

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
*THE ALLEGANIAN*  
A CUMBERLAND NEWSPAPER  
1845 - 48  
ALLEGANY COUNTY, MD

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SEPTEMBER 2012



## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Alleganian*, a Cumberland newspaper of the era, 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 newspaper was found on microfilm at the libraries at Allegany College of Maryland, Cumberland, MD and at Frostburg State University, Frostburg, MD. The librarians at both institutions have been most helpful in helping me fill in the missing days and adding other relevant canal history. I did not include the newspaper editorials because those were opinion pieces. The research continues because the reader may yet find a missing date.

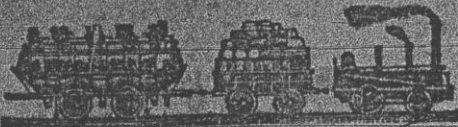
Readers are encouraged to search the enclosed report for information on their ancestor, as their time and interest permits. Feel free to send additional observations for the benefit of others.

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Saturday, 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.
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**EASTWARDLY.**

From Cumberland at	DAILY.	8 o'clock A. M.
Hancock or about 10	do	A. M.
Martinsburg "	11	do A. M.
Harper's Ferry "	12	do P. M.
Frederick "	8	A. M. 2 P. M.
Ellicott's Mills "	7	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	}	3 cents 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,**  
Aug 18

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.

Saturday, 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.

Saturday, 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.

Saturday, 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. Thruston and others, of this place. - *Ed. All.*

Capt. W. H. Swift Hon. N Hale	<i>Commissioners to examine the present condition of the Canal, and ascertain the resources of the surrounding country.</i>
Gen. Frisby Tilghman A. B. Davis, Esq.	<i>Agents of the State of Maryland</i>
James M. Coale, Esq.	<i>President of C. &amp; O. Canal Co.</i>

Col. Tench 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. Macaulay	<i>Officers of Lonaconing Coal Co.</i>
C. G. Detmold, Esq.	<i>Agent of do.</i>

Saturday, 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."

Saturday, 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.

Saturday, 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.

Saturday, 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 20<sup>th</sup> 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.

Friday, 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. Ellicotts 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 Saturday 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.

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.

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.

Saturday, 5/22/47, p. 2. **EXTENSION OF THE RAILROAD.** It would seem that the Baltimoreans and Pittsburghers cannot come upon terms. At a meeting of the Directors of the Baltimore and Ohio Railroad company,

on Monday last, the following proposition of the Connellsville Railroad company was submitted: -

First, the stockholders of this company will agree that the route from Turkey Foot to Cumberland shall be left open for further examination and further decision.

Second, the stockholders of this company will open their books for further subscriptions at Pittsburg, Connellsville, West Newton, Baltimore, as soon as it can be conveniently done, after the Baltimore company has increased its subscription to eight hundred thousand dollars, and will use all their influence and exertions to increase the subscriptions in Western Pennsylvania, to the amount indicated in former communications to the Baltimore company.

Third, the stockholders of this company will require a stipulation on the part of the Baltimore Company, that it will not commence, either by itself or jointly with any other company, corporation, or persons, the construction of any railroad leading towards the Ohio River, below Pittsburg, until a railroad connection is completed from Turkey Foot to Cumberland.

Finally, a stipulation will be required that no discrimination shall at any time hereafter be made by the Baltimore Company, or any road over which it may have control, against the road from Pittsburg to Cumberland.

After some discussion the proposition was rejected, with but one dissenting voice - which it is supposed, puts and end to the negotiation between the two companies. The Patriot accompanies its report of the proceedings with the following statement: -

"We understand, that it is expected that there will be made, at the next meeting of the Board of Directors, a distinct proposition to enter upon the construction of



the road from Cumberland to the Maryland line, which would take it about fifty-five miles further west. Whilst the road is being made, negotiations may go on for its further extension west to some eligible point on the Ohio. It is believed that this distinct proposition will receive the sanction of the Board of Directors, and, as an extant that the road will now be extended to the Ohio, will meet with the hearty concurrence of the public generally."

Saturday, 6/5/47, p. 2. **BALTIMORE AND PITTSBURG.** - The Baltimore Sun states that the delegation lately sent from that city to Pittsburg, on the part of the citizens, in reference to the Pittsburg connection with the Baltimore & Ohio Railroad, attended a meeting of the stockholders of the Pittsburg & Connellsville Railroad, on Saturday last. It is stated that the delegation engaged if the Baltimore and Ohio Company should refuse to accede to the terms of Pittsburg, that the citizens of Baltimore, with their own means, would build the road from Cumberland to connect with the Connellsville road. Mr. Glenn spoke in behalf of the Delegation.

The following resolution was offered by the Hon. Andrew Stewart, and adopted:

*Resolved*, That the books of the Pittsburg and Connellsville Road Companies be opened for the subscription of stock at Pittsburg, McKeesport, West Newton, Connellsville, Cumberland, Baltimore, and such other towns and places as may be deemed advisable, and afterwards, if necessary at New York and Boston, until a sum may be subscribed, which, with the amount already subscribed, shall be in the opinion of the directors, sufficient to secure the extension of the said road to the Maryland line, and the ultimate connection of said road between the cities of Baltimore and Pittsburg, and that when an amount in the opinion of the directors shall be adequate to the completion of the road to Turkey

Foot, then the directors may be and they are hereby authorized to put a portion of the road under contract, and to proceed to the construction of the same.

Saturday, 6/12/47, p. 2. **The Canal.** - In reply to numerous inquires about the Canal prospects, we must refer to common rumor, - which says that the arrangement with the Barings, reported several weeks ago to have been made, had not been consummated, and most probably will not be.

We learn that nothing of importance was done at the Canal Meeting in Frederick. But those who profess to know something of pending negotiations, tell us to: "*hope on.*"

► **Mount Savage Iron Works.** - We regret to state that most of the operatives at this extensive establishment have suspended work, because of failures on the part of the company to pay them for their labor. We are informed that the requisite funds to meet the claims of the workmen, will soon be received; and that the suspension will be but of short duration.

Saturday, 6/12/47, p. 2. **EXTENSION OF THE RAILROAD.** - A meeting of the citizens of Baltimore favorable to a railroad connection with Pittsburg, was held on Tuesday last, for the purpose of hearing the report of the committee recently appointed to visit Pittsburg. The report of the committee was favorable to the object, and the following resolution was submitted and unanimously adopted by the meeting:

*Resolved*, That in the opinion of this meeting, the route for a railroad to Pittsburg by the Valley of the Youghiogheny, on the terms of the charter of the Pittsburg and Connellsville Railroad Company, ought to be accepted by the people of Baltimore promptly and conclusively, and that measures should be immediately taken for the construction of a road from Pittsburg to Turkey Foot, in view of a continuous

connection with the Baltimore and Ohio Railroad at Cumberland.

We learn from the Argus, that a meeting of the Board of Directors of the Baltimore and Ohio Railroad Company was held on Wednesday. The President, Mr. McLane, read a paper concerning the present condition and future prospects of the company, and recommended that measures be taken for the extension of the road westward along the banks of the Potomac and Savage rivers to the Maryland line.

Saturday, 7/3/47, p. 2. **CHESAPEAKE AND OHIO CANAL.** - At the meeting of the Stockholders of the Chesapeake and Ohio Canal, held in Baltimore, last week, the following gentlemen were elected President and Directors of the Company, for the ensuing year.

**JAS. M. COALE - President**  
**DIRECTORS**

John Pickell; of Baltimore, Md.  
Samuel P. Smith; of Allegany Co., Md.  
Wm. A. Bradley; of Washington City, D. C.  
H. Dangerfield; of Alexandria, Va.  
Wm. Cost Johnson; of Frederick Co., Md.  
Geo. Schley; Washington Co., Md.

It is understood that no definite arrangements have yet been made, in relation to the completion of the Canal to Cumberland, but that negotiations for that object are still on foot - which it is hoped may result successfully.

Saturday, 7/10/47, p. 2. **SUMMARY Rail Road Extension.** - A corps of Engineers are now engaged in a re-survey of the route of the Railroad from Cumberland to the western boundary of the State. And we learn from the Baltimore papers, that a committee from Wheeling has entered into an amicable arrangement with a committee of the Railroad Company, which promises to

make Wheeling the Western terminus of the road.

Saturday, 8/14/47, p. 2. **CANAL MEETING.** - The Board of Directors of the Chesapeake & Ohio Canal Company held a meeting in Baltimore last week. We believe the most important business transacted was the adoption of an order for the removal of the office of the Company from Cumberland to Frederick. If this is a fair specimen of the *reform* we are to expect from the new Board, we want no more of it.

Saturday, 8/14/47, p. 2. **THE CUMBERLAND COAL.** The Boston Advertiser says: - The failure of the late voyage of the steamer *Washington*, from the burning out of her furnace bars, which were adapted to the consumption of Anthracite coal, affords another proof of the loss which the country is suffering, for want of the means of bringing to market the treasures of bituminous coal, which are to be found in the Cumberland mines, at a distance of two hundred miles only from the Atlantic coast. The Cunard steamers, it is well known, have relied, as far as they have been able to obtain it, on the Cumberland coal for their return voyages to England, and they have found it equal in every respect to the best English or Scotch coal. They are unable to obtain a sufficient supply for the purpose, and it is entirely impossible to obtain it for many of the uses for which it is greatly needed, in consequence of the inability of the Baltimore and Ohio Railroad to transport it in sufficient quantities, to supply the demand. The completion of the Chesapeake and Ohio Canal, for a distance of fifty miles beyond the present limit of navigation, is all that is wanting to give us the excellent fuel in abundance, and at a low price. We trust that the measures which we understand are now in progress for the speedy completion of the canal, will prove successful, and that

the industry of the country will not be permitted to suffer for want of a commodity of which abundant supplies are awaiting only the completion of a canal, of which nine-tenths of the cost have already been incurred.

The exact adaptation of this coal to use in steam engines, on account of its easy combustion, and its freedom from clinker, and from sulphur, will recommend it to universal use, as soon as it can be obtained; in all the outward bound steamers, while the English coal will be used in the return voyages. The same construction of furnaces, and of furnace bars, will of course be adapted to both, and the awkward expedient suggested for the supply of the *Washington*, of carrying out Anthracite coal to England for the return voyage, will become unnecessary. The experience of the Cunard steamers had proved that there is no better coal for steam engines than the Cumberland, and the completion of the small amount of work which remains to be done to extend the navigation of the Chesapeake and Ohio Canal to Cumberland, will be the signal of the introduction of this coal into universal use for steam vessels.

Saturday, 8/28/47, p. 2. **THE RAILROAD.**

A meeting of the stockholders of the Baltimore & Ohio Railroad Company was held on Wednesday last, to consider the expediency of accepting the recent Act of the Virginia Legislature, which grants the right of way to the company to Wheeling. We learn from the American, that T. Parkin Scott, Esq., offered several resolutions accepting the Virginia law which makes Wheeling the terminus of the road, and authorizing the President and Directors of the Company to proceed as early as practicable to the construction of the road to that point. A division of the question being called for, the resolutions accepting the law were passed almost unanimously.

Gen. Tilghman, on the part of the State of Maryland, then introduced as a substitute for the resolutions authorizing the early construction of the road, a resolution declaring that the company shall not be obliged to go West of Cumberland until it was ascertained that the means for the completion of the road to Wheeling had been raised; and also a resolution directing the appointment of a committee of five to be composed of persons not members of the Board or officers of the Company, with the exception of the City Directors, and who shall represent the interests of the various stockholders according to the amount of their stock, whose duty it shall be to examine with the chief engineer the different routes proposed towards the terminus of the road, and to report the result of such examination, to a future meeting of the Stockholders.

The introduction of this substitute created a long discussion, which was participated in by Gen. Tilghman, and Mr. Glenn, who supported it, and by Messrs Scott, Swan, McKaig, of Cumberland, Richard Lemmon and John Nelson, who opposed it. The substitute was rejected by the following vote, Ayes 35,520 shares; Nays 54,718 shares.

The resolution offered by Mr. Scott was then adopted by about the same vote.

Saturday, 8/23/47, p. 3.

**FOR SALE**

*The Mt. Savage Iron Works,*  
**RAIL ROAD & C.**

*IN ALLEGANY COUNTY, MD.*

By virtue of several executions issued upon judgments standing in Allegany County court against the Md. and N. Y. Iron & Coal Company, and to me directed, one at the suit of John Wright, Robert Samuel Palmer and Charles Weld, trustees for the English bondholders, another at the suit of William F. Cary, and John M. Forbes, &c. I have seized

and taken all the real and personal property of said company, and I will proceed to sell the same to the highest bidder, at the office of the Company, Mt. Savage, Maryland, on Thursday, the 7<sup>th</sup> day of October next, at 12 o'clock. This property includes as follows:

First, Those extensive and valuable Iron Works, well known as the Mount Savage Iron Works, embracing a rolling mill 200 by 175 feet in size; two first class blast furnaces, with three refineries for the manufacture of plate metal, and a third furnace, which has just been built, of larger capacity than the other two; and a foundry prepared for castings of every description, with an air furnace, cupola, steam engine, &c. The rolling mill contains all the gearing, machinery, and fixtures necessary to make 9,000 tons of finished rails a year. It has six re-heating furnaces and seventeen puddling furnaces; a double squeezer forge hammer, two sets of puddle rolls, one train of great roughing rolls, and the common roughing rolls, merchant and rail train, with an assortment of fifty rolls of different patterns and sizes. The two first class furnaces are blown by a blowing engine, manufactured at West Point foundry, capable of discharging 1,200 cubic feet of air per minute at a pressure of from 2½ to 3 lbs, on the square inch; and the blow the third furnace just built there has been fitted up and put in readiness for immediate operation a large condensing blowing engine, with a blast cylinder of 10 feet 6 inches in diameter, and 10 feet stroke. This was also manufactured at the West Point foundry, and is of the most approved construction and workmanship. Its power is equal to that of the largest class engine used for a like purpose in England or Wales, and can readily do the work of four first class furnaces and their fineries, besides blowing the blacksmith's fires.

Secondly, A large and profitable brick yard for the making of fire-brick in which there is a steam engine and every convenience for grinding the clay and finishing from three to four thousand bricks per day. These bricks are known to be fully equal to the best Sturbridge bricks.

Thirdly, A railroad nine miles in length, extending from the works to the depot of the Baltimore and Ohio Railroad Company, at Cumberland. - This railroad runs for more than two-thirds of its length through lands previously owned by the company. It is not only valuable now but must increase in value every day. All the coal taken from the Frostburg coal basin on the side of Jennings run will be transported over it; and all that which is taken from any part of the Frostburg coal field must be transported two miles over it at the end next Cumberland.

Fourthly, Lands containing upwards of 4,800 acres, of which 2,062 acres lie adjoining and near the towns of Cumberland, and 2,700 acres lie exclusively within the Frostburg coal basin. The lands near Cumberland were bought some for their known value as iron ore lands and other for their value as farms and with reference to the completion of the Chesapeake and Ohio Canal to Cumberland. The lands in the Frostburg coal basin, where the works are established, were bought not only for their value as coal and ore lands, but because they contained inexhaustible beds of fire-clay of the best quality, and were capable of being turned to account for farming purposes.

The buildings and improvements erected upon the lands of the company about the works are of the best and most extensive character. There are no less than two hundred and eighty houses for the accommodation of the officers and men, with a large storehouse.

Lastly, Personal property, consisting of every thing necessary or expedient for the successful working of the rolling mill, furnaces, foundry and brick yard, and of which an inventory will be shown on the day of sale.

Persons disposed to purchase are invited to visit the works and to inspect the property of the company, and to judge for themselves; and they are also referred for information in regard to the same in Manning & Lee, Baltimore; Cary & Co., New York; John M. Forhes, Boston; J. M. Howe & H. T. Weld, Mount Savage; and S. M. Semmes, Cumberland.

The entire property, both real and personal, will be offered in the first instance in one parcel, thinking that it will meet the views of those disposed to buy and take the whole; if not, it will be separated into parcels and sold to suit the purchasers. An inducement to buy is that every thing is ready to the hand of the purchaser to set the works in motion.

**MOSES RAWLINGS,**

Sheriff of Allegany County.

Cumberland, August 21, 1847 - 7w.

Saturday, 9/25/47, p. 2. **Fatal Accident.** -

On Saturday evening last, as one of the coaches of the "Good Intent Line" was going out of town, on the National Road, near the bridge over Will's Creek, a train of burthen cars passed down the rail road from Eckhart's mines, and just at the time the fireman threw out a quantity of red-hot cinders. The horses attached to the coach took fright, and though held by a skillful driver, became unmanageable, and the coach was thrown down the bank of Will's Creek. One of the passengers had an arm broken, several were slightly bruised, and one of them, Mr. George C. Vincent, of Erie County, Pa., received so severe a concussion of the brain, that he died in the course of an hour, notwithstanding the efforts of several of our skillful physicians to relieve him. Mr.

Thomas Hager, the driver, was also considerably bruised.

The proprietors of the Good Intent Line did everything in their power for the comfort of the injured passengers, and for paying proper respect to the remains of the unfortunate stranger.

The remains of Mr. Vincent were attended to the grave, (in the Methodist Episcopal burying ground,) by a large number of our citizens, on Sunday afternoon. The funeral services were performed by the Rev. Mr. Sewell, who delivered a brief but impressive address at the grave.

The fireman, in throwing out the hot cinders at the point he did, was acting in violation of his instructions from the Rail Road Company and he was subsequently discharged.

Saturday, 10/9/47, p. 2. **THE CANAL.**

The National Intelligencer says of the arrangements . . . have accepted subscriptions and guaranties for the company's bonds for an amount exceeding the sum requisite, including all incidental expenses for engineering, salaries, damages for land, right of way, and interest on the bonds; leaving besides \$192,000 in the hands of the trustees to cover any possible deficit. Messrs Nathan Hale and John Davis, of Massachusetts, and Horatio Allen, of New York, have been appointed trustees to receive and disburse all the money, in order to its proper application; and the contactors in chief are to receive no money until the work is finished. Two years have been allowed the contractors for the completion of the canal; but as their interest lies in its speediest completion, it is not improbable that it will be finished by May or June, 1849. The board of directors and the Maryland State Agents have both fully assented to the pecuniary arrangements of the contractors.

## A FLOOD

Cumberland and vicinity were visited by an immense fall of water on Wednesday night and Thursday last - producing a flood, the like of which, we are assured, has been but rarely if ever witnessed here. It exceeded the two great freshets of last year - in June and November. It commenced raining early on Wednesday evening and continued until Thursday noon. The gorges between the hills on the East and North of the town became the beds of considerable streams which poured into the different streets. On Thursday afternoon, for several hours, one half of this town - from Church Street to Will's Creek - was standing in water. Not only were the cellars filled, but many families were compelled to retire to the second stories, and others to leave their dwellings.

Our merchants and others have without doubt sustained considerable loss, by the damage of property in the cellars. Jennings's run, Braddock's run, and the other tributaries of Will's Creek also rose to an unusual height, and large quantities of fencing, lumber, &c. were swept away. We learn that some damage has been done to the Mt. Savage and Md. Mining Companies Railroads, by washings and slides - but not as great as to cause a suspension of transportation for more than a few days.

The Somerset mail-coach, in crossing Braddock's run, about two miles above town, was swept away by the current, and the two horses were drowned. We understand that the horses and all might have been saved, had not the driver left his seat to rescue a female passenger who in her alarm had jumped out of the coach into the stream.

Saturday, 10/16/47, p. 2. **THE FRESHET.** The storm and freshet with which we were visited last week, appears to have extended

its destructive force over a great portion of Maryland as well as some parts of Virginia and Pennsylvania.

The passenger train of cars from Baltimore due here on Friday evening, did not arrive until Saturday afternoon. The train due in Baltimore on Friday evening did not reach there until Saturday night. The track from Great Cacapon Bridge to Black Rock, it is said, was covered with water from four to eight feet. The trains had necessarily to stop till the waters subsided. The damage to the road was comparatively slight.

The Chesapeake and Ohio Canal was entirely submerged for many miles - but it sustained comparatively but little damage. There were several small breaks between Williamsport & Georgetown.

Saturday, 10/30/47, p. 2. **CANAL NEWS.** The President and Directors of the Canal Company, and the State Agents, held a meeting in Baltimore on Tuesday and Wednesday last. - The result of the meeting is thus given by the "Civilian": - The arrangements to complete the Canal have been *positively* completed; the papers have been *positively* signed; the money has been *positively* obtained; and the work will *positively* go on in a few weeks at the farthest.

### ► CUMBERLAND COAL.

Owing to the great uncertainty in obtaining supplies of wood in Charlestown, says the Free Press, housekeepers have for some time past turned their attention to the use of Cumberland coal. Not less than 200 tons of the article have been already brought to our village this season; and if facilities could be afforded by the Baltimore Rail Road Company, much larger amounts would be used. It is a splendid article, and will one day be in common use at a very low price. With the Canal to Cumberland, all will be right.

Saturday, 11/13/47, p. 2. **MT. SAVAGE IRON WORKS.** - These works were sold by the Sheriff of Allegany County, on Thursday last, to satisfy judgments against the company in favor of Cary & Forbes, of New York, and Messrs. Wright, Palmer & Weld, trustees for the English bond holders. We understand that the sale was made at \$215,000 - and that the purchasers are Messrs Corning & Winslow, of Albany, N.Y. and Mr. J. M. Forbes, of Boston. The purchasers are said to be gentlemen of capital, practically acquainted with the iron business, - which encourages the hope that at an early day Mt. Savage will again be the theatre of an active business. We also learn that the purchasers will blend their interest in the "Lolworth Iron Company," an incorporation created by act of the last Legislature; and the future operations will be conducted under the name of that Company.

Saturday, 11/20/47, p. 2. **THE CANAL.** During this week, the best kind of evidence that the work upon the Canal is to be resumed in good earnest has been presented. The several amounts due the subcontractors, for work done at the time of the suspension some eighteen months ago, have been paid in current money. Operations upon portions of the line will be resumed immediately.

► **MT. SAVAGE WORKS**  
By reference to our advertising columns, it will be seen that Mr. John F. Winslow, who is to have the future management of these works, will receive proposals until 15<sup>th</sup> of December next, for the delivery of Iron Ore. We understand that operations will be resumed at the works, about the first of January.

Saturday, 12/11/47, p. 2. **THE CONNELLSVILLE RAILROAD.**  
At a recent meeting of the stockholders of the Connellsville railroad company, held in

Pittsburg, it was resolved to abandon their charter which authorized the making of a road to the Maryland line; and to accept of a supplementary bill which authorizes the construction of their road to the Ohio state line. A portion of the stockholders protested against the course of the majority, and the whole subject is again being discussed in the Pittsburgh papers. Edward D. Gazzen, Esq., has published a protest, in which he denounces the organization and action of the meeting of stockholders as illegal, and says:

"When Mr. McLane was denounced for unwisely deserting this, the shortest, cheapest and best route, where neither Alps are to be scaled, nor Appenies tunneled, and where there is no need of inclined planes mountain high, and no danger of destruction by floods, I joined in the censure, though I disapproved of the terms used. But when it is evident that the destruction of our charter is the object which Mr. McLane most desires, as thereby Baltimore and Maryland will be *forced* to follow him through Virginia to reach the Ohio at a point below Pittsburgh, and I am asked thus to cooperate with Me. McLane and other eastern *powers* opposed to the *independent* prosperity of Pittsburgh, I will not, *blindfolded, gagged*, follow the devious course. It is said, forsooth, that Mr. McLane is opposed to our road, and as if he were immortal, and his power perpetual, it is most illogically inferred that the road can therefore never be made - and we are asked to do the very thing for which we censured Mr. McLane, viz: abandon the nearest, cheapest, and best route - not only give it up now, but forever.

"The fact that we need no aid from Mr. McLane, much less a partnership in the old and deeply involved company [illegible] need only a Rail road from Pittsburgh to Cumberland. This secures to Pittsburg and the boundless West, a communication of the shortest, cheapest and the best route to the Atlantic, and for this purpose, in addition to

our present charter, we only need that a charter be granted by Maryland for a road from Cumberland to the State line, and *that can be got for the asking*. The unequalled merits of the route and the perseverance of the people will do the rest. What say the people of Ohio? What say the citizens of Baltimore, despite of the one man power, whose mistaken policy in neglecting the shortest and best route is daily sinking the affairs of the company?"

To sustain his assertion that the right to construct a road from Cumberland to the State line "can be got for the asking" from the Legislature of Maryland, Mr. Gazzen publishes the following recent letter from John Glenn, chairman of the committee appointed by the citizens of Baltimore:

*Baltimore, Nov. 29, 1847*

Dear Sir. - I can almost pledge myself to procure a charter from Maryland at its approaching session, to make a railroad from Cumberland to the Maryland line. I have not a shade of doubt of its passage.

Yours truly

JOHN GLENN

Saturday, 12/18/47, p. 2. **THE CANAL** - The Boonesborough Odd Fellow states that the repairs on the Canal, since the freshet of a few weeks since, have again been carried away by high water. We are happy to believe that the editor has been misinformed. The Georgetown Advocate of Tuesday morning says: - The large break on the Canal has at length been mended, and were it not for the rain of the last few days, the boats could now pass. As it is, probably the break 7 miles up will be finished and the boats pass on Thursday next. We since hear that they are now letting the water in from Harper's Ferry.

Saturday, 1/1/48, p. 2. **GOVERNOR'S MESSAGE.** The message of Gov. Pratt was communicated to the Legislature on

Tuesday last. We regret that we have not the space to give it at length in today's paper.

In reference to the Chesapeake and Ohio Canal, the Governor remarks:

This work commenced under the joint auspices of the United States, and the States of Virginia and Maryland, and the grandeur of its design was fully commensurate with the ability of the three governments, and worthy of the memory of the Father of his country, by whom it was projected. This great work commenced under such auspices, was soon abandoned by the United States and Virginia, and left for completion to the unaided resources of our own State. - The original design of making the Ohio river the western, and the city of Baltimore the eastern terminus of this gigantic work, was of course, given up, after the abandonment of the enterprise by the United States and Virginia; and Maryland in her efforts to complete the work to Cumberland has expended upwards of ten millions of dollars without the return of a single dollar and without obtaining a market for the tremendous mineral resources which it was intended to develop.

The gloom, which has for so long a period overshadowed this noble enterprise, is now dispelled; and this canal, we have every reason to believe, will be completed to Cumberland before the next meeting of the legislature. I have, gentlemen, unfeigned pleasure in communicating to you this satisfactory intelligence, for I am fully persuaded that this work, destined ultimately to relieve your constituents from the greater portion of the taxes now paid by them, will in less than two years from its completion commence to return some equivalent for the immense treasure expended in its construction. I transmit for your information the annual report of this company bearing date the 7<sup>th</sup> of June, 1847, and prior to the consummation of the



arrangement for the completion of the canal. Unless I am deceived in the prospect before us; I shall be disappointed if my successor, before the expiration of his term of service, does not have the privilege to recommend the decrease of the direct tax, or the repeal of some one or more of the other taxes, the imposition of which was imperatively required by the extreme necessities of the State. It has been my unpleasant duty to seize upon every expedient by which money could be placed in the treasury of the State; it will, I trust, be his more agreeable duty to recommend the repeal of those taxes which in his judgment have proved most oppressive to the people.