 bu. clover seed.

A few other boats with wood, &c.

Departed

11 boats have gone up since Monday evening, with assorted cargoes of fish, salt, plaster, groceries, &c., to different points.

AG, Thu. 3/26/46, p. 3. **CANAL COMMERCE**
Arrived, March 25.

Boat Lavinia Ellen, Noland's Ferry, 200 bbls. flour and wood, to Johnson & Keefer.

GA, Sat. 3/28/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Wednesday Evening.

Boats – Chas. B. Fisk, Mercerville, 500 bbls. flour.

Mary Elizabeth, 31 miles, 199 bbls. flour, 600 bu. oats.

Emily Harriett, Mercerville, 650 bbls. flour.

Oliver Twist, Williamsport, 564 bbls. flour, 31 bbls. whiskey.

George Washington, Dam No. 3, wheat, &c.

Boston, Mercerville, 440 bbls. flour.

Col. Crockett, Harper's Ferry, 620 bbls. flour.

Mermaid, Williamsport, 558 bbls. flour.

Experiment, Edward's Ferry, 150 bbls. flour, 11 bu. wheat, 10 bu. apples.

James K. Polk, Mercerville, 525 bbls. flour.

Lavinia Ellen, Noland's Ferry, 139 bbls. flour, wood.

Gen. Scott, Mercerville, 575 bbls. flour, 250 bu. wheat.

Potomac, Williamsport, 550 bbls. flour.

Jack Frost, 77 miles, 500 bbls. flour, sundries.

Veto, Seneca, oats and wood.

Mill Boy, Edward's Ferry, 381 bbls. flour, 100 bu. chop, 700 bu. shorts.

Snipe, Edward's Ferry, 90 bu. wheat, 26 hogs.

Stranger, 42 miles, 278 bu. wheat, 126 bu. oats, 48 bu. corn meal, 28 bu. corn.

Susan, Shepherdstown, 601 bbls. flour.

4 gondolas, Harper's Ferry, 495 bbls. flour.

1 gondola, Edward's Ferry, 56 bbls. flour, 170 bu. wheat.

1 scow, 71 miles, 572 bbls. flour.

Departed.

14 boats went up yesterday with assorted cargoes for different points.

AG, Sat. 3/28/46, p. 3. **CANAL COMMERCE**
Arrived, March 27.

Boat Mermaid, Dam No. 5, 515 bbls. flour, to Wm. Fowle & Sons.

Boat Experiment, Harper's Ferry, wheat, to order.

AG, Mon. 3/30/46, p. 3. **CANAL COMMERCE**
Arrived, March 28.

Boat Gen. Geo. Washington, Dam No. 3, 2,200 bushels wheat, to Wm. Fowle & Sons.

GA, Tue. 3/31/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Friday Evening.

Boats – R. M. Lauck, Williamsport, 459 bbls. flour.

Henrietta, Edward's Ferry, 39 bbls. flour, 450 bu. wheat, 329 bu. corn, 102 bu. meal, 280 bu. oats, 600 bu. shorts, 140 bu. chop.

Mad Anthony, Williamsport, 71 live hogs.
 Alexandria, Knoxville, 151 bbls. flour, 650 bu. wheat, 50 bu. chop.
 Lucy Long, Williamsport, 600 bu. wheat.
 Lafayette, Edward's Ferry, 300 bbls. flour, 436 bu. oats, 13 bu. apples.
 Bonaparte, Mercerville, 550 bbls. flour.
 Star, Edward's Ferry, 226 bbls. flour, 500 bu. wheat, 500 lbs. leather.
 Henry Clay, Shepherdstown, 589 bbls. flour.
 James Rumsey, Dam No. 3, 45 bbls. flour, wheat.
 Williamsport, Williamsport, 500 bbls. flour.
 Phineas Janney, Mercerville, 900 bbls. flour.
 Osceola, Williamsport, 550 bbls. flour, 15 bbls. whiskey.
 Virginia, Berlin, 2,115 bu. wheat, 7 bbls. flour.
 Susan Harris, Mercerville, 700 bbls. flour.
 Several boats with limestone and wood.

Departed.

14 boats have gone up since Saturday morning, with plaster, salt and groceries generally, for different points.

AG, Tue. 3/31/46, p. 3. ACTS OF THE LAST GENERAL ASSEMBLY OF VIRGINIA – An act to amend an act entitled “An act to incorporate the Winchester and Potomac Railroad Company,” passed April 8th, 1831; authorizes the Board of Public Works to receive from the company annually, after the first of August 1847, the sum of \$5,000 in lieu of interest upon the debt of the company to the Commonwealth and of dividends upon the State stock in the company, and postpones the payment of the principal of said debt so long as said sum is paid.

CANAL COMMERCE

Arrived, March 30.

Boat Lafayette, Loudoun County, 309 bbls. flour for Hooe & Powell.

Boat Alexander, Quarter Branch, 174 bbls. flour, for Hooe & Powell.

Departed, March 28.

Boat Mermaid, Williamsport, groceries, boots, shoes, hats, &c., from McVeigh & Bro.

GA, Thu. 4/2/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Evening.

Boats – Veto, Deltzell, 300 bu. oats, 2 bbls. corn, 10 cords wood.

Chas. C. Eldridge, Edward's Ferry, 401 bbls. flour, 80 bu. corn meal.

Texas, Williamsport, 560 bbls. flour.

Pocahontas, Seneca, 60 bbls. flour, 597 bu. offal, 200 bu. corn meal, &c.

Keel Boat, Williamsport, 30 bbls. flour, 243 bbls. whiskey.

Hugh Smith, Mercerville, 638 bbls. whiskey.

Thomas G. Harris, Mercerville, 504 bbls. flour, 30 bbls. whiskey.

Andrew Jackson, Harper's Ferry, 250 bbls. flour.

Several boats with wood, &c.

Departed.

15 boats have gone up since Tuesday morning with assorted cargoes of fish, salt, plaster, groceries, furniture, &c., &c.

AG, Thu. 4/2/46, p. 2. ACTS OF THE GENERAL ASSEMBLY OF VIRGINIA – An act supplementary to, and amendatory of the act, entitles “An act to authorize the Baltimore and Ohio Railroad Company to complete their road to the Ohio river, and for other purposes,” passed February 19th, 1845. Allows the Company ten years from the 10th March, 1847, to complete their railroad to the city of Wheeling, provided they enter upon the extension thereof within three years from the passing of this act. Gives them the privilege of purchasing the Winchester and Potomac Railroad according to said act passed February 18, 1845. The taxing power reserved in the 6th section of said act is not to be exercised, until the net income of the Baltimore & Ohio Company shall exceed six percent.

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

Arrived, April 1.

Boat Henrietta, Leesburg, 58 bbls. flour, to P.H. Hooff.

Boat Elizabeth, Leesburg, 185 bbls. flour, to P. H. Hooff.

Boat Ann Elizabeth, 70-mile post, lime, to Smoot & Uhler.

Boat Andrew Jackson, Shepherdstown, 350 bbls. flour to Johnson & Keefer.

Boat C. B. Locke, Williamsport, Md., 160 bbls. flour, to T. M. McCormick & Co.

AG, Fri. 4/3/46, p. 3. **CANAL COMMERCE**
Arrived, April 2.

Boat Honeywood, Dam No. 5, 1,500 bushels wheat, to T. M. MacCubbin.

Departed.

Three boats with plaster, by Wm. Fowle & Sons.

GA, Sat. 4/4/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Evening.

Boats – Com. Decatur, 52 miles, 310 bbls. flour, 30 empty bbls.

Victoria, 26 miles, 708 bu. oats, 10 bu. corn meal, 6 tons hay, 4 calves.

Mary Elizabeth, Edward's Ferry, 148 bbls. flour, 400 bu. wheat, 120 bu. corn meal.

Col. Crockett, Harper's Ferry, 437 bbls. flour, 1 bbl. whiskey.

Liberty, Hancock, flour, bark, lumber, cooper stuff.

Lavinia Ellen, 44 miles, 150 bu. offal, wood.

Wm. H. Harrison, Shepherdstown, flour.

Potomac, Williamsport, 561 bbls. flour.

1 gondola, Dam No. 6, 87 bbls. flour, 63 bu. corn, 25 head hogs.

1 gondola, Dam No. 6, 43 bbls. flour, 300 bu. corn.

Several boats with limestone, wood, &c.

Departed.

Several boats going up with assorted cargoes of salt, plaster, fresh fish, &c., &c.

AG, Mon. 4/6/46, p. 3. **CANAL COMMERCE**
Arrived, April 4.

Boat Col. Crockett, Harper's Ferry, 100 bbls. flour to Hooe & Powell, 90 bbls flour to A. C. Cazenove & Co.

Boat -----, from Loudoun County, 80 bbls. flour, to Johnson & Keefer.

Boat Commodore Decatur, Catocin, 310 bbls. flour to Johnson & Keefer.

GA, Tue. 4/7/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Boats – Tip & Tyler, 89 miles, 400 bbls. flour, 250 bu. wheat.

Stranger, 42 miles, 450 bu. wheat, 241 bu. oats, 30 bu. corn.

Ben Franklin, Hancock, 270 bbls. flour, 816 bu. wheat, 565 bu. potatoes.

Chesapeake, Berlin, 2,100 bu. wheat, 128 bu. corn.

Oliver Twist, Williamsport, 600 bbls. flour, 17 bbls. whiskey.

Geo. Washington, Dam No. 3, wheat and beans.

Jack Frost, 77 miles, 455 bbls. flour.

Elizabeth, Dam No. 3, 461 bbls. flour.

Union, Williamsport, 600 bbls. flour.

Mill Boy, Edward's Ferry, 400 bbls. flour, 500 bu. shorts.

Susan, Shepherdstown, 600 bbls. flour, 110 bbls. whiskey.

Potomac, Williamsport, 561 bbls. flour, 1 bbl. lard.

Several boats with lime, limestone and wood.

Departed.

20 boats have gone up since Saturday morning, with assorted cargoes of salt, fresh fish, plaster, groceries, lumber, &c.

AG, Wed. 4/8/46, p. 3. **CANAL COMMERCE**
Arrived, April 7.

Boat Ben Franklin, from Williamsport, with 816 bushels wheat, to T. M. McCormick & Co. and 540 bushels potatoes, to Johnson & Keefer.

AG, Thu. 4/9/46, p. 3. **CANAL COMMERCE**
Arrived, April 7.

Boat Henry Clay, Harper's Ferry, 272 bbls. flour to Wm. Fowle & Sons.

Boat J. C. Calhoun, Harper's ferry, 113 bbls. flour to Hooe & Powell, 30 tons pig iron, to T. M. MacCubbin.

Boat W. C. Johnson, Catoctin, 400 bbls. flour, to Johnson & Keefer.

Boat James K. Polk, Shepherdstown, 550 bbls. flour, to Johnson & Keefer.

AG, Fri. 4/10/46, p. 3. **CANAL COMMERCE**
Arrived, April 9.

Boat C. Ellerslie, Goose Creek, 371 bbls. flour, for Hooe & Powell.

Boat -----, Loudoun Valley, 300 bbls. flour for Hooe & Powell.

Boat Lady of the Lake, Millstone Point, 370 bbls. flour, to Wm. N. Rowe and wheat to Thomas & Dyer.

Boat Experiment, Mason's Island, 1,300 bushels wheat, to A. C. Cazenove & Co.

Departures, April 9.

Boat Henry Clay, Harper's Ferry, groceries, boots, shoes and hats, from McVeigh & Bro.

AG, Sat. 4/11/46, p. 3. **CANAL COMMERCE**
Arrived, April 10.

Boat -----, Harper's Ferry, 170 bbls. flour, to Hooe & Powell and wheat, to A. C. Cazenove & Co.

AG, Mon. 4/13/46, p. 3. **CANAL COMMERCE**
Arrived, April 11.

Boat -----, from Harper's Ferry, 110 bbls. flour, to Hooe & Powell.

GA, Tue. 4/14/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Thursday Morning.

Boats – William, 89 miles, 2,187 bu. wheat, flour barrels.

Col. Crockett, Harper's Ferry, 486 bbls. flour, 1 bbl. butter.

Susan, Shepherdstown, 453 bbls. flour, 428 bu. corn.

R. M. Lauck, Williamsport, limestone, lumber, &c.

Charlotte, Williamsport, 600 bbls. flour.

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

Veto, Seneca, 75 bbls. flour, 76 bu. meal, 10 cords wood.

Liberty, Knoxville, 401 bbls. flour, 40 bu. wheat, 12 tons hay.

Col. Benton, 350 bbls. flour, 63 bu. rye, 970 bu. bran, 360 bu. ship stuff.

O. M. Linthicum, Williamsport, 2,200 bu. wheat, 1 bbl. and 1 keg lard.

Thomas G. Harris, 727 bbls. flour, 16 bbls. whiskey.

W. C. Rives, 89 miles, 378 bbls. flour, 200 bu. wheat.

Lucy Long, Williamsport, 528 bbls. flour.

Alexandria, 63 miles, 100 bbls. flour, 1,200 bu. wheat, 350 bu. corn.

Potomac, Williamsport, 560 bbls. flour.

1 gondola, Edward's Ferry, 111 bbls. flour, 60 bu. rye chop.

1 gondola, Edward's Ferry, 214 bu. wheat, 28 bbls. flour, 28 bu. rye.

Several boats with wood, limestone, &c.

C. Eldridge, Edward's Ferry, 431 bbls. flour.

Elizabeth Ann, Seneca, 75 bu. corn, 126 bu. oats.

Henrietta, Edward's Ferry, 345 bbls. flour.

Victoria, Edward's Ferry, 333 bu. oats, 220 bu. wheat.

Experiment, Edward's Ferry, 123 bbls. flour, 1,250 bu. wheat, &c.

1 gondola, Edward's Ferry, 110 bbls. flour.

Departed,

30 boats have departed since Thursday morning with assorted cargoes of plaster, salt, fresh fish, groceries, &c., &c., for different points.

AG, Tue. 4/14/46, p. 3. **CANAL COMMERCE**
Arrived, April 13.

Boat -----, Dam No. 5, 2,300 bushels wheat, to Jos. Janney.

AG, Fri. 4/17/46, p. 3. **CANAL COMMERCE**
Arrived, April 16.

Boat -----, Noland's Ferry, 350 bbls. flour, to Johnson & Keefer.

Boat -----, Dam No. 5, 1,500 bushels wheat, to T. M. MacCubbin.

Boat Neptune, Hook, tan bark, to C. C. Smoot.
Departure.

Boat Ellen Douglass, Smart, Leesburg, lumber, lime and shingles, by James Green.

AG, Sat. 4/18/46, p. 4. **CANAL COMMERCE**
Arrived, April 17.

Boat -----, Honeywood Mills, 550 bbls. flour, to Wm. Fowle & Sons.

Boat Com. Decatur, from Frederick County, 300 bbls. flour and rye, to Johnson & Keefer.

Boat -----, Edward's Ferry, 700 bushels wheat, to Thomas & Dyer.

CF, Tue. 4/21/46, p. 3. **CANAL COMMERCE**
Arrived, April 18.

Boat -----, Williamsport, 500 bushels wheat to T. M. McCormick & Co., and 1,100 bushels wheat to order.

Boat -----, Noland's ferry, 416 bbls. flour, wheat and oats to Johnson & Keefer.

Boat -----, Luray, 107 bbls. flour to Hooe & Powell, and iron to T. M. MacCubbin.

Boat -----, Loudoun Valley, 100 bbls. flour to Hooe & Powell.

GA, Tue. 4/21/46, p. 4. **The Canal** – The balance of the February estimates for work done on the Chesapeake and Ohio Canal, was paid on Tuesday last. We are encouraged from this to hope, that there will be no further obstacles to contend with, and that the work will be pushed ahead with all speed, and the estimates paid promptly, as they become due.

A meeting of the President and Directors and also of the Stockholders is now being held in Frederick, the result of whose joint deliberations is looked forward to with much interest. In view of this and with a determination on our part to know as soon as possible, what this community, - so deeply interested in the matter have to expect, the junior Editor of this paper, left in the cars for Frederick, on the morning of yesterday.

His means of information will be ample, and his report from the scene of action, whatever it may be, may be regarded in all things as reliable. In conclusion we will remark, that we are not alarmed as some are about the Canal, - *the completion of which we consider certain*. Our object is to have it in our power, to dispel that alarm in others, and to put down the many and conflicting rumors relative to it, with which Cumberland seems peculiarly infected. And this we shall do, if the truth is to be had, and we apprehend no disposition on the part of the Canal Company, to suppress facts, which the people have a right to know.

Cumb. Civilian, of Friday.

Ibid, p. 5.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Boats – Tip & Tyler, 89 miles, 1,000 bu. wheat.
Com. Decatur, 52 miles, 267 bbls. flour, 38 bu. corn, 10 bu. oats.

C. C. Eldridge, Edward's Ferry, 180 bbls. flour, 120 bu. oats.

Wm. Cost Johnson, 44 miles, 412 bbls. flour, 22 bu. wheat, 200 bu. oats.

Mermaid, Williamsport, 540 bbls. flour, lumber.
Lavinia Ellen, Noland's Ferry, 500 bbls. flour, 100 bu. oats.

Wm. H. Harrison, Shepherdstown, 465 bbls. flour, 33 bu. rye.

Mary Elizabeth, Edward's Ferry, 243 bbls. flour, 160 bu. oats, 12 bu. corn, 112 bu. corn meal.

Union, Williamsport, 600 bbls. flour.

Henry Clay, Mercerville, 600 bbls. flour.

Gen. Scott, 84 miles, 83 bu. corn, hay and bags.

Osceola, Williamsport, 550 bbls. flour.

Thomas G. Harris, Mercerville, 750 bbls. flour.

Experiment, Conrad's Ferry, 30 bbls. flour, 1,400 bu. wheat, 100 bu. oats.

Geo. Washington, Dam No. 3, wheat.

Charles, Williamsport, 464 bbls. flour, &c.

Victory, 42 miles, 368 bu. corn, 800 bu. wheat, 10 bu. flax seed.

1 gondola, Point of Rocks, 60 bbls. flour, 206 bu. wheat.

Susan Harris, Mercerville, 750 bbls. flour.

1 gondola, Edward's Ferry, 40 bbls. flour, 40 bu. wheat, 24 bu. corn.

5 keels and 3 gondolas, Dam No. 6, 8,000 bu. coal.

A number of boats with limestone and wood.

Departed.

Thirty-five boats have gone up since Thursday morning, carrying fresh fish, salt, plaster, groceries, lumber, &c., to different points.

----- CHESAPEAKE & OHIO CANAL CO.

We understand that Lawrence J. Brengle, Esq., has been chosen Treasurer of the Chesapeake and Ohio Canal Company, in the place of Philemon Chew, Esq., resigned.

AG, Tue. 4/21/46, p. 3. **CANAL COMMERCE**
Arrived, April 20.

Boat -----, Washington County, Md., 1,800 bushels wheat, to Thomas & Dyer.

Boat -----, Dam No. 3, 2,000 bushels wheat, to Thomas & Dyer.

Boat -----, Washington County, Md., lime, to Waters & Zimmerman.

Boat -----, Edward's Ferry, 1,300 bushels wheat, to Wm. Fowle & Sons, 110 bbls. flour, to Hooe & Powell, 200 bushels corn, to Master.

Departures

Boat -----, with shingles, &c., by Waters & Zimmerman.

GA, Thu. 4/23/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE Arrived Since Tuesday Morning.

Boats – Stranger, 32 miles, 42 bbls. flour, 50 bu. wheat, 50 bu. corn, 56 bu. oats, coopers stuff.

Susan, Shepherdstown, 99 bbls. flour, 1,748 bu. wheat.

William, 87 miles, 2,000 bu. wheat.

Eagle, Hancock, 2,000 bu. wheat, shingles, coopers stuff, potatoes.

Lady of the Lake, 119 miles, 125 bbls. flour, 50 bu. wheat, bark and coopers stuff.

Rambler, 85 miles, 440 bbls. flour.

Pocahontas, Seneca, 100 bu. oats, 6 tons hay.

Boston, Williamsport, lumber & sundries.

Mill Boy, Edward's Ferry, 102 bbls. flour, 1,300 bu. wheat, 200 bu. corn.

Louisa, Williamsport, 690 bbls. flour.

Col. Benton, Shepherdstown, 365 bbls. flour, 526 bu. offal.

Departed.

Twelve boats have gone up since Tuesday morning, carrying fresh and barreled fish, salt, plaster, groceries, potatoes, &c., to different points.

AG, Fri. 4/24/46, p. 3. **CANAL COMMERCE**

Arrived, April 23.

Boat -----, from Catoctin, 400 bbls. flour and wheat, to Johnson & Keefer.

Boat -----, from Shepherdstown, 1,200 bushels wheat, to Wm. Fowle & Sons.

Departed.

Boat -----, with plaster, from Wm. Fowle & Sons.

CF, Sat. 4/25/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE Arrived Since Thursday Morning.

Boats – Ellen Douglas, Edward's Ferry, 150 bbls. flour, 1,000 bu. wheat, 98 bu. meal.

Wm. Cost Johnson, 51 miles, 313 bbls flour, 50 bu. wheat.

Oliver Twist, Williamsport, 600 bbls. flour

Lafayette, 41 miles, 950 bu. wheat.

Jack Frost, 77 miles, 950 bu. wheat.

Texas, 71 miles, 425 bbls. flour.

Col. Crockett, Harper's Ferry, 345 bbls. flour, 20 bbls. beef, furniture.

Several boats with limestone and wood.

Departed.

11 boats have gone up since Thursday morning with fresh fish, salt, plaster, groceries, lumber, &c., &c.

GA, Sat. 4/25/46, p. 2. **The Steamer Oregon** – The Oregon still remains stuck upon a rock, like a hat on a gentleman's head. All the efforts that

have been made to float her have proved futile. On Wednesday a grand attempt was made by the application of several canal boats as lifters and steam-pumps as exhausters. She is terribly racked and twisted, and seems all but broken up.

AG, Mon. 4/27/46, p. 3. **CANAL COMMERCE**

Arrived, April 25.

Boat Lady of the Lake, Millstone Point, flour, to Wm. N. Rowe, wheat, to order.

Boat Eagle, Hancock, 2,000 bushels wheat, to Wm. Fowle & Sons.

Departed.

Boat Jack Frost, Sharpsburg, Md., groceries, boots, shoes and hats, from McVeigh & Bro.

GA, Tue. 4/28/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Boats – Potomac, Williamsport, 561 bbls. flour.

Ann Elizabeth, 78 miles, 1,300 bu. wheat.

Emily Harriett, Williamsport, 232 bbls. flour, 700 bu. wheat, 64 bbls. whiskey.

Susan Harris, Mercerville, 750 bbls. flour.

Geo. Washington, Dam No. 3, 107 bbls. flour, wheat.

Ben Franklin, Williamsport, 402 bbls. flour, lumber.

Mill Boy, Edward's Ferry, 450 bbls. flour, 1,000 bu. offal.

Stranger, 42 miles, 50 bu. wheat, 50 bu. corn, cooper's stuff.

Henry Clay, Shepherdstown, 277 bbls. flour, 330 bu. wheat, 25 bu. oats.

Several boats with limestone and wood.

Departed.

9 boats have gone up since Saturday morning with salt, plaster, groceries, lumber, &c., for different points.

AG, Tue. 4/28/46, p. 2. **CANAL COMMERCE**

The Williamsport *Times* of Saturday says: - "Large quantities of flour still continue to be transported to Georgetown; and the millers have well determined that our commission and forwarding merchants shall not have empty

warehouses, as would appear from the unabated industry with which they are daily tumbling in their wagon loads."

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

Arrived, April 27.

Boat -----, Harper's Ferry, flour, to Jos. G. Carr and flour, to T. M. MacCubbin.

Boat -----, Dam No. 3, 108 bbls. flour, to Wm. Fowle & Sons and 1,600 bushels wheat, to Thomas & Dyer.

AG, Wed. 4/29/46, p. 2. **CANAL COMMERCE**

Arrived, April 28.

Boat O. M. Linthicum, North Bend, 2,300 bushels wheat, to A. C. Cazenove & Co.

Boat Emily Harriet, North Bend, 800 bushels wheat, 232 bbls. flour, to T. M. MacCubbin and 60 bbls. whiskey to Master.

Boat Mary Elizabeth, Goose Creek, 500 bbls. flour, to Hooe & Powell.

CF, Thu. 4/30/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning

Boat Chas. C. Eldridge, Edward's Ferry, 109 bbls. flour, 12 cords of wood.

Boat Charlotte, Williamsport, 661 bbls. flour, 12 bushel beans.

Boat Catharine Smith, Williamsport, 272 bbls. flour, 103 bbls. whiskey.

Boat W. C. Johnson, Harper's Ferry, 200 bbls. flour, 15 tons blown iron.

Boat Ann, Williamsport, 500 bbls. flour.

Boat New boat, 108 miles, 1,500 bushels wheat.

Boat O. M. Linthicum, Williamsport, 2,108 bushels wheat.

Boat Lavinia Ellen, -----, 108 bbls. flour, 7 cords wood.

Boat Wm. C. Rives, 89 miles, 408 bbls. flour, 300 bushels corn.

3 gondolas, Harper's Ferry, 369 bbls. flour

1 gondola, Point of Rocks, 450 bushels wheat.

Several boats with limestone and wood.

Departed

15 boats have gone up since yesterday morning, with groceries, fresh fish, salt, plaster, lumber, &c., &c., for different points.

AG, Thu. 4/30/46, p. 4. **CANAL COMMERCE**
Arrived, April 29.

Boat Ann Elizabeth, Sharpsburg, 1,300 bushels wheat, to Johnson & Keefer.

Boat Lavinia Ellen, Noland's Ferry, 180 barrels flour, to Johnson & Keefer.

Boat C. Eldridge, Goose Creek, 150 bbls. flour, to Hooe & Powell.

CF, Fri. 5/1/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived, April 29

Boat Ann Elizabeth, Sharpsburg, 1,300 bushels wheat to Johnson & Keefer.

Boat Lavinia Ellen, Noland's Ferry, 180 barrels flour to Johnson & Keefer.

Boat C. Eldridge, Goose Creek, 150 bbls. flour to Hooe & Powell.

GA, Sat. 5/2/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Thursday Morning.

Boats – Louisa, Williamsport, 650 bbls. flour.
Wm. H. Harrison, Shepherdstown, 490 bbls. flour.

Victoria, 39 miles, 600 bu. wheat.

Wm. C. Johnson, 44 miles, 452 bbls. flour.

1 gondola, Edward's Ferry, 372½ bu. wheat.

Osceola, Williamsport, 500 bbls. flour, 40 bbls. whiskey.

Several boats with wood, &c.

Departed.

9 boats have gone up since Thursday morning, with groceries, fish, salt, plaster, &c., &c., for different points.

AG, Sat. 5/2/46, p. 4. **CANAL COMMERCE**
Arrived, May 1.

Boat W. C. Johnson, Noland's Ferry, 450 bbls. flour, to Johnson & Keefer.

CF, Mon. 5/4/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning

Louisa, Williamsport, 650 bbls. flour

Wm. H. Harrison, Shepherdstown, 490 bbls. flour.

Victoria, 39 miles, 600 bushels wheat.

Wm. C. Johnson, 44 miles, 452 bbls. flour

1 gondola, Edward's Ferry, 372½ bushels wheat.

Boat Osceola, Williamsport, 500 bbls. flour, 40 bbls. whiskey.

Several boats with wood, &c.

Departed

Nine boats have gone up since Thursday morning, with groceries, fish, salt, plaster, &c., &c., for different points.

GA, Mon. 5/4/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning

Boat Tecumseh, 120 miles, 90 bu. potatoes, 100 bu. corn, lumber, cooper's stuff, &c.

CF, Tue. 5/5/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived May 2

Boat M. Francis, Harper's Ferry, 500 bushels wheat to Thomas & Dyer.

Boat John C. Calhoun, Harper's ferry, iron to T. M. MacCubbin, and 300 bbls. flour to Joseph G. Carr.

Boat Ann, Williamsport, flour to T. M. McCormick & Co.

Departed

Boat William Henry Harrison, Capt. Staley, Shepherdstown, Va., groceries, boots, shoes and hats, by McVeigh & Bro.

GA, Tue. 5/5/46, p. 1.

CORPORATION ORDINANCES

A Resolution in relation to the Chesapeake and Ohio Canal.

Resolved by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown, That the Mayor, William S. Nicholls, O. M. Linthicum, Jeremiah Orme, Wm.

McK. Osborn and James McVean, be, and they are hereby appointed a committee of this Corporation to confer with like committees from the Corporations of Washington and Alexandria, whether any, and if any, what action on the part of said Corporations is expedient to promote the completion of the Chesapeake and Ohio Canal, and that they report the result of their conference to this Corporation as speedily as may be.

Approved April 25, 1846.

Ibid, p. 2. CANAL TRANSPORTATION

– The Williamsport *Times* has the following:

11,040 barrels of flour and 6,500 bushels wheat have been transported from this place to Georgetown, D.C., within the last thirty days. The amount of tolls on way bills issued from the collector's office at this place for the same time was \$2,833.42. This is, we understand, the largest business ever done upon the canal, in the same space of time, since it has been opened.

The *Times* add the following further items of Canal trade to the above:

295 Barrels Whiskey,

7 Tons Iron,

70,000 Feet Plank,

3,000 cubic feet round Timber from Dam No. 5.

160 tons Merchandize arrived from Georgetown at this place in the month of April.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Boats – New Boat, Williamsport, 652 bbls. flour.

Tip & Tyler, 89 miles, 190 bbls. flour, 750 bu. corn, 800 bu. oats.

Several boats with limestone and wood.

Departed.

12 boats have gone up since Saturday morning, with groceries, fish, salt, plaster, lumber, &c., &c., for different points.

CF, Thu. 5/7/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning

Boat Mary Elizabeth, Edward's Ferry, 282 bbls. flour, 20 bushels oats.

Boat Frances, 26 miles, 9 tons hay.

Boat Mill Boy, Edward's Ferry, 264 bbls. flour, 350 bushels wheat, 157 bushels rye chops, 47 bushels oats, 350 bushels ship stuff.

Boat Wm. C. Johnson, Knoxville, 246 bushels wheat, 268 bbls. flour.

Two or three boats with wood, &c.

Departed

3 boats have gone up since Tuesday morning.

AG, Thu. 5/7/46, p. 3. **CANAL COMMERCE**

Arrived, May 6.

Boat Tip & Tyler, Dam No. 4, 700 bushels corn, to William Fowle & Sons and 800 bushels of oats, to Master.

Boat W. C. Johnson, Catocin, 200 bbls. flour and 300 bushels wheat, to Johnson & Keefer.

AG, Fri. 5/8/46, p. 3. **CANAL COMMERCE**

Arrived, May 7.

Boat Mary Elizabeth, Loudoun, 200 bbls. flour, to P. H. Hoff.

GA, Sat. 5/9/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Boats – Potomac, Williamsport, 559 bbls. flour. Henry Boteler, Harper's Ferry, 712 bbls. flour. Col. Crockett, Harper's Ferry, 600 bbls. flour. Pocahontas, Seneca, 223 bu. oats, 181 bu. corn, 31 bu. potatoes, &c.

Ellen Douglas, Edward's Ferry, 177 bbls. flour.

Victoria, 33 miles, 4 tons hay, wood, calves.

Rambler, 85 miles, 450 bbls. flour.

Union, Williamsport, 600 bbls. flour.

Experiment, 37 miles, 1,527 bu. wheat.

Oliver Twist, Williamsport, 600 bbls. flour, 7 bbls. whiskey.

Col. Benton, Shepherdstown, 300 bbls. flour, 700 bu. shorts.

Henry Clay, Harper's Ferry, 50 tons pig iron

Wm. S. Elgin, -----, cargo of lime.

Several boats with limestone and wood.

1 gondola, Edward's Ferry, 300 bu. wheat, 80 bu. corn.

Departed.

10 boats have gone up since Thursday morning with fish, salt, plaster, groceries, &c., for different points.

AG, Sat. 5/9/46, p. 3. **CANAL COMMERCE**

Arrived, May 8.

Boat from Shepherdstown, 450 bbls. flour, to Johnson & Keefer.

CF, Tue. 5/12/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning

Boat Wm. C. McPherson, Noland's Ferry, 375 bbls. flour, 500 bushels shorts.

Henrietta, Edward's Ferry, 350 bbls. flour, 204 bushels wheat, 287 bushels ship stuff, 20 bushels oats.

Jack Frost, 77 miles, 204 bbls. flour, 300 bu. wheat.

Eagle, Hancock, 123 bushels wheat, 5 bushels potatoes, cooper stuff.

Anne, Williamsport, 489 bbls. flour.

J. C. Calhoun, Harper's Ferry, 567 bbls. flour.

Seven boats with wood, &c.

Departed

12 boats have gone up since Saturday morning with fish, salt, plaster, lumber, groceries, &c., for different points.

CF, Wed. 5/13/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived May 11.

Boat W. C. Johnson, Frederick county, 400 bbls. flour to Johnson & Keefer.

AG, Wed. 5/13/46, p. 3. **CANAL COMMERCE**

Arrived, May 12.

Boat Henrietta, Leesburg, flour to P. H. Hooff and wheat, to order.

Boat Ann, Williamsport, flour, to T. M. McCormick & Co.

Boat Rushville, Rushville, flour and wheat, to A. C. Cazenove & Co.

Boat John Glenn, Washington County, wheat, potatoes and flour, to Wm. Fowle & Sons.

Boat Experiment, Loudoun County, wheat, to Thomas & Dyer.

Departure, May 12.

Boat Eagle, for Hancock, with castings, by T. W. & R. C. Smith.

GA, Thu. 5/14/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning.

Boat Frances, 27 miles, 4 tons hay.

Boat Pocahontas, 25 miles, 3 tons hay, 8,000 hoop poles.

A few boats with wood.

Departed,

Nine boats have gone up since Tuesday morning with fish, salt, plaster, lumber, groceries, &c., for different points.

GA, Sat. 5/16/46, p. 3. **Office of the Chesapeake and Ohio Canal** – The legislature of Maryland, at its last session, passed a resolution requesting Judge Archer, Chief Judge of the Court of Appeals, to decide the question in dispute between the State Agents in Internal Improvement Companies and the Directors of the Chesapeake and Ohio Canal Company, as to who have the authority to fix and locate the office of said company. The question was argued on Saturday before Judge Archer, by the Hon. Reverdy Johnson for the Directors, and by Geo. R. Richardson, Attorney General, for the Agents. We hear that Judge A. has decided that the Directors have the authority.

This being the case, it is understood the office of the company will be removed to Cumberland. – *Balt. Patriot*.

Ibid, p. 4.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Boat Mary Elizabeth, Edward's Ferry, 280 bbls. flour, 100 bu. corn meal.

Martha Francis, Dam No. 3, limestone.

Lavinia Ellen, Noland's Ferry, 500 bu. shorts, 9 cords wood.

Mill Boy, Edward's Ferry, flour, 700 bu. shorts.
Two or three more boats with flour, had not yet reported.

One or two others with limestone and wood.

Departed.

14 boats have gone up since Thursday morning with sundries.

AG, Tue. 5/19/46, p. 3. **CANAL COMMERCE**
Boat Mary Elizabeth, Loudoun, 270 bbls. flour, to Wm. Fowle & Sons.

AG, Wed. 5/20/46, p. 3. **CANAL COMMERCE**
Arrived, May 19.

Boat Ann Elizabeth, Washington Co., lime, to James Green.

AG, Fri. 5/22/46, p. 3. **CANAL COMMERCE**
Arrived, May 21.

Three boats from North Bend, 1,500 bbls. flour, 400 bushels wheat and 80 bbls. whiskey, to Master.

GA, Sat. 5/23/46, p. 3. The eighteenth annual general meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at their office on Monday, the 1st day of June next, at 2 o'clock P.M.

GA, Tue. 5/26/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived From Thursday Morning to Friday Evening.

Boats – Henry Clay, Harper's Ferry, 500 bbls. flour.

Com. Decatur, 52 miles, 280 bbls. flour, 135 bu. offal.

Ben Franklin, Dam No. 6, 30 bu. potatoes, wood.

C. Eldridge, Edward's Ferry, 378 bbls. flour, 150 bu. oats.

1 gondola, Seneca, 300 bu. wheat.

1 gondola, Seneca, 189 bu. wheat, 204 bu. corn.

3 boats with limestone, several with wood.

Arrived Since Saturday Morning.

Henry Boteler, Harper's Ferry, 700 bbls. flour. -----, 44 miles, 400 bbls. flour.

Experiment, Edward's Ferry, 250 bbls. flour, 250 bu. wheat, 160 bu. corn, 240 bu. oats, 60 bu. rye.

Gen. Scott, 44 miles, 500 bu. shorts, 12 tons hay.

J. C. Calhoun, Harper's Ferry, 525 bbls. flour, 50 bbls. cement.

Mary Elizabeth, Edward's Ferry, 166 bbls. flour, 190 bu. wheat, 90 bu. oats.

Henrietta, Edward's Ferry, 665 bbls. flour, 140 bu. wheat, 400 bu. shorts.

3 keel boats, Dam No. 6, Cumberland coal
Several boats with limestone and wood.

Departed.

8 boats have gone up since Saturday morning, some with sundries for different points.

Thu. 5/28/46, p. 5.⁹ **WINCHESTER AND POTOMAC RAILROAD** – On and after Monday the 30th instant, the Passenger train will start, every day, at 8 o'clock, A.M. By order,
J. GEORGE HEIST, Agent

[Transcriber's Note: this advertisement ran at least monthly throughout the year.]

GA, Thu. 5/28/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning.

Boats – Susan, Shepherdstown, 605 bbls. flour.
Hornet, Hancock, lumber and potatoes.

Virginia, Short, 50 bu. wheat, 1,300 bu. corn, 60 bu. rye.

Wm. H. Harrison, Shepherdstown, 482 bbls. flour.

Texas, 71 miles, flour, rye, oats.

William, Shepherdstown, 76 bbls. flour, 2,066 bu. wheat, 5 kegs lard and butter.

Lavinia Ellen, 45 miles, 100 bbls. flour, 500 bu. shorts.

Francis, Seneca, 55 bbls. flour, 700 bu. oats, 188 bu. shorts, 75 lbs. lard and butter, 6 bu. meal.

Mill Boy, Edward's Ferry, 2,056 bu. wheat.

⁹ *Staunton Spector and General Advertiser*, Staunton, Va.

Several boats with limestone and wood.

Departed

24 boats have gone up since Tuesday morning with assorted cargoes of merchandise, plaster, fish, lumber, &c., for different points.

CF, Sat. 5/30/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Boat Col. Benton, Shepherdstown, 391 bbls. flour, 1,250 bushels shorts, 100 bushels corn.

Alexandria, 53 miles, 13 bbls. flour, 1,700 bushels wheat, 200 bushels corn.

Pocahontas, Edward's Ferry, 332 bushels oats, 40 bushels corn in ears.

Thos. G. Harris, Mercerville, 607½ bbls. flour.

Several boats with wood, &c.

Departed

Eleven boats have gone up since Thursday morning, with merchandise, plaster, fish, &c., for different points.

AG, Sat. 5/30/46, p. 3. **CANAL COMMERCE**

Arrived, May 29.

Boat -----, Noland's Ferry, flour to Johnson & Keefer.

Departures.

Boat Henrietta, Leesburg, lumber, lime and shingles, from James Green.

Boat Ellen Douglass, Smart, shingles, lumber and furniture, from James Green.

GA, Tue. 6/2/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Boats – Mary Elizabeth, Edward's Ferry, 302 bbls. flour, 16 bu. corn meal.

Mill Boy, Edward's Ferry, 472 bbls. flour, 235 bu. corn, 800 bu. offal, 15 bu. oats.

Col. Crockett, Harper's Ferry, 305 bbls. flour.

Jack Frost, 77 miles, 287 bbls. flour.

One or two other boats with unimportant cargoes.

Departed.

Seven boats have gone up since Saturday morning, with assorted cargoes, among them

Hugh Smith for Harper's Ferry, with seven tons heavy castings and musket balls.

AG, Tue. 6/2/46, p. 4. The *Cumberland Civilian* cannot suppose, after all that the Corporations of this District have done – and we may add, suffered – that they can either advance or *guarantee* more for the Chesapeake and Ohio Canal. If Alexandria were retroceded to Virginia, the weight and influence of this whole town and section of the country would then be exerted in the councils of that *State* in favor of the work. There would be a Virginia interest in the Canal, almost, if not quite, as important as a Maryland interest.

AG, Wed. 6/3/46, p. 3. **CANAL COMMERCE**

Arrived, June 2.

Boat -----, Edward's Ferry, 300 bbls. flour, to Lambert & McKenzie.

GA, Thu. 6/4/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning.

Boat C. Eldridge, Seneca, 162 bbls. flour, 750 bu. corn meal, 220 bu. chops.

One or two other boats with wood.

Departed

Five boats have gone up since Tuesday morning, with salt, plaster, fish, lumber, groceries, &c., for different points.

AG, Thu. 6/4/46, p. 3. **CANAL COMMERCE**

Arrived, June 2.

Boat -----, from Cedar Point Lime Kiln, lime, to Waters & Zimmerman.

AG, Sat. 6/6/46, p. 3. **CANAL COMMERCE**

Arrived, June 5.

Boat Catoctin, 400 bbls. flour, 200 bushels wheat, to Johnson & Keefer.

Boat -----, Lock 4, 1,600 bushels wheat, to Wm. Fowle & Sons.

AG, Mon. 6/8/46, p. 3. **CANAL COMMERCE**

Arrived, June 6.

Boat from Hagerstown, 550 bbls. flour, to Wm. Fowle & Sons.

Boat from Hagerstown, 469 bbls. flour, to Wm. Fowle & Sons.

Boat from Dam No. 5, 200 bbls. flour, to T. M. MacCubbin.

Boat from Dam No. 6, potatoes, staves, &c., to T. M. MacCubbin.

Boat from Harper's Ferry, 260 bbls. flour and 1,400 bushels wheat, to Wm. Fowle & Sons.

Boat from Harper's Ferry, 400 bbls. flour, to Jos. G. Carr and 69 bushels wheat, to Wm. N. Rowe.

Boat from Harper's Ferry, 530 bbls. flour to A. C. Cazenove & Co.

Boat from Noland's Ferry, 400 bbls. flour, to Johnson & Keefer.

Departures.

Boat Henry Clay, groceries, boots, shoes and hats, Winchester and Staunton, by McVeigh & Bro.

Boat Eliza, groceries, boots, shoes and hats, Hancock, Md., by McVeigh & Bro.

Boat Ohio, groceries, boots, shoes and hats, Harper's Ferry and Charles Town, Va., by McVeigh & Bro.

GA, Tue. 6/9/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE Arrived Since Saturday Morning.

Boats – James Rumsey, Dam No. 3, 21 bbls. flour, wheat and limestone.

John Hetzer, Williamsport, 631 bbls. flour.

Mary Elizabeth, 31 miles, 252 bbls. flour, 400 bu. oats.

Ellen Douglas, Edward's Ferry, 650 bbls. flour, 50 bu. wheat, 100 bu. corn, 150 bu. corn meal, 500 bu. oats.

Frances, Edward's Ferry, 600 bu. wheat.

Pocahontas, Seneca, 70 bu. corn meal, 83 bu. oats, wood.

Eagle, Hancock, 2,350 bu. wheat, 1,000 shingles.

Experiment, Edward's Ferry, 72 bbls. flour, 1,740 bu. wheat.

Tecumseh, 120 miles, 90 bu. potatoes, 100 bu. corn, lumber, cooper's stuff, &c.

Departed.

A number of boats going up with fish, salt, plaster, groceries, lumber, &c., for different points.

AG, Tue. 6/9/46, p. 3. **CANAL COMMERCE**
Arrived, June 8.

Boat from Dam No. 5, 2,200 bushels wheat, to Wm. Fowle & Sons.

AG, Wed. 6/10/46, p. 2. **CANAL COMMERCE**
Arrived, June 9.

Boat from Dam No. 5, 600 bbls. flour, to T. M. MacCubbin.

Boat from Edward's Ferry, 330 bbls. flour, to Lambert & McKenzie.

Boat from Edward's Ferry, 600 bbls. flour, to Lambert & McKenzie, Wm. Fowle & Sons and P. H. Hooff.

Departure.

Boat Lady of the Lake, groceries, boots, shoes and hats, for Hancock, Md., from McVeigh & Bro.

GA, Thu. 6/11/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE Arrived Since Tuesday Morning.

Boats William, Shepherdstown, 28 bbls. flour, 2023 bu. wheat.

Tip & Tyler, 89 miles, 160 bbls. flour, 930 bu. wheat.

Boston, 120 miles, 20,000 feet lumber, 13 bbls. flour.

Jack Frost, 77 miles, 316 bbls. flour.

Mermaid, Williamsport, 524 bbls. flour, &c.

Gen. Taylor, Williamsport, 20 bbls. flour, 21,500 feet plank, 214 lbs. butter.

Com. Warrington, Dam No. 3, limestone.

Andrew Jackson, Harper's Ferry, 364 bbls. flour.

Mary Elizabeth, 31 miles, 240 bbls. flour, 406 bu. oats.

Departed

A number of boats going up with assorted cargoes for different points.

AG, Thu. 6/11/46, p. 2. **CANAL COMMERCE**
Arrived, June 10.

Boat from Smart's Warehouse, 250 bbls. flour, to Hooe & Powell, and 500 bushels oats, to T. M. McCormick & Co.

Departure.

Boat Ann, for Williamsport, with shingles, from James Green.

AG, Fri. 6/12/46, p. 3. **CANAL COMMERCE**
Arrived, June 11.

Boat from Hancock, 2,500 bushels wheat, to Johnson & Keefer.

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

CF, Sat. 6/13/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Thursday Morning.

Boat Thomas G. Harris, Mercerville, 668 bbls. flour.

Wm. C. Johnson, 49 miles, 400 bbls. flour

Ohio, Dam No. 3, 407 bbls. flour, wheat.

Hugh Smith, 114 miles, 100 bbls. flour, lumber and wood.

Col. Benton, Shepherdstown, 463 bbls. flour, 290 bushels shorts.

Two or three boats with wood.

Departed

Eight boats have gone up since Thursday morning, two or three with assorted cargoes.

AG, Mon. 6/15/46, p. 2. **CANAL COMMERCE**
Arrived, June 13.

Boat from Noland's Ferry, 400 bbls. flour to Johnson & Keefer.

Boat Ohio, Old Furnace, 407 bbls. flour and 1,000 bushels wheat, to Wm. Fowle & Sons.

CF, Tue. 6/16/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.

Boat Frances, Edward's Ferry, 700 bushels wheat, 150 bushels oats, 10 hhds. tobacco, 6 bushels meal.

Potomac, Williamsport, 500 bbls. flour.

John Glenn, 109 miles, 1,410 bushels wheat.

Elizabeth, Harper's Ferry, 10,000 feet lumber.

Wm. S. Elgin, 102 miles, cargo lime.

Black Hawk, Dam No. 3, cargo lime.

Union, Williamsport, 575 bbls. flour.

Henry Clay, 60 miles, 326 bbls. flour, 12 tons bloom iron, &c.

Departed

Five boats have gone up since Saturday morning, with assorted cargoes for different points.

AG, Tue. 6/16/46, p. 3. **CANAL COMMERCE**
Arrived, June 15.

Boat Black Hawk, Rockville, stone lime, for James Green.

Boat Ann Elizabeth, Antietam, stone lime, for James Green.

Boat from Dam No. 5, 1,500 bushels wheat, to Wm. Fowle & Sons.

Departed.

Boat Mermaid, groceries, boots, shoes and hats for Shepherdstown, Va., from McVeigh & Bro.

AG, Wed. 6/17/46, p. 3. **CANAL COMMERCE**
Arrived, June 16.

Boat Ann, Williamsport, Md., flour and wheat, to T. M. McCormick & Co.

Boat Henry Clay, Harper's ferry; 200 bbls. flour, 3,000 lbs. skirting and harness leather, 200 bbls. flour, to Hooe & Powell; 125 bbls. flour, to A. C. Cazenove & Co.; pig iron, to S. Shinn.

GA, Thu. 6/18/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Tuesday Morning.

Boats Freight Boat, Edward's Ferry, 45 bbls. flour, 174 bu. wheat.

Mary Elizabeth, Edward's Ferry, 291 bbls. flour, 65 bu. oats.

New Boat, 116 miles, 43 bbls. flour, 2,200 bu. wheat.

One gondola, Edward's Ferry, 321 bu. wheat

Two or three boats with wood.

Departed

A few boats going up with assorted cargoes of lumber, plaster, fish, groceries, &c., for different points.

AG, Thu. 6/18/46, p. 3. **CANAL COMMERCE**

Arrived, June 17.

Boat Elizabeth, Hancock, lumber, to James Green.

Boat Allegany, Williamsport, hay, to master and lime, to Smoot & Uhler.

Boat Susan, McCoy's Ferry, 2,200 bushels wheat, 44 bbls. flour, to T. M. MacCubbin.

Departed.

Boat Ann, Williamsport, Md., groceries, fish, &c., from T. M. McCormick & Co.

AG, Fri. 6/19/46, p. 3. **CANAL COMMERCE**

Arrived, June 18.

Boat from Goose Creek, 100 bbls. flour, to Hooe & Powell.

Boat Elizabeth, Leesburg, 200 bbls. flour to Hooe & Powell, 127 bbls. flour, to Wm. Fowle & Sons.

Boat Victory, Edward's Ferry, 309 bbls. flour, to Wm. Fowle & Sons.

GA, Sat. 6/20/46, p. 3. **Chesapeake and Ohio**

Canal – A friend, with whom we have had communication since our last publication, gives us reason to hope that the means may yet be secured, by a negotiation now in progress, for the completion of the Canal within a reasonable time. – *Nat. Int.*

AG, Sat. 6/20/46, p. 3. **CANAL COMMERCE**

Arrived, June 19.

Boat W. C. Johnson, Catoctin, 375 bbls. flour and offal, to Johnson & Keefer, and 16 hhds. tobacco, 150 bushels oats and wood to master.

Boat from Goose Creek, with 250 bbls. flour, to Hooe & Powell.

Departed.

Boat Elizabeth, groceries, boots, shoes and hats, for Leesburg, from McVeigh & Bro.

GA, Tue. 6/23/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Boats Thos. G. Harris, Mercerville, 656 bbls. flour.

Texas, 71 miles, 250 bbls. flour.

Ohio, Dam No. 3, 710 bbls. flour.

Geo. Washington, Dam No. 3, cargo wheat.

Catherine Smith, Williamsport, 255 bbls. flour, 120 bbls. whiskey.

Henry Boteler, Williamsport, 739 bbls. flour.

Eagle, Lock No. 53, 1,800 bu. wheat, lumber and butter.

Liberty, Hancock, lumber and bark.

John C. Calhoun, Williamsport, 600 bbls. flour.

O. M. Linthicum, 200 bu. wheat.

Henrietta, Leesburg, flour, corn, offal.

Experiment, Edward's Ferry, 160 bbls. flour, 920 bu. wheat, 90 bu. oats, 300 lbs. lard.

Ellen Douglass, Edward's Ferry, 655 bbls. flour, 80 bu. corn meal.

Tecumseh, 120 miles, lumber, cooper's stuff and bark.

Several boats with limestone and wood.

Departed

A few boats going up with assorted cargoes.

GA, Thu. 6/25/46, p. 6.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning.

Boats Margaret Moore, Seneca, 200 bu. oats, 1 tons hay, wood.

Neptune, Hancock, cooper's stuff, cement, bark and lumber.

Rambler, Williamsport, 100 bbls. flour, 1,200 bu. mill offal.

Alexandria, 53 miles, 370 bbls. flour, 570 bu. corn.

Louisa, Williamsport, 650 bbls. flour.

Francis, Seneca, 300 bu. wheat, 148 bu. corn meal, 159 bu. shorts, 10 hhds. tobacco, 8 bu. chop, &c.

Several boats with limestone and wood.

Departed

Twenty-four boats have gone up since Tuesday morning, with assorted cargoes for different points.

AG, Thu. 6/25/46, p. 3. **CANAL COMMERCE**

Arrived, June 24.

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

Boat Mill Boy, Goose Creek, 550 bbls. flour, to
A. C. Cazenove & Co.

Departed.

Boat Rambler, Sugar Wood Mills, groceries,
shoes, &c., from McVeigh & Bro., for
Shepherdstown and Williamsport.

AG, Fri. 6/26/46, p. 3. **CANAL COMMERCE**
Departed, June 24.

Boat Neptune, Hancock, groceries, shoes, &c.,
from McVeigh & Bro.

GA, Sat. 6/27/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Thursday Morning.

Boats John Glenn, 109 miles, 100 bbls. flour,
1,400 bu. wheat.

Mary Elizabeth, Edward's Ferry, 222 bbls.
flour, 235 bu. oats.

Departed

A few boats going up with assorted cargoes for
different points.

AG, Sat. 6/27/46, p. 3. **CANAL COMMERCE**
Arrived, June 26.

Boat John Glenn, Washington County, 1,600
bushels wheat, to Wm. Fowle & Sons, and
whiskey to S. Shinn.

Boat Mary Elizabeth, Loudoun Co., 209 bbls.
flour, to Hooe & Powell.

GA, Tue. 6/30/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.

Boats Henrietta, Edward's Ferry, 710 bbls.
flour, 106 bu. chop, 388 bu. oats, 208 bu. mill
offal.

Chas. C. Eldridge, Edward's Ferry, 125 bbls.
corn, 104 bu. meal, 126 bu. oats.

Ohio, Dam No. 3, cargo of wheat.

Ben Franklin, 127 miles, 448 bbls. cement.

Liberty, Knoxville, 405 bbls. flour, hay.

Osceola, Williamsport, 80 live hogs, 2,000 feet
plank.

Wm. C. Johnson, 71 miles, 178 bbls. flour, 524
bu. mill offal.

A. Jackson, Harper's Ferry, 30 tons bloom iron.
Several boats with limestone and wood.

Departed

A number of boats going up with assorted
cargoes for different points.

AG, Tue. 6/30/46, p. 3. **CANAL COMMERCE**
Arrived, June 29.

Boat Andrew Jackson, Shannondale Furnace, pig
iron, to S. Shinn.

AG, Wed. 7/1/46, p. 3. **CANAL COMMERCE**
Arrived, June 30.

Boat Ohio, Old Furnace, 2,000 bushels wheat, to
A. C. Cazenove & Co.

Boat Liberty, Frederick County, 400 bbls. flour,
T. M. MacCubbin.

AG, Thu. 7/2/46, p. 3. **DAMAGE BY THE
RECENT RAINS.** – Our worst fears as to the
probable damage from the recent heavy rains, in
this neighborhood, have been realized. The flood
of Tuesday night spread havoc wherever it
extended. The most serious injury happened to
the Alexandria Canal, at Gravelly Run, on Mr.
Custis's land, where, as we learn, a serious breach
occurred. It will probably take some time and a
considerable expense to repair this breach. The
water in the Chesapeake and Ohio Canal will, it is
said, be withdrawn some time this month, which
will alleviate the effects likely to result from this
accident.

Friday, 7/3/46, p. 2. **HEAVY RAIN AND
FLOOD.** Several days of drizzly weather, with
occasional showers, were followed by an
immense fall of water on Tuesday last - producing
a flood, the like of which, we are assured, has
been but rarely, if ever, witnessed here. The rain
commenced several hours before day and
continued until about 1 P.M. and at intervals fell
in torrents.

Wills Creek rapidly rose to a great height,
inundating the gardens and yards of the residents
on the West side of Mechanics street, and
sweeping away their fencing, wood, back

buildings, &c. The island of Mr. Geo Hoblitzell was completely covered, and we regret to add, that his loss was considerable. Not only the portion of his bridge which withstood the flood several years since, but his smoke-house, a large quantity of lumber, wagon, &c., were swept away.

About noon the head-gate of the race which passes between Church and Mechanic streets, gave way, and the lots between those streets were overflowed. A large number of cellars were filled with water, and much property thereby injured or destroyed.

Jennon's Run, Braddock's Run, and the other tributaries of Will's Creek also suddenly rose to an unusual height, causing great damage to companies and individuals.

The Mount Savage Company have suffered severely. About three miles of their Railroad including the bridge over Jennon's Run, and several culverts, have been destroyed, wholly or in part. The road will be put in a situation for the transit of cars as early as possible, though it is feared that several weeks will elapse before it can be accomplished.

A portion of the Maryland Mining Company's Railroad, through the Narrows, has also been destroyed.

We learn that some half dozen bridges on the Cumberland and Somerset Turnpike Company have been carried away.

Many of the agriculturists suffered heavily by the loss of fencing and overflowing of fields of wheat and corn.

The North Branch of the Potomac was also higher than it has been for several years. We have but little information in relation to the flood East of Cumberland, except that the water courses, generally, have been much swollen.

AG, Sat. 7/4/46, p. 3. **TREMENDOUS RAIN AND SEVERE DESTRUCTION OF PROPERTY** – The most severe rain which in the recollection of our citizens ever fell hereabouts, in the same time, visited us on Tuesday evening. It commenced falling about 7 o'clock, P. M., and soon increased to a perfect deluge, and so

continued during the whole early portion of the evening. The quantity of water which fell was immense, forcing its way into the residences and cellars of the town, and literally deluging the streets and side-ways. Most of the citizens whom we have heard speak of it, say that their houses were never so completely drenched as with the water which forced its way down the chimneys and through the crevices of the door-ways, and we observe in several quarters considerable damage done to property in the cellars of merchants and private residences.

But by far the greatest injury done is that to the public works connecting with the town. The Chesapeake and Ohio Canal is supposed to be seriously damaged – it is rumored, greatly, and certainly to some extent, - and from the fact that barrels of flour and whiskey have been caught in numbers rushing down in the current of the river, it is presumed that boats above were washed over or swept away with the embankment. It is ascertained that a breach has been made about seven miles from here, near Cabin John mills, and another on the Nine-Mile Level, a short distance above Seneca. This extends about 50 feet only, and will require but some three days to repair it.

By the brands of the flour which has floated down, it is recognized as belonging to the boat *Charles*, which was to have left Williamsport on Monday, for this market, consigned to Mr. Geo. Waters and Mr. E. Lyons. There is little or no doubt that she was swept over with the embankment – it is believed, at the break above Seneca. We learn the hands on board escaped with difficulty. The flour and whiskey are strewn along the shore of the Potomac near the Chain Bridge.

Rock Creek also is the scene of very considerable damage. Early in the evening it began to rise, and by 11 o'clock had completely over-flowed the banks which surround the basin adjoining the river, which at length gave way under the immense pressure and precipitated the whole body of raging water into the Potomac below. The scene at this point yesterday morning, gave fearful evidence of the force of the current.

The bank for some forty or fifty feet was completely broken through, and the bed of the creek changed, and it flowing with threatening velocity through the breach.

Friday, 7/10/46, p. 2. **THE LATE FLOOD**

We understand that the damage done the Mount Savage Railroad, by the recent freshet, was not so extensive as stated in our last; and that the road will be sufficiently repaired to enable the cars to pass over in a day or two.

► We learn from our exchanges, that the heavy rains of last week, extended far and wide, and that the aggregate loss by the freshets has been immense.

The Chesapeake and Ohio Canal has, it is supposed, sustained damage to the extent of \$12,000 or \$15,000, by the injury of Dam No. 4, and some five or six breaches in the embankment between Williamsport and Georgetown.

All the creeks and runs in Washington and Frederick counties, were swollen to a fearful height, destroying numerous dams, and sweeping away fencing, lumber, and grain. The Frederick Herald supposes that the loss in that county will not be less than \$50,000.

In Hardy, Hampshire, Berkeley, Jefferson, Frederick, Clarke, Shenandoah and Rockingham counties, Va., all the streams were greatly swollen and great loss sustained in mill-dams, fencing, grain, &c. The Romney Intelligencer says the destruction and rain occasioned have never had a parallel in that region. The Harrisonburg Register states that the creek passing through that town, overflowed its banks and completely flooded that town - that the water took possession of its printing office, rose to the bed of the press, and washed down cases, furniture, &c. - and that almost everybody in town suffered more or less.

AG, Sat. 7/11/46, p. 2. **News of the Day**

The communication on the Winchester and Potomac Rail Road has been uninterrupted during all the high waters of the few past weeks.

Ibid, p. 3. An examination of the line of the Chesapeake and Ohio Canal shows that not so much damage has been done as was anticipated, and as has been represented. It is expected that the Canal will be re-opened for transportation about the 6th of August.

AG, Mon. 7/13/46, p. 3. **CHESAPEAKE AND OHIO CANAL** – As there are many persons interested in the trade on this canal who would like to know the extent of its damages, &c., I state, for their information, that it was the intention to take the water off the canal, during the present month, for a few days, for the purpose of removing some sand bars, and the examination of the canal bottom, to guard against an interruption to the fall trade. But, about the time we intended to suspend the navigation for the above purpose, the recent heavy rains caused the Potomac river to rise within fourteen inches of the highest freshet of 1843; thereby causing some slight damages and small breaches in the embankments, which all could be repaired with a small force in one week, with the exception of the Broad Run Culvert, which was taken away, about thirty miles above Georgetown. This will require about two weeks to repair, owing to taking some time for the collection of the materials. But the navigation of the 1st and 2nd division, extending from Georgetown to Dam No. 4, (a distance of 85 miles,) will be restored by the 1st of August, including the removal of all the sand bars and other obstructions, &c. W. S. ELGIN

Sup't 1st and 2nd Division Ches. and Ohio Canal.

AG, Fri. 7/24/46, p. 3. **CHESAPEAKE AND OHIO CANAL CO.** – The Stockholders of the Chesapeake and Ohio Canal held their annual meeting in Frederick, on Thursday last. The Hagerstown *Torch Light* states that the election of officers was postponed to the 15th of October next; and that no change was made in the existing contract for the completion of the work. In the meantime, every effort will be made to consummate the plan which the company have in view for the accomplishment of this object.

AG, Sat. 7/25/46, p. 3. The Chesapeake and Ohio Canal, it is thought, will be re-opened about the first of August. The Alexandria Canal some time in the following month.

AG, Thu. 7/30/46, p. 3. The Williamsport, Md. *Times* states that the water has been let into the Chesapeake and Ohio Canal between Dams No. 4 and 6.

AG, Fri. 7/31/46, p. 3. **CHESAPEAKE AND OHIO CANAL** – We regret as much as any man in this community the unfortunate turn of things, still we are not prepared to say, that the President and Directors of the Canal Company are justly censurable. They have had great difficulties to contend with, greater indeed than most persons are aware of, and if they could not accomplish all we could desire, we are consoled by the reflection, that they have zealously exerted themselves to that end. The stockholders are to meet in October, and without undertaking to foresee what will or will not be done, we submit it to all parties, if we may not best consult the public interest by patiently awaiting their action. We know public anxiety is very great, and that the wishes of our people have not been fulfilled, nevertheless we earnestly beseech the friends of the Canal not to give way to momentary excitement, or indulge in unprofitable criminations. As to the prospect before us, we can only say this much: if the efforts now being made to effect a sale of the bonds are unsuccessful, we do not believe they ever can be negotiated, unless the State redeems her credit by resumption, and the funding of the back interest. This is our candid opinion, and although some may question our prudence, we do not think it worthwhile longer to withhold it. Whilst on this point, we will make one other remark. It is this: looking to the condition of the country, and *especially* to the financial embarrassments of Maryland, we feel warranted to say, that there has not been a day since the letting of the work, when any man, we care not how great his name or extensive his

reputation, could have negotiated the bonds either with English or American capitalists. – *Cumberland Civilian*.

Ibid, p. 4. We regret to see from the extract we make from the *Cumberland Civilian*, that clouds and darkness continue to rest upon the effects which have been made to complete the Chesapeake and Ohio Canal.

AG, Sat. 8/1/46, p. 3. The Georgetown *Advocate* says that the water in the Chesapeake and Ohio Canal has been on the level there since last Saturday, and that the navigation on the whole line will be renewed about the middle of next week.

AG, Sat. 8/8/46, p. 2. The Chesapeake and Ohio canal is again navigable from above Seneca. Two or three boats have come down with flour, wheat, corn meal, &c. At Georgetown, the work at the broken causeway of the basin is progressing satisfactorily, and it will not be long before boats may be carried round into the river by means of its completion.

AG, Tue. 8/11/46, p. 4. We learn that a breach has occurred on the Chesapeake and Ohio Canal, above Georgetown. It will probably be repaired in a short time.

AG, Thu. 8/20/46, p. 3. **CHESAPEAKE & OHIO CANAL** – It will be seen that the trade on the Chesapeake and Ohio Canal is in full blast to this place. The number of arrivals is heavy. – *Georgetown Advocate*.

AG, Sat. 8/22/46, p. 2. **News of the Day.** The Williamsport *Times* of yesterday says, that the Chesapeake and Ohio Canal between that place and Georgetown is not quite repaired from the injuries which it sustained by the freshet of July last. Boats are, however, running between that place and Georgetown, but are obliged to unload some two or three times upon account of

sand bars and other obstacles. – The canal will now very shortly be in complete navigable order.

Wed. 8/26/46, p. 2.¹⁰ The Winchester and Potomac Rail Road has received for freight and travel the past year \$67,970.08. The sum of \$5,000 has been expended on new rail for the road. – The whole mechanical arrangements of the company are said to be in a more improved condition than at any former period.

GA, Mon. 8/31/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Boston, 11 miles, wood.

Experiment, Edward's Ferry, corn, oats & wheat.

DeWitt Clinton, Williamsport, 500 bbls. flour & 80 bbls. cement.

Union, Williamsport, 600 bbls. flour & 67 bbls. whiskey.

Oliver Twist, Williamsport, 706 bbls. flour

Thomas Charlton, Williamsport, 680 bbls. flour.

Belle, 73 miles, 754 bbls. flour.

Oregon, 77 miles, 600 bbls. flour

Potomac, Williamsport, 600 bbls. flour.

Ben. Franklin, Williamsport, 715 bbls. flour, 20 bbls. whiskey.

W. Jackson, Dam No. 3, 28 bbls. flour & 60 perches limestone.

Gen. Butler, Dam No. 3, 52 bbls. flour & 55 perches limestone.

Charlotte, 108 miles, 650 bbls. flour.

W. A. Harper, Harper's Ferry, 535 bbls. flour.

J. L. Pasco, Harper's Ferry, 50 tons coal.

J. Lambie, 107 miles, flour, cooper's stuff, &c.

J. Hetzer, Williamsport, 650 bbls. flour

William, Williamsport, 600 bbls. flour.

Capt. Walker, 69 miles, 60 perches limestone.

M. Francis, Dam No. 3, 57 perches limestone.

W. C. Johnson, 45 miles, wood.

P. F. Thomas, 89 miles, wheat

Lady of N. Bend, 107 miles, 550 bbls. flour.

E. Payson, Dam No. 3, limestone

Rambler, 42 miles, bark, oats, corn, etc.

GA, Mon. 9/7/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

Whale, Mercerville, 890 bbls. flour.

Gen. Butler, Dam No. 3, flour & limestone

W. Jackson, Dam No. 3, flour & limestone

W. H. Harrison, 20 miles, wood.

Eagle, 124 miles, limestone, hoop poles, &c.

Gen. Jackson, 22 miles, wood & oats.

M. Francis, Dam No. 3, limestone.

E. Payson, Dam No. 3, limestone.

H. Smith, Harper's Ferry, 776 bbls. flour.

Frances, 23 miles, 424 bbls. flour & 200 bu.

corn.

Rambler, 40 miles, corn & wheat.

Rough & Ready, 55 miles, 2,900 bu. wheat.

M. Moore, 22 miles, wood &c.

William, Williamsport, 600 bbls. flour.

GA, Wed. 9/9/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Potomac, Williamsport, 600 bbls. flour.

T. Charlton, Williamsport, 675 bbls. flour.

J. Hetzer, Williamsport, 650 bbls. flour.

M. Moore, 22 miles, wood, &c.

Scow B, 23 miles, stone.

Mill Boy, Edward's Ferry, flour.

GA, Thu. 9/10/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Wednesday Morning.

Tip & Tyler, Dam No. 3, limestone.

Scow B, 23 miles, stone

DeWitt Clinton, Williamsport, 635 bbls. flour.

Mill Boy, Edward's Ferry, flour.

P. F. Thomas, 89 miles, flour & wheat.

Atlantic, Edward's Ferry, 500 bbls. flour, meal, &c.

Col. H. Clay, 73 miles, flour.

Maryland, Hancock, lumber, &c.

Rambler, 42 miles, corn, wheat, &c., &c.

Victoria, Edward's Ferry, corn, tobacco, &c.

Capt. Walker, 69 miles, limestone & lime.

¹⁰ *Richmond Commercial Compiler*, Richmond, Va.

P. F. Thomas, Edward's Ferry, tobacco & wheat.

J. Lambie, 107 miles, 620 bbls. flour.

Buena Vista, 69 miles, limestone.

W. A. Harper, Harper's Ferry, 550 bbls. flour.

GA, Sat. 9/12/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Tip & Tyler, Dam No. 3, limestone.

Maryland, Hancock, lumber, hay, &c.

J. Van Lear, Williamsport, flour.

B. Franklin, Williamsport, flour.

J. Snively, Dam No. 3, limestone.

Col. H. Clay, 73 miles, 400 bbls. cement.

Scow B, 23 miles, stone.

J. P. Garrett, 45 miles, hay &c.

Star, 20 miles, wood.

W. H. Harrison, 20 miles, wood.

Gen. Jackson, 22 miles, corn & wood.

Charlotte, 108 miles, flour.

AG, Sat. 9/12/46, p. 3. The President and Directors of the Chesapeake and Ohio Canal Company, on Wednesday last, passed an order directing the removal of the office of the Company from Frederick city to Cumberland, at which latter place the Board of President and Directors will meet on the first day of next month.

GA, Mon. 9/14/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Oregon, 77 miles, flour, whiskey, &c.

Lady of N. B., 107 miles, flour & whiskey.

Charlotte, 108 miles, 601 bbls. flour.

W. H. Harrison, 20 miles, wood.

Star, 20 miles, wood.

M. Francis, Dam No. 3, limestone.

W. Jackson, Dam No. 3, flour & limestone.

Gen. Butler, Dam No. 3, limestone & wood.

E. Payson, Dam No. 3, limestone.

Rambler, 45 miles, corn.

D. & H. Claggett, 81 miles, 641 bbls. flour.

S. McCoy, 119 miles, 400 bbls. flour & 1,300 bu. wheat.

J. C. Calhoun, Dam No. 3, limestone.

Rough & Ready, 55 miles, 2,500 bu. wheat.

Belle, 73 miles, 835 bbls. flour.

Union, Williamsport, 700 bbls. flour.

GA, Thu. 9/17/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning.

P. Janney, Harper's Ferry, 841 bbls. flour.

Potomac, Williamsport, 581 bbls. flour.

Diana, 127 miles, cement.

Pennsylvania, 124 miles, 60 cords bark.

Neptune, 124 miles, 48 cords bark.

Capt. Walker, 69 miles, limestone.

Henrietta, Edward's Ferry, flour & corn.

T. Charlton, Williamsport, 700 bbls. flour.

J. Hetzer, Williamsport, 675 bbls. flour.

Star, 20 miles, wood.

M. Moore, 22 miles, wood & rails.

Tonoloway, 102 miles, lime.

W. A. Harper, Harper's Ferry, flour & pig iron.

AG, Thu. 9/17/46, p. 3. CANAL COMMERCE

Sailed, Sept. 16.

Schr. [sic. Boat] Virginia, Brown, for

Georgetown; groceries, boots, shoes and hats,

Hancock, Md., via Chesapeake and Ohio Canal,

by McVeigh & Brother.

AG, Fri. 9/18/46, p. 3. THE CANAL OFFICE

The Frederick *Examiner* of Wednesday; in

reference to the removal of the Chesapeake and

Ohio Canal Office from that city to Cumberland,

says: "The Stockholders of the Company, we are

informed, are to meet in the city of Baltimore on

the 15th of next month, to select a President and

Directors. They are opposed, we believe, to a

removal of the office. Then why remove it at this

time, when the annual meeting of the stockholders

is just at hand? There must be a motive."

AG, Sat. 9/19/46, p. 3. CANAL COMMERCE

Sailed, Sept. 18.

Schr. [sic Boat] Edgar, Brooks, for Georgetown,

groceries, boots, hats and caps, for Clearspring,

Md., and Warren Township, Pa., via. Chesapeake & Ohio Canal, by McVeigh & Bro.

AG, Mon. 9/21/46, p. 2. **CHESAPEAKE & OHIO CANAL** – The Alexandria *Gazette*, in copying an article from the Richmond *Compiler*, in relation to the comparative cost of *freights* on Rail Roads and Canals, says: “The facts there set forth must tend to stimulate the attention of Virginia, now that the terminus is *in the State*, to that great and important work, and the importance and necessity of its early completion to Cumberland. Virginia now has an interest in the Canal she never had before. Let her attend to that interest wisely, and in time.” It is but just to our good old mother to say, that she has already made an appropriation of \$250,000 to the Chesapeake and Ohio Canal, besides throwing in the stock she held in the old Potomac Company. Still, if her means will justify it, we shall be gratified to see her give *another lift* to a work calculated to produce such good results as the Canal inevitably must, when finished to Cumberland. – *Winchester Republican*.

GA, Mon. 9/28/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.**

J. L. Pasco, Harper’s Ferry, coal & fish.
Scow B, 23 miles, stone.
M. Moore, 22 miles, wood.
W. J. Knott, Dam No. 3, limestone.
Gen. Butler, Dam No. 3, limestone.
D. & H. Claggett, 81 miles, flour.
M. Francis, Dam No. 3, limestone.
W. H. Harrison, 20 miles, wood.
W. A. Harper, Harper’s Ferry, flour, &c.
Oregon, 77 miles, flour.
J. Lambie, 107 miles, 650 bbls. flour.
J. Hetzer, Williamsport, 675 bbls. flour.
T. Charlton, Williamsport, 750 bbls. flour
Experiment, Edward’s Ferry, flour, wheat, corn, &c.
E. Payson, Dam No. 3, limestone.

Fri. 10/2/46, p. 2.¹¹ **The Railroad.**

It is but justice to the Winchester Rail Road Company to state that their passenger cars invariably wait at Harper’s Ferry until 2 o’clock for the Baltimore train, and whenever it is possible, the burthen train waits for the mail; but last week the Baltimore train was not up at 5 o’clock, and could be waited for no longer. It is scarcely within the power of the Winchester Road to remedy failures which occur on the other Road about twice a week. – *Free Press*.

“Justice to the” *public*, requires no such statement. What if the passenger train does remain until 2 o’clock, and then leave without mail, passengers or anything else? As to the burthen train remaining for the mail, the facts, so far as our knowledge extends, does not warrant the assertion. The day to which we had allusion during last week, the Baltimore train was *not* detained until 5 o’clock, but arrived at 3. The burthen train on the Winchester Road left Harper’s Ferry just as the other reached the bridge on the Maryland side.

We have no disposition to censure the Winchester Road, without good cause, and only expressed a wish that an arrangement might be entered into by the road which would prove mutually advantageous to all concerned. We have heard frequent complaints, and there is good and sufficient cause for them, at the Winchester Road not retaining a burthen train at Harper’s Ferry, when the Baltimore Cars, by accident or other cause, are detained longer than the regular hour of arrival. The passengers would be willing to submit to almost any inconvenience in travelling, rather than be detained at Harper’s Ferry a whole day, when urgent busines and anxious desires, require them to be at home.

GA, Mon. 10/5/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.**

Lady of N. B., 107 miles, flour, &c.
Star, 20 miles, wood.
E. Payson, Dam No. 3, limestone.

¹¹ *Spirit of Jefferson*, Charles Town, Va.

M. Moore, 22 miles, wood.
M. Francis, Dam No. 3, limestone.
Gen. Butler, Dam No. 3, limestone.
W. Jackson, Dam No. 3, flour, &c.

AG, Tue. 10/6/46, p. 3. **CANAL COMMERCE**
Arrived, Oct. 5.
Boat Neptune, Hook, Hancock, Md., tan bark, to
C. C. Smoot.

Cleared, Oct. 5.

Boat Robert M. Lauck, groceries, boots, shoes and
hats, Leesburg, Va., from McVeigh & Bro.

Ibid, p. 4. The Alexandria Canal is now
open for navigation.

AG, Wed. 10/7/46, p. 3. **CANAL COMMERCE**
Arrived, Oct. 7.

Boat Hornet, Harper's Ferry, 1,500 bushels coal
to T. M. MacCubbin.

Boat Frances, Goose Creek, corn and wheat, to
Fitzhugh Ward.

Cleared, Oct. 6.

Boat -----, Berlin, Md., groceries, boots, shoes
and hats from McVeigh & Bro.

Boat Col. Crockett, Harper's Ferry, 500 sacks salt,
by Fitzhugh Ward.

Boat Neptune, Hancock, plaster, by C. C. Smoot.

AG, Thu. 10/8/46, p. 3. **CANAL COMMERCE**
Departure, Oct. 7.

Boat -----, Hardy County, Va., via Chesapeake
and Ohio Canal, groceries, boots, shoes and hats,
from McVeigh & Bro.

GA, Sat. 10/10/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Ohio, 73 miles, wheat.
Henrietta, Edward's Ferry, flour & wheat.
Frances, 23 miles, flour, oats, corn & mill offal.
Gen. Washington, Edward's Ferry, flour, wheat,
corn meal & oats.
H. Smith, Harper's Ferry, flour.
Union, Williamsport, flour & whiskey.
Scow 5, 9 miles, flour & paper.

J. L. Pasco, Harper's Ferry, flour & paper.
Scow B, 23 miles, stone.
M. Moore, 22 miles, corn, oats & wood.
W. H. Harrison, 20 miles, oats & wood.
Mill Boy, Edward's Ferry, flour.
Belle, 73 miles, flour & wheat.
Diana, 127 miles, cement.
J. Hetzer, Williamsport, flour.

GA, Mon. 10/12/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

T. Charlton, Williamsport, flour.
Henrietta, Edward's Ferry, flour.
Scow B, 23 miles, stone.
W. H. Harrison, 20 miles, wood.
M. Moore, 22 miles, wood.
Boston, 12 miles, wood.
Star, 20 miles, wood.
Rough & Ready, 55 miles, corn.
Scow 2, 9 miles, stone.
Neptune, 124 miles, bark.
Tip & Tyler, 69 miles, limestone.
M. Francis, Dam No. 3, limestone.
E. Payson, Dam No. 3, limestone.
J. Lambie, 107 miles, flour.

GA, Thu. 10/15/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

Victoria, Edward's Ferry, wheat.
P. Janney, Harper's Ferry, flour, &c.
Belle, 73 miles, flour, wheat, &c.
Col. H. Clay, 73 miles, flour.
S. Harris, 81 miles, flour.
Mill Boy, Edward's Ferry, flour, offal, &c.

GA, Sat. 10/17/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Capt. Walker, 69 miles, limestone.
Maryland, Hancock, wheat.
DeWitt Clinton, Williamsport, flour.
Tonoloway, 102 miles, lime.
Scow B, 23 miles, stone.

AG, Sat. 10/17/46, p. 4. **THE CHESAPEAKE AND OHIO CANAL** – We take great pleasure in stating that the reports which are given in some of the papers in relation to the damage to the Chesapeake and Ohio Canal, by the late storm and rain, are entirely false. So far as heard, the Canal has sustained no damage whatever, and the trade will continue as usual. Such wholesale and unfounded statements of damage are calculated to do injury to the business of the Canal, and therefore should be guarded against. –

Georgetown Advocate.

GA, Mon. 10/19/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Frances, 23 miles, flour, offal, &c., &c.

Star, 20 miles, wood.

S. McCoy, 119 miles, flour, wheat & bark.

M. Moore, 22 miles, wood.

W. Jackson, Dam No. 3, limestone.

Gen. Butler, Dam No. 3, limestone.

M. Francis, Dam No. 3, limestone.

Charlotte, 108 miles, flour, whiskey & apples.

Tip & Tyler, 69 miles, limestone.

J. Hetzer, Williamsport, flour & apples.

T. Charlton, Williamsport, flour & apples.

AG, Mon. 10/19/46, p 3. **CANAL COMMERCE**

Cleared, Oct. 17.

Boat John Glenn, Clearspring, Md., groceries, &c., from McVeigh & Bro.

Ibid, p. 6. **BALTIMORE AND OHIO RAILROAD** – It is well known that since the original grant, by the Legislature of Virginia, in 1827, of the privilege to the Baltimore and Ohio Railroad Company of extending their road to Wheeling (which was not embraced, notwithstanding the subscription on the part of Wheeling of \$1,000,000 to further the object,) frequent applications have been made by the Company for the privilege of making their western terminus at Parkersburg, but which Virginia, with a proper regard for the success of her great central improvement, has steadily

refused. Now, however, there appears to be a growing disposition in the northern counties of that State, to extend the grant of the right-of-way to the company, and the question will be an important one before the next Legislature, as it was before the last. A convention having this object in view, was held on the 25th ult., at Weston, in Lewis county, at which upwards of 2,000 persons were in attendance. A long address, setting forth the importance of the proposed grant to the citizens of that section of the State was adopted, as were also resolutions appointing committee, &c., &c., to further the object, and bring it in a suitable form before the Legislature. Our citizens, and especially the friends of the proposed central railroad, should be alive to the importance of these movements on the part of our neighbors, and push forward vigorously a project which, no matter how many roads may be constructed to the Ohio, cannot fail to secure to our city her full share of the trade of the west. – *Philadelphia Pennsylvanian*.

GA, Thu. 10/22/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

J. P. Garrett, 58 miles, corn.

Gen. Washington, Edward's Ferry, wheat & offal.

Experiment, Edward's Ferry, flour & wheat.

Henrietta, Edward's Ferry, flour, corn & offal.

J. P. Pasco, Harper's Ferry, flour & apples.

Gen. Scott, Dam No. 3, wood, corn, &c.

Star, 20 miles, wood.

Buena Vista, 69 miles, limestone.

GA, Sat. 10/24/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Capt. Walker, 69 miles, limestone.

J. P. Garrett, 57 miles, corn.

P. F. Thomas, 89 miles, wheat.

Rough & Ready, 55 miles, 2500 bu. wheat & 800 bu. corn.

William, Williamsport, flour.

H. Smith, Harper's Ferry, flour, &c.

Texas, 71 miles, bark, &c.
Eagle, 124 miles, wheat & lumber.
Gondola, Harper's Ferry, bark.
Scow B, 23 miles, stone.
M. Francis, Dam No. 3, limestone.

AG, Sat. 10/24/46, p. 3. **CANAL COMMERCE**
Cleared, Oct. 23.
Boat Experiment, Leesburg, Va., groceries, &c.,
from McVeigh & Bro.

GA, Mon. 10/26/46, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.
M. Moore, 22 miles, wood.
Gen. Butler, Dam No. 3, limestone.
W. Jackson, Dam No. 3, limestone.
E. Payson, Dam No. 3, limestone.
Conococheague, 136 miles, bark.
Frances, 23 miles, flour, corn, &c.
Louisa, 89 miles, flour & wheat.
Ohio, 73 miles, flour & wheat.

GA, Thu. 10/29/46, p. 3.
CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Monday Morning.
Victoria, Edward's Ferry, corn, potatoes, &
apples.
Tip & Tyler, Dam No. 3, limestone.
Frances, 23 miles, flour, potatoes, mill offal &
apples.
J. Van Lear, Williamsport, flour & cord wood.
Oregon, 77 miles, flour & apples.
Scow B, 23 miles, stone.
P. F. Thomas, 89 miles, flour & wood.
Henrietta, Edward's Ferry, flour & wheat.

AG, Thu. 10/29/46, p. 4. **PROSPECTS OF ALEXANDRIA** – Extract of a letter from a gentleman in Virginia to the editor of the *Alexandria Gazette*: – “I hope you may realize all you hope for, by the retrocession of Alexandria to Virginia. I do not believe that our Legislature will ever grant the right-of-way to the Baltimore and Ohio Rail Road to Parkersburg, and I feel equally confident that the company will never accept the

Wheeling route. This being the case, I should be pleased to see a scheme started for a rail road from *Alexandria* to the Ohio river. I believe it entirely practicable, and sure of a vote large enough to carry it triumphantly through the Legislature. The Valley and Western Virginia, and especially North Western Virginia, would give it a strong vote, and certainly from your own section of the state a commanding vote might be obtained. Would it not be a great movement for Alexandria, calculated to build up around you a large, populous and prosperous city, rivalling in its trade the city of Baltimore? Surely, your shipping harbor, and other natural advantages, are superior to those of Baltimore, and such a road once opened, would cause any amount of capital to flow to your city. *Manufactures* ought to prosper and flourish, around and about you. I have often thought that a connection of Alexandria with the Winchester and Potomac Rail Road, would have been of even greater importance to her prosperity than her Canal, and would have cost far less money. But the past cannot be recalled. Look to the present, and *act for the future!* That Alexandria may become a large, prosperous and enterprising city, is my most fervent desire.”

AG, Fri. 10/30/46, p. 3. **CANAL COMMERCE**
Arrived, Oct. 29.
Boat J. C. Calhoun, Harper's Ferry, 450 bbls flour, to Masters & Cox.
Boat Mermaid, Honeywood Mills, 573 bbls. flour, 300 bushels corn, to Lambert & McKenzie.
Boat Ellen Douglass, from Loudoun Valley Depot, with corn and oats.
Boat Eagle, from Georgetown, to load with plaster and salt, for Hancock, Md.
Boat -----, Loudoun, to load with lumber, from James Green.

Cleared, Oct. 29.
Boat J. C. Calhoun, Harper's Ferry, groceries, &c., from McVeigh & Bro.

GA, Sat. 10/31/46, p. 3.
CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Two scows, 9 miles, stone.
J. Hetzer, Williamsport, flour & apples.
Gen. Butler, Dam No. 3, limestone.
W. Jackson, Dam No. 3, limestone.

GA, Mon. 11/2/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

M. Francis, Dam No. 3, limestone.
E. Payson, Dam No. 3, limestone.
Star, 20 miles, wood.
Rough & Ready, 55 miles, 2900 bu. wheat
Cost. Johnson, 45 miles, offal, corn & wood.
Gen. Scott, 67 miles, bark, wood & corn.
Scow B, 23 miles, stone.
M. Moore, 22 miles, wood.
Experiment, Edward's Ferry, corn, apples & meal.
D. & H. Claggett, 81 miles, flour.
F. Thomas, flour & wheat.
J. C. Calhoun, Dam No. 3, limestone.

AG, Wed. 11/4/46, p. 3. **CANAL COMMERCE**

Arrived, Nov. 3.

Boat Charles, Williamsport, 178 barrels flour, to Wm. Fowle & Sons and 73 bbls. flour to Lambert & McKenzie, 98 bbls. flour to T. M. McCormick & Co., and apples to T. M. MacCubbin.
Boat Ohio, Old Furnace, 2,000 bushels wheat, 163 barrels flour to Wm. Fowle & Sons.

GA, Thu. 11/5/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

P. Janney, Harper's Ferry, 766 bbls. flour.
Frances, 23 miles, flour, oats, offal &c.
Belle, 73 miles, 844 bbls. flour, 97 bbls. apples, &c.
O. Baker, 81 miles, 925 bbls. flour.
B. Franklin, Williamsport, 100 bbls. flour
Tip & Tyler, Dam No. 3, limestone.
Union, Williamsport, 644 bbls. flour & 20 bbls. apples.
J. Lambie, Williamsport, flour, &c.

AG, Thu. 11/5/46, p. 4. **CANAL COMMERCE**

Departed, November 4.

Boat Charles, Williamsport, 60 sacks salt and 10 tons plaster, from T. M. McCormick & Co., and other freight.

GA, Sat. 11/7/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Egin, Dam No. 3, flour.
Boston, 11 miles, wood.
W. Jackson, Dam No. 3, limestone.
W. A. Harper, Harper's Ferry, flour.
DeWitt Clinton, Williamsport, flour & apples.
J. Glenn, Edward's Ferry, wheat, corn, &c.
Louisa, 89 miles, wheat & flour.
Gen. Butler, Dam No. 3, limestone.
E. Payson, Dam No. 3, limestone.
Gen. Washington, Edward's Ferry, flour, &c.
Scow B, 23 miles, stone.
Capt. Walker, 69 miles, limestone.

AG, Mon. 9/9/46, p. 2. **WESTERN VIRGINIA**

Western Virginia embraces now 400 miles on the Ohio river, giving thereby, through the varied rivers that traverse her country, commanding outlets Westward, while her Eastern outlets, are now being increased by railroads from Guyandotte to Richmond, and from Parkersburg to the South branch of the Potomac river, there intercepting the Baltimore and Ohio Railroad, and also the Chesapeake and Ohio Canal. This Parkersburg route, from all that I can glean, will soon be carried into effect; indeed, so momentous is it looked upon, that at Cincinnati I was informed that a continued Railroad route from Cincinnati to Parkersburg has already been surveyed. The completion of this route will tend to control the *entire* trade of the Ohio and Mississippi waters, and also lay open the mineral resources of this Western Virginia.

Ibid, p. 3. **CHESAPEAKE AND OHIO**

CANAL – We are gratified to learn that the Superintendent of the Canal, upon an examination of the work as high up as Dam No. 4, (about thirty

miles above Harper's Ferry,) has found that the damage it sustained by the late heavy freshet is not so great as has been represented. The necessary repairs to allow of the resumption of trade can be made, it is supposed, by the 15th of the present month.

GA, Wed. 11/11/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

Star, 20 miles, wood.

D. & H. Claggett, 81 miles, flour, potatoes & apples.

Charlotte, 108 miles, flour, whiskey, lard, &c.

Col. H. Clay, 73 miles, corn, cement, &c.

T. Charlton, Williamsport, 730 bbls. flour, apples, &c.

GA, Thu. 11/12/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Wednesday Morning.

Lady of N. B., 107 miles, flour & whiskey.

Henrietta, Edward's Ferry, flour & c.

Rambler, 45 miles, potatoes, &c.

Col. H. Clay, 73 miles, flour, cement, etc.

Oregon, 77 miles, 614 bbls. flour, &c.

Scow B, 22 miles, stone.

Gen. Scott, 45 miles, corn, wheat & wood.

GA, Fri. 11/13/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

J. C. Calhoun, Dam No. 3, limestone.

J. Van Lear, Williamsport, wood & flour.

Tip & Tyler, 22 miles, wood.

Potomac, Williamsport, flour & whiskey

Rough & Ready, 55 miles, corn & wheat.

GA, Sat. 11/14/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Friday Morning.

H. Smith, Harper's Ferry, 830 bbls. flour.

Star, 20 miles, wood.

Ohio, 73 miles, wheat.

W. Jackson, Dam No. 3, limestone.

E. Payson, Dam No. 3, limestone.

Potomac, Williamsport, flour.

Col. H. Clay, 86 miles, wood.

Rough & Ready, 55 miles, corn & wheat.

Ohio, 73 miles, wheat.

Victoria, Edward's Ferry, wood & corn.

GA, Mon. 11/16/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Enterprise, Dam No. 3, limestone & flour.

M. Francis, Dam No. 3, limestone.

Victoria, Edward's Ferry, wood, oats, &c.

Gen. Butler, Dam No. 3, limestone.

Capt. Walker, 69 miles, limestone.

W. H. Harrison, 20 miles, wood.

Frances, 23 miles, flour & offal.

Eagle, Hancock, whiskey, apples &c.

B. Franklin, Williamsport, flour.

Belle, 73 miles, flour & wheat.

J. Glenn, Edward's Ferry, wheat, apples, &c.

GA, Wed. 11/18/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

W. A. Harper, Harper's Ferry, flour, &c.

GA, Thu. 11/19/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Wednesday Morning.

Mill Boy, Edward's Ferry, 500 bbls. flour.

J. A. Elgin, Harper's Ferry, flour, &c.

Scow B, 23 miles, stone.

P. F. Thomas, 89 miles, flour & wheat.

Gen. Scott, 45 miles, corn, offal, wood, &c.

M. Moore, 22 miles, hay & wood.

Gen. Cass, 45 miles, corn, wood, &c.

Gen. Jackson, 22 miles, corn.

AG, Thu. 11/19/46, p. 2. CHESAPEAKE & OHIO CANAL – The damage to the Canal by the late freshet has been so far repaired as to admit of the water being let in, and boats are expected to arrive from points between this and Harper's Ferry by the middle, and from all along the line by the end of the week. – *Georgetown Advocate*.

GA, Fri. 11/20/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Thursday Morning.**

Union, Williamsport, flour, whiskey, &c.

GA, Sat. 11/21/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Friday Morning.**

P. H. Thomas, Edward's Ferry, 633 bbls. flour.

J. Lambie, Williamsport, 700 bbls. flour.

P. Janney, Harper's Ferry, flour, offal, &c.

Scow B, 23 miles, stone.

Henrietta, Edward's Ferry, flour & offal.

GA, Mon. 11/23/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.**

Boston, 10 miles, wood.

4 gondolas, Harper's Ferry, wheat.

Star, 20 miles, wood.

W. Jackson, Dam No. 3, limestone.

Gen. Butler, Dam No. 3, limestone.

Wm. Cost Johnson, 45 miles, corn & wood.

D. & H. Clagett, 81 miles, flour, apples, &c.

AG, Tue. 11/24/46, p. 3. **CANAL COMMERCE**

Arrived, November 23.

Boat Gen. Washington, Dam No. 3, Old Furnace, 1,400 bushels wheat and 200 bbls. flour, to master.

Boat -----, Leesburg, 150 bbls. flour, to Hooe & Powell.

Boat -----, Leesburg, 200 bbls. flour, to Hooe & Powell.

GA, Wed. 11/25/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Monday Morning.**

Ohio, 73 miles, wheat, &c.

Mill Boy, Edward's Ferry, flour.

Boston, 10 miles, wood.

Frances, 23 miles, flour, oats & offal.

GA, Thu. 11/26/46, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Wednesday Morning.**

Charlotte, Williamsport, whiskey & flour.

Mill Boy, Edward's Ferry, flour.

Frances, 23 miles, flour, offal & oats.

T. Charlton, Williamsport, 750 bbls. flour.

D. Clinton, Williamsport, flour, apples, &c.

Charlotte, 108 miles, flour & whiskey.

Henrietta, Edward's Ferry, 2000 bu. wheat.

H. Smith, Harper's Ferry, flour & leather.

AG, Thu. 11/26/46, p. 3. **CANAL COMMERCE**

Arrived, Nov. 25.

Boat Ohio, Dam No. 3, Old Furnace, 400 bbls. flour and 1,000 bushels wheat, to Wm. Fowle & Sons.

Boat Henry Boteler, Harper's Ferry, 250 bbls. flour, to Hooe & Powell.

CHESAPEAKE & OHIO CANAL COMPANY

The case of Letson & Rutter vs. the Chesapeake and Ohio Canal Company, to recover damages for the alleged violation of a contract, was decided in the U. States Circuit Court at Baltimore yesterday. The Jury, under instruction of the Court, returned a verdict for the defendants without leaving the box. The following distinguished counsel were engaged in the suit, viz: For the plaintiffs Hon. Reverdy Johnson, Hon. John Nelson, Hon. John Clayton, (of Dela.) J. Mason Campbell and Wm. H. Norris, Esqs. For defendants, Wm. Schley and David Stewart, Esqs. Chief Judge Taney and Judge Heath presided.

AG, Fri. 11/27/46, p. 2. **CHESAPEAKE AND OHIO CANAL** – The Chesapeake and Ohio Canal, the entire length, will be in excellent navigable order by Monday next. There will be a very heavy trade in the first couple of weeks ensuing, if cold weather does not “close in.” That correspondent of the Baltimore *Sun*, who wrote from this place, during the height of the last freshet, was considerable “out of time” with his prediction that the Canal would be closed for the season. Never judge things before the time. – *Williamsport Banner*.

GA, Sat. 11/28/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

Louisa, 89 miles, wheat.
H. Smith, Harper's Ferry, flour, &c.
B. Franklin, Williamsport, flour.
Gen. Scott, 45 miles, coal & wood.
Scow B, 23 miles, stone.
W. Jackson, Dam No. 3, limestone.
E. Payson, Dam No. 3, limestone.
Boston, 10 miles, wood.
W. A. Harper, Harper's Ferry, flour & offal
Star, 20 miles, hay & wood.

GA, Mon. 11/30/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Gen. Cass, 45 miles, wood.
O. Baker, 81 miles, 1150 bbls. flour & 1 bbls. apples.
Union, Williamsport, flour, &c.
Capt. Walker, 69 miles, limestone.
Victoria, Edward's Ferry, wheat, &c.
Frances, 23 miles, flour, &c.
Lady of N. Bend, 107 miles, pig iron.
Scow B, 23 miles, stone.
Allegany, 19 miles, wood.
F. Thomas, 89 miles, wheat.
Neptune, 124 miles, bark.
J. Glenn, Edward's Ferry, wheat.
Henrietta, Edward's Ferry, flour, &c.
Oregon, 77 miles, flour, &c.
P. H. Thomas, Edward's Ferry, wheat, &c.

AG, Tue. 12/1/46, p. 2. **PUBLIC MEETING**

A meeting of the produce merchants, millers and others concerned in the trade of this part of the Valley, was held at the Court House, pursuant to notice, on Wednesday evening, 25th inst., when Samuel Hartley was called to the Chair, and Geo. W. Legg, appointed Secretary.

The President opened the meeting, by stating the injury which the trade now suffered, and had been suffering some time, from the difficulty of getting produce to market – that the great obstacle seemed to be a failure on the part of

the Baltimore and Ohio Rail Road Company to take it from Harper's Ferry.

On motion of Wm. B. Baker, it was *Resolved*, That a committee of seven be appointed to address the President of the Baltimore and Ohio Railroad Company upon the subject, setting forth the grievance, and respectfully requesting that the facilities required of that Company be constantly and amply furnished.

The following committee was the appointed by the Chairman: Isaac Wood, John Leatham, William Miller, Wm. B. Baker, Michael Danner, Jacob Senseney and Charles Chase. On motion, the Chairman was added to the committee. – *Winchester Republican*.

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

Arrived, Nov. 30.

Boat Chesapeake, Berlin, 1,200 bushels wheat, 800 bushels corn, rye, apples and potatoes, to Johnson & Keefer.

GA, Wed. 12/2/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

O. Baker, 81 miles, 1150 bbls. flour
Scow B, 23 miles, stone.
Frances, 23 miles, 450 bbls. flour.
F. Thomas, 89 miles, 2400 bu. wheat.
Allegany, 19 miles, wood.
Victoria, Edward's Ferry, 1150 bu. wheat, pork, &c.
P. Janney, Harper's Ferry, flour.
Col. H. Clay, 73 miles, wheat.
Belle, 73 miles, flour.
J. Hetzer, Williamsport, flour.
Gen. Scott, 45 miles, wood.
Star, 20 miles, wood.

AG, Thu. 12/3/46, p. 4. Another case of Leston & Rutter vs. the Chesapeake and Ohio Canal, to recover damages for work done under a contract made with Gen. McNeill, was decided, or rather compromised in the United States Circuit Court at Baltimore, by a verdict of \$1,000 for the plaintiffs.

AG, Fri. 12/4/46, p. 4. CHESAPEAKE AND OHIO CANAL – It is stated in the *Williamsport Times* that the Chesapeake and Ohio canal is again in good navigable order.

AG, Mon. 12/7/46, p. 2. NEW RAIL ROAD PROJECT, FROM ALEXANDRIA TO PARKERSBURG. – We find a letter in the *Alexandria Gazette* from a correspondent in Winchester, who urges with much force and plausibility, the construction of a Rail Road from the city of Alexandria to Parkersburg, on the Ohio River. That such a Railroad would be the building up at once, and direct enhancement of the value of property and land in the vicinity of both places, as well as along the entire route of the Road, is at once obvious and plain. The Western counties of Virginia would thus have opened facilities for the transportation of their produce, and a grain market would speedily be opened up in Alexandria, which would soon equal any other in the country. By this means, lands which are now valueless and scarcely worth settling upon, would be speedily purchased; and a hardy and industrious people find their way into our Commonwealth, who, otherwise, will seek a home in the Far West. The quality of the lands in the region through which the Railroad would be likely to pass, is of a fertility that will vie with our best limestone lands, and are fully as productive when properly tilled; but now, remote from a market, they are only cultivated to an extent sufficient for the immediate wants of the settlers. If this scheme be carried into effect, we shall keep within the confines of the Old Dominion, many who are now disposed to sell and remove to the South and South-West, for the lands in the Western part of our State can be had on quite as favorable terms as Government lands in any quarter of the West.

The Legislature of Virginia has refused a lower Right-of-Way to the B. & O. R. R. Company than Wheeling, not only on account of its being a foreign corporation, but mainly from the fear of injuring the City of Richmond, by

drawing off trade from the James River and Kanawha Canal. The proposed scheme, however, may be justly received as a *State* affair, - running through the heart of the choicest lands in the State, and uniting the East with the West – bringing the produce of the vast Mississippi valley through her entire domain – making it tributary to her exactions – and building up a city on her own confines, to the great reservoir of all the trade between the Eastern and Southern and South-Western States – a connecting link between the South and West and the Atlantic States.

Let the capitalists of the State take hold of the matter – it certainly promises in every aspect in which it may be viewed, to be an undertaking of great promise, and one that will well reward its projectors.

The advantage it will be to Frederick, Clarke, Hampshire, Hardy, Pendleton, Preston, Randolph, Monongalia, Braxton, Marion, Lewis, Harrison, Tyler and Wood, besides numerous other adjacent counties, can scarcely be realized in a theoretical view of the matter. Alexandria, and the counties interested, should make an early move on the matter, and if nothing further be done this winter, at least procure a charter, in order to commence operations with vigor in the spring. – *Charles Town Free Press*.

AG, Tue. 12/8/46, p. 2. CHESAPEAKE AND OHIO CANAL – The cases of Letson and Rutter, against the Chesapeake and Ohio Canal Company, which have occupied the attention of the Circuit Court of the United States in Baltimore, more or less during the last fortnight, were finally disposed of on Monday last. The first case was an action of covenant brought by the Plaintiffs against the Defendants on the contract executed with them in the name of the Company by General McNeill, late President of the Company, on the 12th of July, 1843, without the authority of the Board of Directors; and which was promptly disaffirmed and declared void by said Board upon its first presentation to them on the 20th of the same month.

All the evidence in the case, even that given in on the part of the Plaintiffs themselves, clearly showed beyond the possibility of a doubt, that the contract was made by Gen. McNeill as President of the Company, without any authority and in direct opposition to the recorded sentiment of both the Stockholders and Board of Directors, who under the charter were alone authorized to mature such contract, and after it was closed, under the instructions of the court, the jury at once rendered a verdict for the Defendants. We were present during the trial and feel authorized in saying on the *best authority*, that even if the court had not instructed the Jury on the law, they would without hesitation and just as promptly, have rendered their verdict for *the Defendants* upon the evidence in the case.

The second case of the same parties against the company was an action of *assumpsit* for the work and labor actually done by the plaintiffs on the line of the canal under the void contract entered into with them by General McNeill as President, as above mentioned, before they were notified of the disaffirmance and annulment of it by the Board. The bill of particulars filed in the case presented the claim of \$2,425. During the progress of the trial a compromise was entered into, the Company agreeing to pay one thousand dollars in full of all demands. A juror was accordingly withdrawn and the case entered agreed, each party to pay his own costs in the case; the exception taken to the opinion of the court in the first case was withdrawn and the judgment stands final in favor of the Company. The entire litigation in reference to the McNeill contract of 1843 has thus been finally disposed of. – *Frederick (Md.) Herald*.

GA, Wed. 12/9/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

S. McCoy, 119 miles, flour & wheat.
Ben. Franklin, Williamsport, 870 bbls. flour.
Charlotte, Williamsport, 580 bbls. flour.
Mill Boy, Edward's Ferry, 550 bbls. flour.
Hornet, Harper's Ferry, 318 bbls. flour.

AG, Thu. 12/10/46, p. 3. BREACH IN THE CHESAPEAKE AND OHIO CANAL – We learn that a considerable breach has taken place in the Chesapeake and Ohio Canal, near Berlin, and that it will require some time to repair the damage. A number of loaded boats, bound to this market, and Georgetown, have been shut off by this accident.

GA, Thu. 12/10/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Wednesday Morning.

Rough & Ready, 55 miles, wheat & flour.
Charlotte, 108 miles, flour & whiskey.
Ben. Franklin, Williamsport, flour, &c.
Hornet, Harper's Ferry, flour.
Rough & Ready, 55 miles, wheat, flour, &c.
W. A. Harper, Harper's Ferry, flour.
Victoria, Edward's Ferry, wheat, &c.
Mill Boy, Edward's Ferry, flour.
O. Baker, 81 miles, 1200 bbls. flour.

DNI, Sat. 12/12/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Messrs. Editors: In returning to this city yesterday from Harper's Ferry, by the railroad, I noticed a large number of boats lying in the canal near that place, chiefly laden with flour. Upon inquiry I learned that the number then there was forty-nine, and that they contained upwards of twenty thousand barrels of flour. These boats had been arrested in their passage by a breach in one of the culverts, which the superintendent informed me would be repaired so as to restore the navigation by Tuesday next. The merchants of the District may therefore anticipate the arrival of a good supply of produce next week. Besides the flour now on the canal a large quantity yet remains in the upper country awaiting transportation and will immediately be brought to market if the navigation continues unobstructed by ice.

Very near to the breach in the canal I noticed the tender of a locomotive engine, a baggage car, and two passenger cars, which had been thrown off the track of the railroad on Wednesday, as the passenger train was passing

from Cumberland to Baltimore. Fortunately, none of the passengers were hurt, as I was informed, by this accident, although some of the cars were greatly damaged. A.

GA, Sat. 12/12/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

S. Harris, 81 miles, flour & offal.
 Pennsylvania, Hancock, bark, &c.
 J. Van Lear, Williamsport, flour.
 Scow B, 23 miles, stone.
 Henrietta, Edward's Ferry, flour.

GA, Mon. 12/14/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning.

Star, 20 miles, wood.
 Oregon, 77 miles, flour.
 Gen. Cass, 45 miles, wood.
 J. Lambie, Williamsport, flour.
 J. Snively, 48 miles, iron.
 Lady of N. Bend, 107 miles, flour & whiskey.
 Gen. Scott, 45 miles, wood.
 W. Jackson, Dam No. 3, limestone.
 Gen. Butler, Dam No. 3, limestone.
 Capt. Walker, 69 miles, limestone.
 W. H. Harrison, 20 miles, wood.

AG, Mon. 12/14/46, p. 2. **News of the Day.**

The Cumberland *Civilian* says the Directors of the Chesapeake and Ohio Canal Company, after a session of two days, adjourned on Wednesday evening. Walter S. Ringgold, Esq., of Georgetown, D. C., was elected by the Directors, Secretary of the Canal Company, in the place of Thomas Turner, Esq., resigned. John Lambie, Esq., of Washington county, Md., was appointed an additional superintendent of the Canal, to take charge of that portion nearest Georgetown.

Ibid, p. 3. CHESAPEAKE AND OHIO CANAL – It is stated that the breach in the Chesapeake and Ohio Canal will probably be repaired early this week. The sooner the better.

Advantage should be taken of the fine weather and open winter, to bring as much produce forward as possible, before the freeze commences. Forty-nine boats and twenty thousand barrels of flour have been stopped in the canal by the late breach.

GA, Wed. 12/16/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

Boston, 10 miles, wood.
 Th. Charlton, Williamsport,
 Rambler, 45 miles, corn.
 Virginia, Edward's Ferry, corn.

Thu. 12/17/46, p. 4.¹²

CHARLES L. WOOD.

M. DANNER.

WOOD & DANNER,
Grocers, Commission and For-
warding Merchants,

Winchester and Potomac Rail-Road Depot,
WINCHESTER, VIRGINIA.

Refer to— Walter & Co., S. K. Burkholder & Co.,
 T. Black & Co., Baltimore; Dr. J. W. Rice, New
 Market, Va.; John J. Allen, Mt. Jackson, Va.; H. M.
 Brent, Esqr., Cashier Valley Bank, Jos. H. Sherrard,
 Cashier Farmers' Bank, Winchester.

Our agent in Baltimore will pay all freights on
 Goods ordered to our care.
 Winchester, Oct. 1, 1846.

¹² *Staunton Spectator and General Advertiser*, Staunton, Va.

SAMUEL HARTLEY.
FORWARDING AND COMMISSION
MERCHANT,
AT THE RAILROAD DEPOT.
WINCHESTER, VA.

WOULD respectfully return his sincere acknowledgments for the liberal patronage which he has heretofore received, and solicits a continuance of the same favors; and would say to those Merchants that have not heretofore been his patrons, that they would find it to their advantage to give him a trial, for his long experience in the **Forwarding and Commission BUSINESS**, enables him to obtain **WAGONS**, and give despatch to all Goods consigned and marked to his care from either of the Northern Cities, and all freights and charges paid here.



Produce taken for Freights at Cash prices.

REFERENCES:

He would refer you to the following gentlemen, some of whom he has been doing business with for many years.

White & Co., Kenton Harper, Staunton; Samuel Shacklett, J. S. Effinger, M. H. Effinger, Doct. Higgins, Harrisonburg; J. R. Strayer & Co., Dr. Sol. Henkle, J. D. Zirkle & Brother, New Market; H. M. Brent, Esq. Cashier Valley Bank, W. L. Clark, President W. and P. R. R. Co., Dr. A. S. Baldwin, Winchester; Walter & Co., S. K. Burkholder & Co., Baltimore.
 December 17, 1846.—6m

[Transcriber's Note: The above 2 advertisements document the names of forwarding and commission merchants in Winchester, Va. The references cite men in cities up the Valley as well as in Baltimore. And the one ad mentions wagons, presumably freight wagons, which could transport freight from Winchester to Strasburg, where another railroad would continue up the Valley.]

GA, Sat. 12/19/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Thursday Morning.

E. Payson, Dam No. 3, flour, limestone, &c.
 Belle, 73 miles, flour & wheat.
 Ohio, 73 miles, flour & wheat.
 Col. H. Clay, 73 miles, wheat, &c.

GA, Mon. 12/21/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning.

S. McCoy, 119 miles, wheat & flour.
 Col. H. Clay, 73 miles, wheat.

Louisa, 89 miles, wheat & flour.
 F. Thomas, 89 miles, wheat.
 W. H. Harrison, 20 miles, wood.
 P. F. Thomas, Edward's Ferry, flour, corn & wheat.
 Scow B, 23 miles, stone.
 Wm. Cost Johnson, 45 miles, corn.
 Star, 20 miles, wood.
 W. A. Harper, Harper's Ferry, wood & bark.
 Enterprise, 62 miles, hay, &c.
 Henrietta, Edward's Ferry, wheat & offal.
 P. Janney, Harper's Ferry, flour, apples, &c.
 Isabel, 81 miles, 825 bbls. flour.
 Gen. Scott, 45 miles, wood, corn, &c.

AG, Tue. 12/22/46, p. 2. CHESAPEAKE AND OHIO CANAL – Heretofore, it is true, unforeseen difficulties and embarrassments have been interposed to prevent the consummation of so desirable an object; and thus far the State of Maryland, and especially the great mining and mineral interests of Allegany County have been most injuriously affected by deferred hopes and disappointed anticipations. Although we would not now excite the belief on the part of those great interests, that all difficulties for the future have been removed entirely, still we think there is ground for believing that ere long those enterprising gentlemen who have contracted for the completion of the Canal to Cumberland, will be enabled to re-commence operations under their contract; and we trust when once commenced, they will be enabled to prosecute it with vigor and to completion. Such completion of the Canal is much to be desired; and every citizen of Maryland should as far as may be within his power, exert himself to effect it. Certainly, no citizen of Allegany, can for a moment hesitate to do all within his power to do so; for once accomplished Allegany will soon become one of the most important, wealthy and populous counties in the State.

Her coal and her minerals, inexhaustible as they are, will prove to her far richer treasures than would the mines of Peru, could they be transferred within her borders. – *Frederick Herald*.

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

Arrived, December 21.

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

New Boat, Broderick, Honeywood Mills, 400 bbls. flour, to A. C. Cazenove & Co.

Boat Thomas G. Harris, James, Mercerville, 650 bbls. flour, to Lambert & McKenzie.

Boat H. Clay, Dixon, Mercerville, 350 bbls. flour, to Lambert & McKenzie, and 200 bbls, to Wm. Fowle & Sons.

Boat Ohio, Moore, Harper's Ferry, 2,600 bushels wheat, to Wm. Fowle & Sons.

Boat Neptune, Hancock, bark and apples.

GA, Thu. 12/24/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Monday Morning.

Capt. Walker, 69 miles, limestone.

Ben. Franklin, Williamsport, 870 bbls. flour, apples, &c.

O. Baker, 81 miles, 1100 bbls. flour.

Charlotte, 108 miles, flour.

Oregon, 77 miles, flour.

Th. Charlton, Williamsport, flour.

Virginia, Edward's Ferry, corn, &c.

D. Clinton, Williamsport, flour.

Victoria, Edward's Ferry, wheat, &c.

W. B. Clark, Williamsport, 995 bbls. flour.

H. Smith, Harper's Ferry, flour.

W. A. Harper, 17 miles, wood.

Union, Williamsport, flour.

AG, Thu. 12/24/46, p. 2. **CHESAPEAKE AND OHIO CANAL** – Monday was a busy day on our Canal. The boats which had been so long obstructed by the breaks in the Canal, have at length, many of them, arrived, heavily freighted with produce, and others are hourly arriving. The quantity of flour now in our town is probably larger than has ever been received in one day before, and the amount of apples is also very considerable. The lively appearance of the Canal now gives some indication of what the business will be when it is completed. – *Geo. Advocate*.

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

Arrived, December 22.

Boat C. Eldridge, Leesburg, 600 bushels corn, to Lambert & McKenzie and 65 bbls. flour, to T. M. MacCubbin.

Boat Eagle, Snively, Hancock, to load with groceries, &c.

Boat DeWitt Clinton, Emery, Harper's Ferry, with flour, to load with plaster.

Departed.

Boat Mermaid, Broderick, Dam No. 4 and Shepherdstown, groceries, boots, shoes, hats and caps, &c., from McVeigh & Bro.

Boat Eagle, Hancock, groceries, boots, shoes caps, &c., from McVeigh & Bro.

AG, Fri. 12/25/46, p. 3. **CANAL COMMERCE**

Arrived, Dec. 24.

Boat -----, from Berlin, 165 bbls flour, to Johnson & Keefer.

Departures, Dec. 24.

Boat Lady of the Lake, Eichelberger, Millstone Point, Md., groceries, boots, shoes, caps, &c., from McVeigh & Bro.

Boat -----, Shaw, Dam No. 4, groceries, boots, shoes, caps, &c., from McVeigh & Bro.

Boat Eagle, for Hancock, with plaster, dry goods, &c.

GA, Mon. 12/28/46, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning.

J. Hetzer, Williamsport, flour.

Mountaineer, 38 miles, wood.

Scow B, 23 miles, stone.

Gen. Jackson, 23 miles, wood.

Tip & Tyler, 12 miles, wood.

Union, Williamsport, flour.

Potomac, Williamsport, flour.

Neptune, Edward's Ferry, flour, &c.

J. Glenn, Edward's Ferry, wheat.

Star, 20 miles, wood.

AG, Mon. 12/28/46, p. 2. **TRADE ON THE CHESAPEAKE AND OHIO CANAL** – We are

indebted to the politeness of the Collector of tolls of the Chesapeake and Ohio Canal, for the following statement from the books and way bills, of the amount of produce, &c., received by the Canal at Georgetown, since Sunday last: it will be seen that it is quite large. There was received of:

Wheat, about	11,700 bushels
Flour, about	17,600 barrels
Corn, about	2,400 bushels
Apples, about	1,600 barrels

besides whiskey, potatoes, bran, shorts, &c., seed, lumber, hoop poles, hay, eggs, bacon, empty flour barrels, (new), &c. – *Georgetown Advocate*.

AG, Wed. 12/30/46, p 4. **CANAL COMMERCE**
Arrived, Dec. 29.

Boat Chesapeake, from Berlin, 300 bbls. flour,
1,500 bushels wheat, 100 bushels rye, to Johnson
& Keefer.