

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
DAILY UNION
five Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1847 - 48

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FEBRUARY 2011
Revision 1, MARCH 2018
Revision 2, JANUARY 2021
Revision 3, FEBRUARY 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*, *Daily National Intelligencer* and *Daily Union* five Washington, D. C. newspapers, and *Alexandria Gazette*, an Alexandria, Va. newspaper, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. Some dates during the boating season were missing. *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*, *Daily Union* and *Alexandria Gazette* newspapers were found online and articles therefrom are preceded by *Sun*, BDC, CF, DNW, GA, DNI, DU 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. 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 February 2021 revision consists of additional articles from the *Alexandria Gazette* and *Daily National Whig*. It would appear that Washington was warmed with fire wood prior to the arrival of coal from Cumberland.

The reader will notice the occasional ascending freight from Alexandria, Va. consigned for a city interior to the State. I am thinking 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 1847 and 48, 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.

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

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

William Bauman
February 2011
Revised March 2018
Revised January 2021
Revised February 2021
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Canal Trade 1847 – 48

AG, Mon. 1/4/47, p. 3. **CANAL COMMERCE**
Arrived, January 2.

Boat Charles, Artz, Williamsport, 384 bbls. flour
to T. M. McCormick & Co.

AG, Thu. 1/7/47, p. 3. **CANAL COMMERCE**
Arrived, Jan. 6.

Boat Mermaid, Dam No. 5, 600 barrels flour, to
Lambert & McKenzie.

Boat Stranger, Mouth of Monocacy, 100 bbls. of
flour to Johnson & Keefer.

Departed,

Boat Mermaid, Dam No. 5, plaster, by Lambert &
McKenzie.

AG, Tue. 1/12/47, p. 3. **CANAL COMMERCE**
Arrived, Jan. 11.

Boat Ellen Douglass, Goose Creek, 220 bbls.
flour, to Hooe & Powell, 90 bbls. flour, to P. H.
Hooff.

GA, Sat. 1/27/47, p. 1. *From the Cumberland
Civilian* **CHESAPEAKE AND OHIO CANAL**
– The principal streams which, besides the
Potomac river, intersect the coal field, opening
practicable avenues to almost every part of it, are
George’s Creek, Savage River, Three Forks Run
and Wolf-Den River, which fall into the Potomac
on the Maryland side, and Deep Run, Spring Run,
Abram’s Creek and Stony River on the Virginia
side. These are exclusive of Jennon’s Run and
Braddock’s Run, which fall into Will’s Creek,
which in turn empties into the Potomac at
Cumberland. The mines upon these last named
streams, although at the present time claiming the
greatest attention, yet are not situated in that
portion of the coal field where the vein possesses
the greatest amount of thickness. They, therefore,
contain a less quantity of coal and iron ore, within
an equal acre, than those which are situated upon
and near the Potomac river. They possess,
however, the very important advantage of being
situated nearer to Cumberland, which is likely to

be, for many years to come, the terminus of the
Baltimore and Ohio Railroad, and is
unquestionably the fixed and permanent terminus
of the Chesapeake and Ohio Canal. The mines on
Jennon’s and Braddock’s Runs, have also the
advantage of Railroads leading from them to
Cumberland, and are, at the same time, capable of
affording so large a supply, that no deficiency can
be apprehended, for a period of many years.

If, however, the navigation were extended
from the Cumberland basin, according to a very
feasible plan, which has long been matured, and
which will no doubt be executed, so soon as the
development of the resources of that region shall
afford a sufficient assurance of immediate
business to justify the expenditure, by a system of
Slack-water navigation on the Potomac, to the
mouth of the Savage river, an easy access will be
afforded to the center, and most productive
portion of the mineral region. It may be as well to
mention here, that the attention of the Virginia
Legislature, is at this time engaged in the
consideration of this improvement, although, at
the same time, we hope to be pardoned for saying
in homely phrase, that the wrong end is foremost,
and that it will be of much greater importance for
Virginia to lend her aid to the completion of the
Canal to Cumberland, than, before that event, to
open a communication with Savage river. In the
vicinity of Savage river, however, are the deepest
and most productive portions of the coal strata of
this region, lying both on the Virginia and
Maryland sides of the Potomac.

AG, Mon. 2/1/47, p. 2. **Communications.**

THE SHENANDOAH IMPROVEMENT.

To the editor of the Alexandria Gazette:

I have been much pleased to see that the people of
Alexandria, as well as those whose interest it is to
take their produce to that market, are turning their
attention to various schemes of improvement –
such as the projected railroad from Harper’s Ferry
to Alexandria – the extension of the Fauquier and
Alexandria Turnpike road, and the railroad from
Alexandria to the Ohio river, crossing the Blue

Ridge at a place to suit the Louisa Railroad Company. I say, I am much pleased with these exhibitions of public spirit, and have long been convinced that the people have only to examine the subject and see how they are to be benefitted by any particular improvement, and they will not hesitate long before they adopt the measures necessary to accomplish the work. Entertaining, as I do, feelings of gratitude towards the public spirited gentlemen who have come forward with their plans for the improvement of the Ancient Dominion, “the blessed mother of us all,” I have no desire to throw any obstacle in the way of effecting their schemes, but in discharge of my duty as a good citizen, I will suggest an improvement which has been, in a great measure, overlooked by the Alexandrians, and in which ten or twelve counties are deeply interested, and which would cost incomparably less than either of the above mentioned railroads, and answer every purpose as well, too – especially the inappreciable advantage of furnishing the cheapest, safest and most convenient mode of transportation for everything whatever, the mails and travelers excepted. – The improvement which I believe to be most important to the people of the Valley and the counties on either side of it, and to the District of Columbia, and most of all to Alexandria, is the Shenandoah river and its branches – upon the lock and dam plan – or such as they are now using to make the Rappahannock navigable about 60 miles above Fredericksburg. The beautiful valley through which the Shenandoah flows is as healthy as any part of the world; and its soil, though now productive, capable of being made vastly more so, if that noble river was improved.

It may be said the Valley has a fine Turnpike road from Staunton to Winchester, and a railroad from that place to Harper’s Ferry, which ought to satisfy those who can use either. It is true these improvements are of great value, and the convenience of the latter has been felt sensibly by a great many farmers living on this side of the Blue Ridge. But it is a notorious fact that the cost of transportation from Winchester has been reduced only about fifty percent by the railroad;

and it is believed that little, very little, more flour has been sent to market, than would have been sent without those improvements. The expenses of transportation on turnpikes and railroads are too high to justify the farmer in sending to market anything he raises except wheat or flour. Give him, however, a navigable river to take his produce to market, and you would soon see thousands of boats loaded with corn, oats, hay, potatoes, vegetables of every kind, apples, peaches, &c., &c., lime of the best quality, also, lumber, iron, cheese, butter, poultry and eggs. Boats would return partially, if not entirely loaded, with stone coal for the countless factories which would spring up along the margin of the river, as high up as navigation extended, and would be used in large quantities by blacksmiths, and private families likewise. – plaster, salt, sugar, molasses and merchandize, too, would give cargoes to a vast number of boats.

The first and certain consequence of the improvement suggested, would be the immediate enhancement in value of the lands within fifty miles of it, to 25 and perhaps 50 percent. This is so plain that any man at all acquainted with figures may easily prove it to be true. Land being taxed *ad valorem*, the State too would gain in the same proportion; and this fact would go far in justifying her for making a liberal subscription to that work. Neither of the projected railroads from Alexandria could be made for less than a million and a half of dollars, and if they could, would be liable to the above objections.

The Rappahannock improvement, now under contract for near 60 miles, will be made for \$100,000, or a little over \$2,000 per mile. This may be, I am sure, a safe guide in estimating the improvement of the Shenandoah – which being a much larger river, we may add 50 percent to the cost, and say \$3,000 per mile. The distance from Harper’s Ferry to Port Republic is about 100 miles, which would cost \$300,000; and the improvement of the North Branch of the Shenandoah would cost probably \$200,000 more – making the whole not exceeding half a million of dollars, or a third of what the shortest of the

proposed railroads would cost. I am told the Rappahannock Company have already sold water power at Fredericksburg to the amount of \$15,000, or more than one-seventh of the whole cost of the work! And I have no doubt the day is not far distant when the whole work will be paid for in that way. The Shenandoah, passing through a much finer country, will doubtless attract manufactures of all kinds, and, by the sales of water power, thus afford the means of its own improvement.

If you should deem the above worthy of inserting in your paper, and the papers in the Valley copy it, perhaps it may be the means of inducing others who are better qualified than I am, to take a leading part in the enterprise. UNUS Fauquier Co., Va., Jan. 24, 1847.

GA, Thu. 2/4/47, p. 6. CHESAPEAKE AND OHIO CANAL – By the following articles we find that the people of Virginia are petitioning the Legislature of that State for aid to the Chesapeake and Ohio Canal, and no easier way could be found for that State to benefit the interests of her citizens along the line of the canal, and at its termination, than for her to lend her credit, for it would not require her capital, to the further security of the bonds which might be issued for the completion of the work. In what way could she more immediately and with less expense to herself, advance the interests of her new citizens of Alexandria?

“In the House of Delegates of Virginia on the 27th ult., Mr. Hunter presented several petitions of sundry citizens of Jefferson, Berkeley and Frederick, asking the Commonwealth to aid by lending her credit towards completing the Chesapeake and Ohio Canal to Cumberland.”

Mr. Stewart, of Pennsylvania, has lately succeeded in the House of Representatives, in getting the bill to aid in the completion of this canal, referred to the committee of the whole. It is sincerely hoped that Mr. S. may succeed in his laudable efforts.

Ibid. p. 7.

CHESAPEAKE & OHIO CANAL TRADE

Arrivals since Tuesday Morning

Boat Gen. Scott, Snouffer, 51 miles, wood.
J. G. Stone, Stone, 12 miles, wood.
Star, Cole, 60 miles, 35 tons coal.
Phoenix, Dalzell, 17 miles, wood.
J. Hetzer, Hetzer, 100 miles, 1,700 bu. wheat.
Frances, Broomfield, 22 miles, 413 bbls. flour,
140 bu. corn, 200 bu. bran, &c.
Emily Harriett, Moore, 81 miles, wood.

Departed

4 boats have gone out to different points.

AG, Fri. 2/5/47, p. 2. **TRANSPORTATION OF FLOUR** – Flour, to the amount of 10 or 15 thousand barrels has accumulated at the Winchester Depot, and large quantities we learn are at Harper’s Ferry, awaiting the *ability* of the Baltimore company to transport it to market. This is a serious inconvenience as well as a great loss to our farmers; for whilst flour and wheat are now commanding such fine prices in Baltimore, \$1.25 for the latter, and \$6.00 for the former, - wheat is selling here at 94 cents per bushel, and flour at \$4.85 per barrel, nearly a dollar less for the one, and 25 cents less for the other than they are worth at this time. Can no remedy be provided for this crying evil? What value are our railroad facilities to us, if they do not enable our farmers to realize the advantages of a good market, whenever they are presented to them.

Would not the public interest be greatly promoted by the construction of a Depot on the Canal, at Harper’s Ferry, so that whenever difficulties of this kind occur, and they may be frequent, our farmers may be enabled to carry their produce to the city of Alexandria, where, in all human probability, the market would be as advantageous to them as that of Baltimore? – *Winchester Virginia.*

AG, Fri. 2/12/47, p 3. VIRGINIA LEGISLATIVE Mr. Thompson of J. – of citizens of Frederick, Fauquier, Shenandoah, and other counties, asking the guarantee of \$300,000 for the Chesapeake and Ohio Canal Company; also, a petition for a

Railroad from Little Falls, on the Shenandoah river, to intersect the Baltimore and Ohio Railroad at or near the Old Furnace on the Potomac river, or to intersect the Winchester and Potomac Railroad at or near Key's Switch in Jefferson Co.

Mr. Castleman, of citizens of Clarke Co., for a Macadamized Road from the Berryville Turnpike road, not further West than Berryville, to Charles Town, in Jefferson county.

Mr. Sheffer, according to order, reported a bill authorizing the Baltimore and Ohio Railroad Company to construct the extension of their Railroad through the territory of Virginia, which was read the first time.

GA, Sat. 2/20/47, p. 3. COLLECTOR'S SALE – On Tuesday, 2nd day of March, 1847, at 12 o'clock M, I shall sell, for cash, at the Lock near Vonessen's Hotel, the Canal Boat *Ann Elizabeth*, for tolls due the Chesapeake and Ohio Canal Company. Also, at the same time and place, and for cash, the Canal Boat *Commodore Warrington*, for tolls due the C. and Ohio Canal Company.
feb 20-ts WM. H. BRYAN, Collector

GA, Tue. 2/23/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE Arrived

Boat Pocahontas, Hammontree, 22 miles, wood, corn and oats.

2 gondolas, Bruner, 61 miles, 213 bbls. flour.

Gondola, Mark, 61 miles, 119 bbls. flour.

Frances, Broomfield, 22 miles, 300 bbls. flour, 1,600 bu. bran, &c.

Henrietta, Smart, 31 miles, 300 bbls. flour, 1,200 bu. corn, rye chop.

J. K. Polk, Friedel, 89 miles, 350 bbls. flour.

Ohio, Moore, 62 miles, 2,000 bu. wheat.

Geo. Washington, Moore, 62 miles, 2,000 bu. wheat.

4 gondolas, King, 61 miles, 448 bbls. flour

Departed

12 boats have gone up since the 18th.

GA, Thu. 2/25/47, p. 1. The general appearance of Georgetown is rather of a sickly hue. In this

respect it is much behind many of the business marts which surround it and but for the existence of the "Chesapeake and Ohio Canal" its merchants would have to take up a line of march for "54 40," or perhaps to the "Halls of Montezuma." This canal is the very life and soul of the town. A few items of information on this subject may not prove uninteresting to your numerous readers. This canal is now completed one hundred and thirty-six miles and was commenced under the following circumstances. The General Government subscribed one million of dollars, State of Maryland one million, Washington city one million, Virginia two hundred and fifty thousand, Georgetown two hundred and fifty thousand, and Alexandria two hundred and fifty thousand. Since this period, Maryland has, by frequent loans and guarantees of bonds, become interested to the large amount of seven millions of dollars.

The city of Georgetown received last year through the canal two hundred and fifty thousand barrels of flour, besides coal, corn, wheat, lumber, &c. The tolls upon which amount to nearly fifty thousand dollars. A large amount of flour, &c., also passed to Alexandria. This canal is finished to within twenty miles of Cumberland, and it is accurately understood that by completing the twenty miles, that between two and three hundred thousand tons of coal will be annually brought to this place through the canal. The cost of completing this portion is estimated at eleven hundred thousand dollars! and in view of the greatly increased revenue consequent upon its completion, Maryland has agreed to waive her *immediate* right, and permit the Company to borrow this amount; which, with the principal and interest, is to be returned before Maryland will ask for the interest on her seven millions of dollars of stock. Virginia, too, has an interest in this enterprise apart from the small amount of stock she holds. The lands contiguous to the line will be extremely valuable and afford desirable settlements for many who might otherwise emigrate from the "Old Dominion" to find homes in the far West. The line of this canal runs

through a mountain rock, which has to be tunneled far below the surface, (part of this work is already completed,) and for a length of three thousand feet all of which is solid rock.

Fri. 2/26/47, p. 2.¹ **The Chesapeake and Ohio Canal Bonds** – In the Virginia House of Delegates on Friday, on motion of Mr. Hunter, the bill authorizing the State's guarantee on \$300,000 of the bonds of the Chesapeake and Ohio Canal Company, was taken up, read by its title and laid on the table for a second reading.

GA, Sat. 2/27/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived [Feb. 26]

Boats Virginia, 61 miles, 800 bu. wheat.

Gen. Taylor, 55 miles, 2,700 bu. wheat.

Mill Boy, 31 miles, 403 bbls. flour, 700 bu.

corn.

Hugh Smith, 61 miles, 200 bbls. flour, 1,200 bu. wheat.

Gondola, 31 miles, wheat and corn.

Wm. C. Johnson, 51 miles, 744 bu. corn.

Col. Crockett, 61 miles, 563 bbls. flour.

Capt. Walker, 69 miles, 2,000 bu. wheat.

Belle, 73 miles, 600 bbls. flour.

Henry Clay, 86 miles, 260 bbls. flour, 136 bu. corn, 2,000 bu. bran, shorts, &c.

Gondola, 31 miles, 163 boxes whetstones.

C. Eldridge, 31 miles, flour, wheat, corn and sundries.

Pocahontas, 22 miles, wood, corn and hay.

Gondola, 31 miles, 408 bu. corn.

Gondola, 31 miles, 106 bu. wheat, 120 bu. corn and sundries.

Susan Harris, 81 miles, 2,600 bu. corn.

Tip & Tyler, 89 miles, 1,200 bu. wheat, 73 bbls. flour.

Frances, 22 miles, 330 bbls. flour, 1,100 bu. mill offal.

Several other boats with wood.

Departed.

15 boats have gone up since our last report, for different points.

AG, Sat. 2/27/47, p. 3. **CANAL COMMERCE**

Arrived, Feb. 26.

Boat Wm. Cost Johnson, Berlin, corn to Wm.

Fowle & Sons.

Boat Col. Crockett, Harper's Ferry, 563 bbls.

flour, to Wm. Fowle & Sons, and 60 bbls. flour, to

Joseph G. Carr.

Boat Belle, Shepherdstown, Va., 600 bbls. flour, to Lambert & McKenzie.

Boat C. Eldridge, Leesburg, 800 bushels corn and 300 bushels wheat, to Lambert & McKenzie.

Boat Hugh Smith, Gibson, Harper's Ferry, 200 bbls. of flour, to A. C. Cazenove & Co.

Departures.

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

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

AG, Mon. 3/1/47, p. 3. **CANAL COMMERCE**

Arrived, [2/27]

Boat -----, Point of Rocks, rye, feed, &c., to J. J. Wheat & Bros.

Departures, Feb. 27.

Boat Hugh Smith, groceries from McVeigh, Bro. & Co.

Boat -----, Berlin, plaster, &c., from J. J. Wheat & Bros.

GA, Tue. 3/2/47, p. 2. The Virginia House of Delegates, by a vote of 69 to 34, have passed a bill providing for a subscription by the State of two-fifths of the stock of the Alexandria Canal – equivalent to \$272,000. A bill is also before the same Legislature, providing for the State's guarantee of \$300,000 of the bonds of the Chesapeake and Ohio Canal Company.

AG, Tue. 3/2/47, p. 3. **CANAL COMMERCE**

Arrived, March 1.

Boat Susan Harris, Mercerville, 2,600 bushels yellow corn, to Wm. Fowle & Sons.

¹ *Spirit of Jefferson*, Charles Town, WV.

Boat T. G. Harris, Mercerville, 300 barrels flour, to Wm. Fowle & Sons, and 600 bushels corn, to Lambert & McKenzie.

Boat Experiment, Noland's Ferry, 1,400 bushels corn, to Lambert & McKenzie.

Departed.

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

AG, Wed. 3/3/47, p. 3. **CANAL COMMERCE**
Arrived, March 2.

Boat Ohio, Harper's Ferry, 400 barrels flour, to Wm. Fowle & Sons and 1,300 bushels corn, to Thomas & Dyer.

Boat Henrietta, Leesburg, 1,600 bushels corn, to Wm. Fowle & Sons.

Boat George Washington, 800 bushels corn and 30 bbls. whiskey, to Thomas & Dyer, and 1,200 bushels wheat, to Wm. Fowle & Sons.

AG, Thu. 3/4/47, p. 3. **CANAL COMMERCE**
Departed, March 3.

Boat, Ohio, Harper's Ferry, groceries, boots, shoes, &c. for Shepherdstown and Swan Pond, from McVeigh, Bro. & Co.

GA, Sat. 3/6/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived since Thursday Morning

Boats Phoenix, Delzell, 100 miles, 573 bbls. flour, 27 bbls. clover seed.

Champion, Stone, 22 miles, wood and cooper's stuff.

Union, Ardinger, 100 miles, 2,400 bu. wheat.

J. Glenn, Knoffer, 109 miles, 1,300 bu. wheat.

Frances, Broomfield, 22 miles, 250 bbls. flour, 80 bu. corn, 800 bu. bran, &c.

Stranger, Jones, 46 miles, wheat, corn, oats and sundries.

Gen. Taylor, Short, 61 miles, 2,500 bu. wheat.

Belle, Taylor, 73 miles, 800 bbls. flour.

Hetzer, Hetzer, 100 miles, 630 bbls. flour.

Charles, Hoover, 100 miles, 567 bbls. flour, 8 bbls. clover seed.

Keel, Ardinger, 106 miles, 450 bbls. flour.

Hornet, Dowling, 106 miles, 480 bbls. flour.

O. M. Linthicum, Steel, 107 miles, 575 bbls. flour, 575 bbls. whiskey.

C. Smith, Steel, 107 miles, 290 bbls. flour, 100 bbls. whiskey.

Chesapeake, Rench, 55 miles, 400 bbls. flour, 1,300 bu. bran, &c.

Departed.

36 boats have gone out since the 26th.

GA, Tue. 3/9/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [Mar. 7]

Boats Virginia, -----, 61 miles, 1,300 bu. wheat.

2 gondolas, Gibson, 61 miles, 230 bbls. flour.

Mill Boy, Claxton, 31 miles, 2,150 bu. corn.

Ben. Franklin, Hallman, 100 miles, 650 bbls. flour.

Col. Crockett, Hall, 61 miles, 500 bbls. flour, 350 bu. corn.

Tip & Tyler, Stewart, 89 miles, 100 bbls. flour, 1,300 bu. wheat.

Eagle, Ish, 31 miles, 222 bbls. flour, 600 bu. corn.

Susan McCoy, McCoy, 108 miles, 2,300 bu. wheat.

Wm. C. Johnson, Snouffer, 44 miles, 2,000 bu. corn.

Com. Warrington, Sisell, 69 miles, limestone.

Henry Clay, Lucas, 441 bbls. flour.

Pocahontas, Hammontree, 22 miles, corn and wood.

Departed

16 boats have gone out since Friday evening, for different points on the canal.

AG, Tue. 3/9/47, p. 3. **CANAL COMMERCE**
Arrived, March 8.

Boat Eagle, Loudoun County, 600 bushels corn to J. G. Carr; 222 bbls. flour, to Lambert & McKenzie.

Boat Henrietta, Loudoun County, 1,900 bushels corn to Lambert & McKenzie.

Boat W. C. Johnson, Noland's Ferry, 2,000 bushels corn, to Wm. Fowle & Sons.

Boat C. Eldridge, Loudoun County, 1,000 bushels corn, to Wm. Fowle & Sons, and 510 bushels corn, to Lambert & McKenzie.

GA, Thu. 3/11/47, p. 2. **The Louisa Railroad – The Chesapeake and Ohio Canal** – The Senate on Monday consummated the good work which the House of Delegates had previously marked out, and passed, with very little opposition, the bill to extend the Louisa Railroad to the base of the Blue Ridge, and the bill giving the guaranty of the State to three hundred thousand dollars' worth of the bonds of the Chesapeake and Ohio Canal Company. These are measures which must produce great results to large portions of the State, and, with other great measures, diffuse new life and energy into every vein of the body politic. – *Richmond Republican*.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived since Tuesday morning [3/10]

Boats – Susan Harris, 81 miles, 463 bbls. flour, 800 bu. corn, apples.

Experiment, Robertson, 31 miles, 1,525 bu. corn.

Julius Caesar, Langley, 62 miles, 436 bbls. flour.

1 gondola, Conrad, 62 miles, 114 bbls. flour.

Henrietta, Smart, 31 miles, 180 bbls. flour, 1,900 bu. corn.

Hugh Smith, Duckett, 61 miles, 460 bbls. flour, 800 bu. wheat, 50 bu. corn.

De Witt Clinton, -----, 124 miles, cement.

Emily Harriet, Moore, 100 miles, 600 bbls. flour, clover seed.

4 gondolas, Mark, 61 miles, 478 bbls. flour.

Ohio, Moore, 62 miles, 200 bbls. flour, 200 bu. wheat.

Thomas G. Harris, James, 100 miles, 656 bbls. flour.

Departed, [3/10]

10 boats have gone up since Monday evening, for different points.

AG, Thu. 3/11/47, p. 2. **SCARCITY OF CARS**

A writer in the Baltimore *American* complains that the Baltimore and Ohio Rail Road *cannot*, or

at all events, *does not* transport to Baltimore, with even ordinary dispatch, all the produce which is offered to it, or even the most considerable proportion thereof. He states that the accumulation of flour at Harper's Ferry is now 5,000 barrels, at Winchester, 16,000 or 18,000 barrels, and at Frederick, 12,000 barrels. Besides this, every other depot on the line of the road is blocked up. When this vast amount of produce will be carried to market, no man can tell. The writer adds that the water has been let into the Chesapeake and Ohio Canal, and that he fears the Rail Road Company will be relieved with a vengeance, as he understands a large amount of flour will seek an outlet to market by means of that improvement.

We have heard these complaints for some time past, and have witnessed the vast accumulation of produce at various points on the Rail Road. And yet we believe that the Company have striven to accomplish as much as could be done with a road having but a single track. The Directors are, doubtless, unwilling to make any very large addition to their present supply of cars, from an apprehension, that the present extraordinary activity of the produce market will not continue beyond the time that the peculiar circumstances that have produced it, shall continue to exist. In addition to this, the contract of the Company with the Maryland Mining Company for the transportation of coal, has necessarily limited their ability to afford facilities to other branches of business. This may be readily seen, which it is remembered, that during the month of January, the Rail Road Company transported to Baltimore, *four thousand tons of coal*, the produce of the Eckhart mines.

As a direct inference from all these facts, it may be safely assumed, that when the Canal is completed, and in full operation, there will be transportation enough for both works, and that any jealousy arising from a supposed conflict of interests, will not only be unnecessary, but mutually injurious. – *Cumberland Civilian*.

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

CANAL TRADE 1847 - 48

Arrived, March 10.

Boat Susan Harris, Mercerville, 100 barrels flour and 900 bushels corn, to Wm. Fowle & Sons.

AG, Fri. 3/12/47, p. 3. **CANAL COMMERCE**

Arrived, March 11.

Boat Ohio, Old Furnace, 200 bbls. flour, 800 bushels corn, 800 bushels wheat, to Wm. Fowle & Sons.

Boat Honeywood, from McCoy's Ferry, 400 bbls. flour to Wm. Fowle & Sons.

Boat Hugh Smith, from Harper's Ferry, corn to Master.

Cleared, March 11.

Boat Susan McCoy, 4 Locks, groceries, &c., from McVeigh, Bro. & Co.

GA, Sat. 3/13/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived [3/12]

Boats Honeywood, McCoy, 110 miles, 400 bbls. flour.

Henry Clay, Snyder, 100 miles, 232 bbls. flour.

Elizabeth, Knott, 63 miles, 200 bbls. flour, 30 perches of limestone.

Wm. C. Rives, 89 miles, 360 bbls. flour, 500 bu. oats.

William, Crow, 73 miles, 50 bbls. flour, 1,800 bu. wheat, 276 empty barrels.

Geo. Washington, Moore, 62 miles, 134 bbls. flour, 1,000 bu. wheat, 1,000 bu. corn.

J. C. Calhoun, Hamden, 61 miles, 692 bbls. flour, 36 bbls. apples.

Ellen Douglass, Thomas, 31 miles, 185 bbls. flour, 700 bu. wheat, 1,400 bu. corn.

Gen. Taylor, Short, 55 miles, 2,200 bu. wheat.

Henry Boteler, Williams, 61 miles, 769 bbls. flour.

Wm. H. Harrison, Stuly, 73 miles, 345 bbls. flour, 180 bu. corn.

Potomac, Steinmetz, 100 miles, 600 bbls. flour.

Frances, Broomfield, 22 miles, 300 bbls. flour, 100 bu. corn meal, 600 bu. bran and sundries.

Gondola, Stream, 31 miles, 414 bu. corn.

Departed

14 boats have gone out since Wednesday evening, for different points along the canal.

AG, Sat. 3/13/47, p. 3. **CANAL COMMERCE**

Arrived, March 12.

Boat Louisa, Berkeley Cty., 1,500 bushels corn to Lambert & McKenzie.

Boat Wm. H. Harrison, -----, 350 bbls. flour and 200 bbls. corn to Wm. Fowle & Sons.

Boat Ellen Douglass, Loudoun Cty., 1,400 bushels corn, 90 bbls. flour to Lambert &

McKenzie, 700 bushels wheat to J. J. Wheat & Bros., 130 bbls. flour to Hooe & Powell.

Cleared, March 12.

Boat Hugh Smith, Harper's Ferry, groceries, &c., for Winchester, Va., from McVeigh, Bro. & Co.

Boat Ohio, Old Furnace, groceries, &c., from McVeigh, Bro. & Co.

AG, Mon. 3/15/47, p. 3. **CANAL COMMERCE**

Arrived, March 13.

2 gondolas, Loudoun Cty., 60 bbls. flour, 600 bu. corn to Lambert & McKenzie.

Boat Ohio, Old Furnace, 1,500 bushels corn to Thomas & Dyer; 120 barrels flour to Wm. Fowle & Sons.

Boat Henry Boteler, and Col. Crockett, Harper's Ferry, 990 barrels flour to Charles Wilson and Wm. Fowle & Sons.

Several gondolas with 1,000 to 1,500 bushels corn

Cleared [3/13]

Boat Wm. Henry Harrison, Shepherdstown, groceries, from McVeigh, Bro. & Co.

AG, Tue. 3/16/47, p. 3. **CANAL COMMERCE**

Arrived, March 15.

Boat Charlotte, 650 bbls. flour, from Clear Spring, to F. Ward.

Boat Belle, Shepherdstown, Va., 2,400 bushels yellow corn, 200 barrels flour, to Lambert & McKenzie.

AG, Wed. 3/17/47, p. 3. **CANAL COMMERCE**

Arrived, March 16.

Boat Lavinia Ellen, Allnutt, 1,100 bushels corn, to J. J. Wheat & Bros.

Boat Mermaid, Honeywood Mills, 400 bbls. flour, to Lambert & McKenzie.

Boat Alexander, Shenandoah River, 120 barrels flour and 600 bushels corn, to Lambert & McKenzie.

Boat Mill Boy, -----, 800 bushels corn, to Wm. Fowle & Sons.

Cleared, March 16.

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

GA, Thu. 3/18/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [3/17]

Boats Charlotte, Charlton, 108 miles, 650 bbls. flour.

Lady of the Lake, Eichelberger, 119 miles, 30 tons iron, bark and lard.

Mermaid, Brown, 107 miles, 600 bbls. flour.

R. M. Lauck, Cole, 124 miles, 20 cords bark.

J. Glenn, ----, 109 miles, 375 bbls. flour.

Jack Frost, Grove, 77 miles, 403 bbls. flour and sundries.

Tip & Tyler, Stewart, 89 miles, 1,600 bu. wheat, 170 empty barrels.

Charles, Hoover, 100 miles, 600 bbls. flour.

Belle, Taylor, 73 miles, 221 bbls. flour, 2,400 bu. corn.

Osceola, Goodrich, 108 miles, 550 bbls. flour.

1 or 2 other boats with wood.

Departed

20 boats have gone up since Monday evening, for different points.

AG, Thu. 3/18/47, p. 3. **CANAL COMMERCE**

Arrived, [3/17]

Boat John Glenn, Clear Spring, Md., 390 bbls. flour and 16 bbls. whiskey, to F. Ward.

Boat Alexander, Harper's Ferry, 100 bbls. flour, to Hooe & Powell.

Cleared, March 17.

Boat Alexander, Quarter Branch, groceries, &c., from McVeigh, Bro. & Co.

Fri. 3/19/47, p. 3.² **Chesapeake and Ohio Canal**

We understand, says the *Alexandria Gazette*, that in consequence of the late favorable action of the Legislatures of Maryland and Virginia, the contractors of the Chesapeake and Ohio Canal intend making arrangements for an early resumption of the work, with a determination to complete it to Cumberland at the earliest practicable period.

GA, Sat. 3/20/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [3/18]

Boats – Susan Harris, 81 miles, 650 bbls. flour.

Daniel Webster, 61 miles, 606 bbls. flour, 262 bu. corn.

Com. Warrington, 69 miles, limestone.

Union, 100 miles, 2,200 bu. corn, flour and wheat.

C. Eldridge, 31 miles, 200 bbls. flour, 270 bu. corn and sundries.

Chesapeake, 55 miles, 1,650 bu. corn.

J. C. Calhoun, 61 miles, 663 bbls. flour.

Henry Clay, 86 miles, 500 bbls. flour, 170 bu. oats.

Frances, 22 miles, 278 bbls. flour, 219 bu. corn meal, 200 bu. oats.

William, Crow, 73 miles, 270 bbls. flour, 700 bu. wheat, 670 bu. corn.

Ohio, 62 miles, 2,000 bu. wheat, 25 bbls. whiskey.

Two or three other boats with wood.

Departed

Ten boats have gone up since Wednesday evening, for different points.

AG, Sat. 3/20/47, p. 3. **CANAL COMMERCE**

Arrived, March 19.

Boat Union, Williamsport, 2,000 bushels corn, to Wm. Fowle & Sons.

Boat Chesapeake, Barry, 1,700 bushels corn, to Johnson & Keefer.

Boat Experiment, Conrad's Ferry, 1,200 bushels corn, to Lambert & McKenzie.

² *Spirit of Jefferson*, Charles Town, Va.

GA, Tue. 3/23/47, p. 3.

**CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning [3/20]**

Boats – T. G. Harris, 81 miles, 352 bbls. flour, 1,200 bu. corn.

Gen. Taylor, 55 miles, 2,200 bu. wheat.

Gondola, 134 miles, 128 bbls. flour, 150 bu. wheat, 8,000 lbs. bacon.

Julius Caesar, 61 miles, 395 bbls. flour.

James Rumsey, 62 miles, flour, wheat, corn and limestone.

Ellen Douglass, 31 miles, 2,800 bu. wheat.

Col. Crockett, 61 miles, 457 bbls. flour, 10 bbls. whiskey.

O. M. Linthicum, 107 miles, 406 bbls. flour, 206 bu. corn meal.

Susan, 110 miles, 2,300 bu. wheat, flour.

C. Smith, 107 miles, 330 bbls. flour, 75 bbls. whiskey.

Lavinia Ellen, 44 miles, 940 bu. corn, 400 bu. bran.

12 other boats with flour, grain, offal, wood, bark, limestone, &c., &c.

Departed

14 boats have gone up since Saturday morning for different points.

AG, Tue. 3/23/47, p. 2. **Communications.**

To the editor of the Alexandria Gazette:

Believing that the present juncture is most propitious for the advancement of a great object, viz. the improvement of the Shenandoah River, may I ask the attention of my fellow citizens to this subject through your columns. It would seem unnecessary to attempt to prove that the Valley of Virginia ought to have had this improvement perfected long since. The large masses of produce lying on the road from Winchester to Harper's Ferry, and at both these places, as well as immense quantities still in the granaries of the farmer, leave no doubt on the minds of the people as to this point. The fact is clear that enormous losses have occurred during the past winter, from the necessity of hauling our produce away from this, the natural outlet of the Valley, ten or twenty miles, over intolerable roads, and then leaving to

the tender mercies of the weather and the railroads. Even the Staunton and Winchester Turnpike has been well nigh impassable, from the accounts which reach us. You may judge then of the state of our dirt roads. But on this point, of the great need for such an improvement, I will not trouble you farther, for a very general consent now prevails relative to it, whenever the subject is mentioned. The universal reply, however, to those who urge action in the matter is, that the thing is impossible. We say, not so; and with your permission will endeavor to show that so far from this, the truth is that many facilities already exist which should encourage the strongest hopes of complete success.

The rights of the existing company form the first obstacle in the minds of most of our citizens. – Now, this company being already organized, and having many most important rights on the river, (i.e., the right-of-way through all the dams on the river except two, and also the right-of-way at Harper's Ferry,) which could not be obtained by any corporation now created, should rather be looked to as the source of great advantages, than held up as a bugbear to paralyze all effort. Moreover, the company has expended on the river about \$150,000, (one hundred and fifty thousand dollars) besides nearly all the tolls, thus reducing the carriage on our flour already, besides bringing down large quantities of it from the upper counties, and supplying the lower part of the Valley with lumber. The work done cannot therefore be worthless, however imperfect. It does now reduce the carriage on flour from many of the mills, although they do not send their produce to market through that channel. As to the prospect of effecting such a combination as may reasonably be expected to accomplish the improvement, it is doubtless practicable, and this is proved by the proposals submitted to a meeting at Front Royal, some years ago, from the company, provided the people of the Valley choose to pay for the work; that is, provided they will pay 25 cents per barrel to carry their flour to market, instead of from 56 to 75 cents.

It was proposed to enlarge the subscription to such an amount as the work might require, and for this purpose the Legislature has granted the necessary powers. The new subscribers (those who take stock after a certain date, thus distinguished from the present stockholders,) were to have five percent on their subscriptions, before the original stockholders drew any dividends. If the tolls amount to more than sufficient to pay this dividend of five percent, then the two classes of stockholders to draw equally. The direction would of course be adjusted by the amounts of stock represented by the two classes and any undue influence from the old stock would be entirely neutralized by the large amount of the new, which must be taken (if taken at all) by new and different men. The very necessity for this new subscription precludes the idea that the direction could be controlled by the existing company. But why suppose that any diversity of interest can arise between the company and those who may choose to combine with them? We want the improvement as land-holders, not as stockholders; the dividends may not amount to more than sufficient to keep the work in repair, and yet as land-holders this improvement may be of incalculable value. But to this point I shall ask your attention hereafter, when we may dwell upon the probable cost of such work, the saving it would have made in the exportation of this year's crop, and the effect of giving us the benefit of the markets of the District of Columbia, and of our good old town of Alexandria, which we welcome back to our Commonwealth as a long absent friend.

CLARKE

Clarke county, March 16, 1847.

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

Arrived, March 22.

Boat C. Eldridge, Leesburg, 150 bbls. flour, to Lambert & McKenzie.

Boat Wm. Cost Johnson, 2,000 bu. corn to Lambert & McKenzie.

Boat Thomas G. Harris, Mercerville, corn and flour, to Lambert & McKenzie, and corn to Wm. Fowle & Sons.

GA, Thu. 3/25/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [3/23]

Boats Hugh Smith, 61 miles, 32 bbls. flour, 1,300 bu. wheat, 700 bu. corn.

Gondola, 61 miles, 240 bu. corn, flour.

Gondola, 61 miles, 127 bu. corn, flour.

Belle, 73 miles, 750 bbls. flour, 200 bu. oats.

Henry Clay, 73 miles, 250 bu. corn.

Texas, 77 miles, 405 bbls. flour, potatoes.

Ben Franklin, 124 miles, 2,200 bu. wheat, flour and sundries.

Potomac, 100 miles, flour, rye, whiskey and sundries.

3 boats, Cumberland, 90 tons coal.

Lafayette, 31 miles, 290 bu. wheat, 450 bu. oats.

A few other boats with limestone, wood, &c.

Departed

20 boats have gone out since Tuesday morning, for different points.

AG, Thu. 3/25/47, p. 3. **CANAL COMMERCE**

Arrived, March 24.

Boat Ellen Douglass, Loudoun, 650 bushels shorts, to J. J. Wheat & Bro.

Boat Bob Lauck, Clear Springs, Washington County, Md., 450 bbls. flour to F. Ward.

Boat Mill Boy, Smart, Loudoun County, Va., 200 bbls. flour, 350 bushels corn, to Lambert & McKenzie, 200 bbls. corn, to Irish Relief Committee from Leesburg Committee.

AG, Fri. 3/26/47, p. 3. **CANAL COMMERCE**

Arrived, March 25.

Boat Hugh Smith, Harper's Ferry, 600 bushels corn to Wm. Fowle & Sons.

Cleared, [3/25]

Boat Ellen Douglass, Leesburg, groceries, &c., from McVeigh, Bro. & Co., and ground plaster, from J. J. Wheat & Bros.

GA, Sat. 3/27/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [3/25]

Boats Hornet, Dowling, 61 miles, 318 bbls. flour, 180 bu. corn.

Pocahontas, Hammontree, 22 miles, wood, corn and sundries.

H. Boteler, Williams, 61 miles, 461 bbls. flour, 225 bu. corn.

R. Darnel, Mulligan, 42 miles, 670 bu. corn, 179 bu. oats and sundries.

Stranger, Jones, 36 miles, 240 bu. wheat, 100 bu. corn, 600 bu. oats.

Two other boats with wood.

Departed

14 boats have gone up since last report, for different points.

AG, Sat. 3/27/47, p. 3. **CANAL COMMERCE**
Arrived, March 26.

Boat Benjamin Franklin, 2,500 bushels wheat to Charles Wilson.

Sun, Mon. 3/29/47, p. 4. **Breaches in the Canal**
The Williamsport *Times* states that there was a considerable freshet in the Potomac and Conococheague on Monday and Monday night last, which overflowed the embankment of the canal below town, and made several sizeable breaches, not of consequence enough, however, to delay navigation above four or five days to come.

GA, Tue. 3/30/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Saturday Morning [3/27]

Com. Warrington, Siscle, 69 miles, limestone and wood.

Gondola, Hill, 12 miles, wood and hoop poles.

3 boats, Hughes, 134 miles, 100 tons coal.

Gondola, King, 61 miles, 39 bbls. flour, 75 bbls. corn.

C. B. Fisk, Grove, 51 miles, 48 bbls. flour, rye, corn, bran and sundries.

Virginia, Short, 55 miles, 1,600 bu. wheat.

Tip & Tyler, Stewart, 89 miles, 300 bbls. flour, 400 bu. wheat.

Margaret Moore, Veal, 22 miles, wood.

Departed

8 boats have gone out since Friday evening, for different points.

AG, Tue. 3/30/47, p. 3. **CANAL COMMERCE**
Arrived, March 29.

Boat John Wilson, Shenandoah, flour and corn, to Lambert & McKenzie.

Boat George Washington, Harper's Ferry, flour and corn, to Wm. Fowle & Sons.

Boat Henry Boteler, Harper's Ferry, flour, to Wm. Fowle & Sons.

Boat C. B. Fisk, corn and flour, to Chas. Wilson.
Cleared, March 29.

Boat George Washington, Harper's Ferry, groceries, boots, shoes, hats, caps, &c., for Staunton and Halltown, Va., from McVeigh, Bro. & Co.

AG, Wed. 3/31/47, p. 3. **CANAL COMMERCE**
Arrived, March 30.

Boat Jack Frost, Sharpsburg, 540 bbls. flour, to Lambert & McKenzie.

Boat Susan Harris, Mercerville, 600 bbls. flour, to Lambert & McKenzie.

Cleared.

Boat Jack Frost, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

AG, Thu. 4/1/47, p. 3. **CANAL COMMERCE**
Arrived, March 31.

Boat Experiment, Leesburg, 1,000 bushels corn, to Lambert & McKenzie.

AG, Fri. 4/2/47, p. 3. **CANAL COMMERCE**
Arrived, April 1.

Boat Belle, Shepherdstown, 1,500 bushels corn, 400 barrels flour, to Lambert & McKenzie.

Boat Wm. Cost Johnson, Noland's Ferry, 1,600 bushels corn to Lambert & McKenzie.

Boat Col. Crockett, Harper's Ferry, 273 barrels flour, 1,000 bushels corn, to J. G. Carr, 50 barrels flour, to C. Wilson.

Boat Thomas G. Harris, 275 bbls. flour and 600 bushels corn to Lambert & McKenzie.

Boat -----, 300 bbls. flour and 2,600 bushels corn, to Lambert & McKenzie.

Boat Lavinia Ellen, Noland's Ferry, corn, oats and mill offal, to Charles Wilson.

GA, Sat. 4/3/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [4/ 2]

Boats Belle, Taylor, 73 miles, 400 bbls. flour, 160 bu. wheat, 1,500 bu. corn.

C. Eldridge, Ish, 31 miles, 340 bbls. flour

William, Crow, 73 miles, 67 bbls. flour, 1,351 bu. wheat, 607 bu. corn.

Charlotte, Charlton, 108 miles, 575 bbls. flour.

Lavinia Ellen, Allnutt, 44 miles, 375 bu. bran, 30 bu. oats, 500 bu. corn.

Ohio, Moore, 62 miles, 50 bbls. flour, 1,500 bu. corn.

T. G. Harris, James, 81 miles, 464 bbls. flour, 1,000 bu. bran, 562 bu. corn.

J. G. Stone, Moxley, 108 miles, 451 bbls. flour, 25 bu. offal.

Gondola, ----, 31 miles, 92 bu. wheat, 320 bu. corn.

Elizabeth, Randle, 62 miles, limestone.

Henry Clay, Strode, 62 miles, limestone.

Napoleon Bonaparte, Kidwell, 62 miles, limestone.

Com. Decatur, ----, 51 miles, 226 bbls. flour, 173 bu. corn, offal and sundries.

J. C. Calhoun, Hamden, 61 miles, 683 bbls. flour, 27 bu. apples.

Gondola, Sengstrig, 48 miles, empty barrels.

Gondola, Sanders, 32 miles, 165 bu. wheat, 213 bu. corn.

Departed

10 boats have gone out since Wednesday evening, with assorted cargoes, for different points along the canal.

AG, Sat. 4/3/47, p. 3. **CANAL COMMERCE**

Arrived, April 2.

Boat Ohio, Old Furnace, 1,500 bushels corn, to Wm. Fowle & Sons, and 1,500 bushels corn and 50 bbls. flour, to Lambert & McKenzie.

Boat Henrietta, Leesburg, 81 bbls. flour, to Hooe & Powell.

Boat C. Eldridge, Goose Creek, 340 bbls. flour, to Hooe & Powell.

Cleared, April 2.

Boat Henrietta, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and queensware, from R. H. Miller.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co., and plaster, from Lambert & McKenzie.

Boat Ohio, Old Furnace, groceries, &c., for Charles Town, from McVeigh & Bro.

AG, Mon. 4/5/47, p. 2. **IMPROVEMENT OF THE SHENANDOAH** – In addressing my fellow citizens upon a point so nearly concerning their pecuniary interests, it will not be unreasonable to ask their patient attention to such details as are indispensable to establish the positions set before them.

It has been laid down as true that the counties washed by the Shenandoah river, can no longer *afford* to lose the benefit of this aid in reaching a market. To those who will look at the statistics of this portion of Virginia, I think this will be apparent. The Western district of this State produced in 1840, of wheat, five million, two hundred and forty-four thousand, nine hundred and two bushels. The counties, Jefferson, Clarke, Warren, Page, Shenandoah and Rockingham, gave of this, 1,568,117 bushels, that is largely over one-fourth of the whole. Now, I suppose that if we deduct 10 percent for seed, and 5 percent more for bread, the remainder will not be far from the amount exported in the year designated. It is not to be assumed, however, that the whole exports of these counties would ever pass down the river; for local influences will always control those portions of them through which the railroads pass, or which are quite contiguous to the towns at the northern extremity of the Valley. Let us take off 15 percent from the gross amount, on account of seed and bread, and we have left 1,232,900 bushels; now, from this I will throw off 200,000 bushels more, as that portion which would probably seek another exit, though it would be easy to show that the freight of

this, too, must be reduced by the proximity of a passage by water. The remainder, 1,032,900 bushels – 206,580 barrels of flour – is the amount of this product upon which those six counties paid carriage.

It will hardly be doubted by any conversant with the facts, that we are rather below than above the mark in charging an average 75 cents per bbl.; this makes \$154,935 as the sum which our farmers paid in 1840 to get their wheat to market. Now this is interest which represents a certain amount of capital which is appropriated to the payment of freight, for the rest of a farmer's capital is useless until this is paid; in other words, until his crop is in market. Whoever will make the calculation will find that the amount of capital thus tied up is above \$2,500,000; and I aver that these six counties cannot afford to lay by this enormous sum for this purpose. Can they not by a proper application of less than half the sum, make a vent for their produce which will richly repay them? All the elements which enter into the probable results are not touched upon.* Many other sections on the east of the river would feel the benefit of its improvement; but the above are most clearly interested in it, and to themselves, chiefly, must they look for its accomplishment. May the time soon come when their *readiness* to engage in this work shall be commensurate with their ability to effect it! CLARKE

*For example, the consumption of flour by those citizens who are not growers of wheat, is not allowed for in our calculations; but, on the other hand, we are confident that the carriage on corn, iron, lumber, &c., &c., would far over-balance the proper deduction for this item.

GOOSE CREEK AND LITTLE RIVER
NAVIGATION

For the information of those who may feel interested in the above improvement, I will give a few extracts from a plan and survey made by Mr. W. Matthews, (engineer of the Ches. and Ohio Canal,) who surveyed about nineteen miles of the Creek, up to Deur's (now Thomas') Mill in 1832,

and found the fall to be ninety-four feet or about five feet to the mile, and the cost \$37,333, a little short of two thousand dollars to the mile, exclusive of the tow-path. The distance up Little River from its mouth where it empties into the Creek to Aldie, is four and a half miles, with a fall of thirty-eight feet, estimated cost \$16,702. This part of the improvement is estimated to be an entire canal, as the banks are too low to admit of dams without overflowing the low lands. I commenced where Mr. Matthews left off – (viz. Thomas' mill) and measured and leveled the Creek up to the bridge on Ashby's Gap Turnpike, and found the distance to be about thirteen miles, and the average fall five feet to the mile. At the average cost fixed upon the lower section, by Mr. Matthews, (viz. \$2,000 per mile,) the whole improvement of Goose Creek up to the bridge, on Ashby's Gap Turnpike would cost \$63,333 and Little River to Aldie \$16,702. The estimated cost on Beaver Dam improvement up as far as Coe's mill is \$1,210 – distance about one mile. As arrangements have been made for the completion of the Chesapeake and Ohio Canal to Cumberland, this improvement is of greater importance to us than has heretofore been considered. I therefore hope those who feel interested in this great work, will subscribe liberally, as the example has been set at a meeting held at Rector's Cross Roads. As to the practicability and utility of the work, no one can doubt who has either seen or read of similar works now in operation in different parts of the country.

WM. BENTON

Loudoun County, Va., April 1, 1847.

Ibid, p. 3. CANAL COMMERCE

Arrived, [4/3]

Boat -----, 750 barrels flour to Lambert & McKenzie.

Boat Com. Decatur, from Lock No. 29, flour to Charles Wilson, and offal to captain.

Boat John C. Calhoun, from Harper's Ferry, with 700 bbls. Shenandoah flour, to Lambert & McKenzie.

Boat Cumberland, from Cumberland, with 600 bbls. flour to Lambert & McKenzie.
Boat gondola, from Loudoun, with 300 bushels corn to Lambert & McKenzie, 300 bushels corn to Wm. Fowle & Sons, and 100 bushels wheat to Charles Wilson.

Cleared, April 3.

Boat W. Cost Johnson, groceries, &c., from McVeigh, Bro. & Co.
Boat Retrocession, Berlin, groceries, &c., from McVeigh, Bro. and Co.

AG, Tue. 4/6/47, p. 3. **CANAL COMMERCE**
Arrived, April 5.

Boat George Washington, Burnt Furnace, 300 bushels yellow corn, to Wm. Fowle & Sons, and 800 bushels white corn, to Lambert & McKenzie.
Boat Mermaid, Honeywood Mill, 439 bbls. flour, 37 bbls. meal, 210 bushels corn and 620 bushels oats, to Wm. Fowle & Sons.
Boat Union, Williamsport, 2,800 bushels yellow corn to Wm. Fowle & Sons.

AG, Wed. 4/7/47, p. 3. **CANAL COMMERCE**
Arrived, April 6.

Boat Eagle, Hancock, 2,000 bushels wheat, to Lambert & McKenzie.
Boat -----, Williamsport, 503 bbls. flour, to Lambert & McKenzie.
Boat John Glenn, Clear Spring, 2,200 bushels oats, to Lambert & McKenzie.
Cleared.

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

GA, Thu. 4/8/47, p. 2. **Ches. and Ohio Canal** – We are happy to have it in our power to state that the speedy completion of this great work is now beyond a doubt. Hon. John Davis, of Mass., together with Hon. Daniel Webster, Nathan Hale Esq., of Boston, and other distinguished individuals, are now in Washington, for the purpose of consummating arrangements whereby the completion of the Ches. and Ohio Canal is to be forthwith commenced in a manner that will forbid the possibility of another suspension. We

understand these gentlemen constitute a commission on the part of capitalists, who stand ready to advance the money required to accomplish the work.

Wash. Union.

The Directors of the Chesapeake and Ohio Canal met at Cumberland yesterday. We take it for granted that they were to have under consideration matters of great importance to the canal.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Tuesday Morning [4/7]

Boats Martha Francis, Baker, 62 miles, limestone.

Emily Harriett, Moore, 107 miles, 521 bbls. flour, 160 bu. wheat.

Eagle, Colbert, 124 miles, 2,000 bu. wheat

Jack Frost, Grove, 77 miles, 282 bbls. flour, corn and sundries.

Gondola, ----, 48 miles, empty casks.

Chesapeake, Rench, 55 miles, 1,400 bu. corn, 340 bu. oats, sundries.

Lady of the Lake, Eichelberger, flour, potatoes, corn and wheat.

Oliver Twist, Artz, 100 miles, 400 bbls. flour, 450 bu. bran.

Departed

23 boats have gone out since Tuesday morning, with assorted cargoes of groceries, plaster, salt, fish, lumber, &c., for different points along the canal.

AG, Thu. 4/8/47, p. 3. **CANAL COMMERCE**
Cleared, April 7.

Boat John Glenn, Clear Spring and Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat Jack Frost, Sharpsburg, groceries, &c., from McVeigh, Bro. & Co.

AG, Fri. 4/9/47, p. 3. **CANAL COMMERCE**
Arrived, April 8.

Boat Chesapeake, Berlin, 1,400 bushels corn, 340 bushels oats to Lambert & McKenzie.

Boat Oliver Twist, Williamsport, 500 barrels flour to J. J. Wheat & Bros.

GA, Sat. 4/10/47, p. 2. **Chesapeake and Ohio Canal** – We learn from the Washington *Union* that arrangements have been made by which this Canal will be commenced forthwith, and that its speedy completion is a question of no doubt.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [4/10]

Boats Julius Caesar, Langley, 61 miles, 273 bbls. flour, sundries.

Susan Harris, Harper, 81 miles, 650 bbls. flour.

Henrietta, Smart, 31 miles, 319 bbls. flour, 1,000 bu. corn, 100 bu. chop, sundries.

Mill Boy, Smart, 31 miles, 200 bbls. flour, 1,400 bu. corn, 80 bu. rye chop, &c.

Ben Franklin, Hollman, 124 miles, 2,300 bu. wheat.

Frances, Broomfield, 22 miles, 185 bbls. flour, 88 bu. corn, 190 bu. corn meal, 640 bu. oats, &c.

Liberty, Bruning, 60 miles, 315 bbls. flour, 550 bu. bran, hay and sundries.

Ohio, Moore, 62 miles, 150 bbls. flour, 2,000 bu. corn, wheat.

William, Crow, 73 miles, 161 bbls. flour, 1,727 bu. corn.

Belle, Taylor, 73 miles, 748 bbls. flour, 356½ bu. oats.

Susan, McCoy, 119 miles, 2,500 bu. wheat

Star, Harris, 61 miles, empty.

Three boats with wood.

Departed

14 boats have gone up since Wednesday evening, with assorted cargoes, for different points.

AG, Sat. 4/10/47, p. 3. **CANAL COMMERCE**

Arrived, [4/9]

Boat William, Shepherdstown, 1,400 bushels corn, 16 bbls. flour to Lambert & McKenzie, 161 bbls. flour to Jacob Morgan.

Boat Mill Boy, 1,500 bushels corn to Lambert & McKenzie, 130 bbls. flour to R. G. Violett.

Boat Henrietta, Leesburg, 500 bushels corn to Lambert & McKenzie.

Boat Ohio, Old Furnace, 1,000 bushels wheat to Joseph Janney, 900 bushels corn to Wm. Fowle & Sons, and 256 bbls. flour to Thomas & Dyer.

1 gondola, Loudoun, corn and wheat to Wm. Fowle & Sons.

Boat Benj. Franklin, Hancock, 2,500 bushels wheat to Wm. Fowle & Sons.

GA, Tue. 4/13/47, p. 2. **Chesapeake and Ohio Canal** – The Report of the Committee of Ways and Means of the Board of Common Council of the Corporation of Georgetown, recommending an appropriation of twenty-five thousand dollars by this corporation, in exchange for the bonds of the Canal Company, and giving the reasons upon which that appropriation is recommended, will be found in this day's paper. This report will show the grounds upon which the arrangements for the completion of the canal is based, and also the favorable prospect that now exists for its speedy and successful undertaking, and we may now hope, final completion. When this is done, we may hope that Georgetown will begin to look up from her depression and enjoy some of the benefits of that enterprise for which she has risked so much.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [4/12]

Boats R. Darnel, Boteler, 51 miles, grain and sundries.

Stranger, Jones, 42 miles, 200 bu. corn, 600 bu. oats.

James Rumsey, Rench, 77 miles, 171 bbls. flour, 626 bu. corn, limestone.

Elizabeth, Knott, 62 miles, limestone.

Potomac, Frederick, 100 miles, 100 bbls. meal, 2,000 bu. offal, &c.

Experiment, Rice, 31 miles, 270 bu. wheat, 1,050 bu. corn.

Geo. Washington, -----, 62 miles, 100 bbls. flour, 800 bu. corn.

Louisa, Downs, 89 miles, 150 bbls. flour, 1,500 bu. corn, 150 bu. oats.

Bob Lauck, Ardinger, 107 miles, 112 bbls. flour, 28 bbls. whiskey.

Neptune, Beard, 124 miles, 300 bu. wheat, bark, potatoes.

N. Bonaparte, Kidwell, 62 miles, limestone.

Charlotte, Charlton, 106 miles, 600 bbls. flour.

T. G. Harris, James, 81 miles, 629 bbls. flour, 14 bbls. whiskey.

W. S. Elgin, Taylor, 102 miles, lime.

C. B. Fisk, Grove, 77 miles, 112 bbls. flour.

Two boats with wood and two empty.

Departed

12 boats have gone out since Saturday morning, for different points.

AG, Tue. 4/13/47, p. 3. **CANAL COMMERCE**

Arrived, April 12.

Boat Experiment, Loudoun, 1,400 bushels corn, 2,000 bushels wheat, to Wm. Fowle & Sons.

Boat George Washington, Jefferson, 800 bushels corn, 100 barrels of flour, to Wm. Fowle & Sons, 1,000 bushels corn, to Lambert & McKenzie.

Boat ----, Berkeley county, 2,000 bushels corn, to Wm. Fowle & Sons.

Boat Bob Lauck, Clear Spring, 112 bbls. flour and 26 bbls. whiskey, to F. Ward, and 200 bbls. flour, to Lambert & McKenzie.

Boat Charlotte, Clear Spring, 600 bbls. flour, to F. Ward.

Cleared, April 12.

Boat C. Eldridge, Ish, with groceries, boots, shoes and hats for Leesburg, Va., from McVeigh, Bro. & Co.

AG, Wed. 4/14/47, p. 3. **CANAL COMMERCE**

Arrived, April 13.

Boat Tecumseh, Hancock, 1,800 bushels wheat to Wm. Fowle & Sons.

GA, Thu. 4/15/47, p. 2. **ORDINANCES**

A Resolution in relation to the office of the Chesapeake and Ohio Canal Company

Resolved by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown, That the Mayor be requested to invite the Board of President and Directors of the Chesapeake and Ohio Canal Company, should they propose to remove the Company's office from Cumberland, to transfer it to this town, and to tender them in that event the free use of suitable accommodations.

Approved April 10, 1847

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [4/15]

Boats Tecumseh, Gilleece, 124 miles, 1,800 bu. wheat, 40 bu. potatoes.

Ann Elizabeth, Kimble, 61 miles, 475 bbls. flour, and corn.

W. C. Johnson, Snouffer, 51 miles, 35 bbls. flour, 700 bu. corn.

Pocahontas, -----, 22 miles, flour, corn, oats, hay and sundries.

Hugh Smith, Duckett, 69 miles, 234 bbls. flour, 400 kegs nails.

Gondola, Everhart, 31 miles, 35 bbls. flour, 235 bu. wheat and corn.

Lafayette, Aud, 31 miles, corn, oats, tobacco.

Rambler, Conly, 42 miles, 350 bu. corn.

3 gondolas, Freeman, 61 miles, 33 tons iron.

Departed

16 boats have gone up since Monday evening, with assorted cargoes, to different points.

AG, Thu. 4/15/47, p. 3. **CANAL COMMERCE**

Arrived, [4/14]

Boat Ann Elizabeth, Harper's Ferry, 475 bbls. flour to F. Ward.

Boat Wm. Cost Johnson, Frederick Co., 35 bbls. flour, 700 bushels corn to Wm. Fowle & Sons.

Cleared, April 14.

Boat Louisa, Falling Water, groceries, &c., from McVeigh, Bro. & Co.

Fri. 4/16/47, p. 4.³ **Advertisement.**

TO BRIDGE BUILDERS.

³ *Spirit of Jefferson*, Charles Town, WV.

Any person who will contract to build a Bridge across the Shenandoah River at Snicker's Ferry, will *confer personally* with the subscriber.

Also, the subscriber wishes to enter into contract with individuals for the purpose of making a Railroad from Little's Falls on the Shenandoah River to the Potomac River at or near the Old Furnace on said river. Also, to clear the Shenandoah River from Little's Falls to Port Republic, in Rockingham county.

JAMES CASTLEMAN

Snicker's Ferry, Clarke Co. Va.

AG, Fri. 4/16/47, p. 4. **CANAL COMMERCE**

Arrived, April 15.

3 Gondolas, with pig iron from Shanondale Furnace to S. Shinn.

Boat Hugh Smith, Harper's Ferry, 234 bbls. flour to Wm. Fowle & Sons, 400 kegs nails to A. C. Cazenove & Co., Smoot & Uhler and Crupper.

Boat -----, 700 bushels corn to Wm. Fowle & Sons.

Boat Rambler, 350 bushels corn to Wm. Fowle & Sons.

Gondola, Loudoun county, 350 bushels corn to Wm. Fowle & Sons.

GA, Sat. 4/17/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [April 16]

Boats Lavinia Ellen, 44 miles, corn.

W. H. Harrison, 73 miles, 252 bbls. flour, oats and corn.

Gondola, 31 miles, 292 bu. corn, oats, rye.

Henry Clay, 61 miles, 125 bbls. flour, 35 tons iron.

Mary Park, 81 miles, limestone.

C. Eldridge, 31 miles, 191 bbls. flour, 700 bu. corn, 186 bu. oats, 60 boxes whetstones.

Ohio, 62 miles, 2,000 bu. wheat.

Com. Decatur, 51 miles, 213 bbls. flour, 114 bu. corn, 700 bu. offal, &c.

J. Hetzer, 100 miles, 560 bbls. flour.

Susan Harris, 81 miles, 650 bbls. flour.

Union, 100 miles, 2,700 bu. corn, flour.

3 gondolas, 61 miles, 125 bbls. flour, 70 bu. corn, 11 tons iron.

M. Frances, 62 miles, limestone.

Three boats with wood.

Departed

12 boats have gone up since Thursday morning, with assorted cargoes, for different points.

AG, Sat. 4/17/47, p 3. **CANAL COMMERCE**

Arrived, April 16.

Boat Henry Clay, Harper's Ferry, iron, to James Green and Thomas W. Smith, and 125 barrels flour, to Lambert & McKenzie.

Boat Ohio, Old Furnace, 2,000 bushels wheat, to Lambert & McKenzie.

Boat -----, Shepherdstown, 260 barrels flour, to Lambert & McKenzie.

Boat Com. Decatur, Lock No. 29, flour, mill offal, rye chop and corn, to Charles Wilson.

Cleared, April 16.

Boat Robert Kimble, Knoxville, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

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

Boat Potomac, Williamsport, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

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

Boat William H. Harrison, Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat -----, 4 Locks, Md., groceries, boots, shoes, hats, caps, &c., for Warren Township, from McVeigh, Bro. & Co., and dry goods, from Brent

& Bryan.

AG, Mon. 4/19/47, p. 3. **CANAL COMMERCE**

Arrived, [4/17]

Boat Tip & Tyler, from Shepherdstown, 1,400 bushels corn, 130 barrels flour to Lambert & McKenzie.

Boat Union, Williamsport, 2,800 bushels corn to Wm. Fowle & Sons.

Cleared, April 17.

Boat Ohio, Harper's Ferry, groceries, boots, shoes, hats, caps, &c., for Staunton, Va., and Hall Town, from McVeigh, Bro. & Co.

AG, Wed. 4/21/47, p. 3. **CANAL COMMERCE**
Arrived, [4/20]

Boat Henry Clay, Dam No. 4, 1,200 bushels corn to Wm. Fowle & Sons.

Gondola, Harper's Ferry, flour to Wm. Fowle & Sons and P. H. Hooff.

Cleared, April 20.

Boat Hugh Smith, Harper's Ferry, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat C. Eldridge, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.
Boat Virginia, Shenandoah, groceries, &c., from McVeigh, Bro. & Co.

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

GA, Thu. 4/22/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Tuesday Morning [4/22]

Boats Frances, 22 miles, 600 bbls. flour, 100 bu. corn meal, 100 bu. bran, shop, &c.

Pocahontas, 26 miles, 7 tons hay.

P. Janney, 69 miles, 50 tons limestone

Capt. Walker, 69 miles, 50 tons limestone

John Glenn, 109 miles, 147 bbls. flour, 1,900 bu. oats.

Eagle, 124 miles, 900 bu. wheat.

Gen. Washington, 61 miles, 400 bu. corn, 40 tons iron.

William, 69 miles, 1,100 bu. corn, 1,700 bu. wheat.

N. Bonaparte, 62 miles, 40 perches limestone.

Emily Harriett, 107 miles, 270 bbls. flour, 320 bu. meal.

Departed

10 boats have gone up since Monday evening, for different points.

AG, Thu. 4/22/47, p. 3. **CANAL COMMERCE**
Arrived, April 22.

Boat General Washington, Harper's Ferry, corn, to Wm. Fowle & Sons, and iron scraps, to James Green.

Boat Capt. Walker, Sharpsburg, lime, to Waters & Zimmerman.

Boat William, Sharpsburg, 1,100 bushels corn and 1,700 bushels wheat, to Lambert & McKenzie

Boat Eagle, -----, Hancock, 900 bushels wheat, to Lambert & McKenzie.

AG, Fri. 4/23/47, p. 3. **CANAL COMMERCE**
Arrived, [4/22]

Boat Ohio, Harper's Ferry, 2,300 bushels corn to Wm. Fowle & Sons.

GA, Sat. 4/24/47, p. 2. The Corporation of Georgetown have passed a resolution inviting the Chesapeake and Ohio Cana Company, in the event of their determining to remove the Canal office from Cumberland, to locate it in their town. We do not suppose the Canal office will ever be removed from this place, but if such should be the case, we shall be glad to see it taken to Georgetown. – *Cum. Civilian*.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Thursday Morning [4/23]

Boats Oliver Twist, 100 miles, 564 bbls. flour.

Osceola, 127 miles, 350 bbls. cement.

Thomas G. Harris, 81 miles, 650 bbls. flour.

Ohio, 62 miles, 2,000 bu. corn

Ellen Douglass, 31 miles, 1,100 bu. corn.

Stranger, 42 miles, 600 bu. corn, 600 bu. oats, 50 bu. wheat.

De Witt Clinton, 100 miles, 500 bbls. flour.

C. Smith, 107 miles, 400 bbls. flour, whiskey.

Star, 62 miles, bark, cooper's stuff.

Texas, 77 miles, 300 bbls. flour.

O. M. Linthicum, 107 miles, 800 bu. wheat, 340 bbls. flour.

J. C. Calhoun, 61 miles, 356 bbls. flour, and corn.

Departed

Ten boats have gone out since Thursday morning, with assorted cargoes of salt, groceries,

fish, plaster, lumber, &c., &c., for different points along the canal.

AG, Sat. 4/24/47, p. 3. **CANAL COMMERCE**

Arrived, April 23.

Boat Ellen Douglass, Thomas, Leesburg, 1,100 bushels corn to Lambert & McKenzie.

Cleared, April 22.

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

Boat Henrietta, Leesburg, groceries, &c., from

McVeigh, Bro. & Co.

Boat Geo. Washington, Harper's Ferry, groceries, boots, shoes, hats, caps, &c., for Winchester, Va., from McVeigh, Bro. & Co.

AG, Tue. 4/27/47, p. 3. **CANAL COMMERCE**

Arrived, April 26.

Boat T. G. Harris, Mercerville, 650 bbls. flour to Wm. Fowle & Sons.

Boat Experiment, Loudoun, 1,500 bushels wheat and corn to Wm. Fowle & Sons.

Boat Honeywood Mills, 250 bbls. corn meal to Wm. Fowle & Sons, and 300 bbls. flour to Charles Wilson.

AG, Wed. 4/28/47, p. 3. **CANAL COMMERCE**

Arrived, April 27.

Boat Belle, Shepherdstown, 1,800 bushels corn and 30 bbls. flour, to Lambert & McKenzie.

Cleared, April 27.

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

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

Boat Susan, McCoy, 4 Locks, groceries, &c., from McVeigh, Bro. & Co.

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

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

GA, Thu. 4/29/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [4/28]

Boats Lavinia Ellen, 45 miles, wood, corn and bran.

Charlotte, 107 miles, 604 bbls. flour, 16 bbls. whiskey.

Ben Franklin, 134 miles, 2,200 bu. wheat.

Bob Lauck, 107 miles, 400 bbls. flour, 20 bbls. whiskey.

-----, 124 miles, 7,000 hoop poles, hay and potatoes.

Rambler, 42 miles, hay, corn and empty barrels.

Boston, 100 miles, 205 bbls. flour, potatoes.

Three boats with wood, and one empty.

Departed

15 boats have gone up since Monday evening, for different points.

AG, Thu. 4/29/47, p. 3. **CANAL COMMERCE**

Arrived, April 28.

Boat Benjamin Franklin, Dam No. 6, 2,200 bushels wheat, to Wm. Fowle & Sons.

Boat Bob Lauck, Dam No. 5, flour and whiskey, to Wm. Fowle & Sons.

Cleared, April 28.

Boat Alexander, Harper's Ferry, with fish.

Boat C. Eldridge, Leesburg, with plaster, by Wm. Fowle & Sons.

GA, Sat. 5/1/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [5/1]

Boats Union, 100 miles, 365 bbls. flour, 900 bu. corn.

Henrietta, 31 miles, 247 bbls. flour, rye chop, bran.

Tip & Tyler, 89 miles, 1,500 bu. corn, flour.

Ohio, 62 miles, 2,400 bu. wheat and corn.

H. Boteler, 61 miles, 220 bbls. flour, 1,120 bu. wheat, 262 bu. corn.

N. Bonaparte, 62 miles, limestone.

William, 72 miles, flour, wheat and corn.

Henry Clay, 73 miles, 83 bbls. flour, 900 bu. bran, &c.

Two boats with wood.

Departed

10 boats have gone up for different points.

AG, Mon. 5/3/47, p. 2. **IMPROVEMENT OF THE SHENANDOAH** – A meeting of citizens of Clarke and Jefferson, friendly to the improvement of the Shenandoah River, was held in Berryville on Monday last, at which John E. Page, Esq., presided, and David H. McGuire, Esq., was Secretary.

Resolutions were adopted, on motions of Dr. Nelson and P. McCormick, Esq., proposing that, in the effort to improve the River, the stockholders of the New Shenandoah Company, should be met in the most liberal spirit.

A committee, consisting of 25 citizens of each of the counties of Clarke and Jefferson, was then appointed, to confer with communities from other counties interested, at a meeting to be held in Front Royal, sometime in August.

Measures were also concerted for obtaining a survey of the River by a competent Engineer.

The spirit of the people seems to have been actively aroused in favor of this improvement. – *Winchester Republican*.

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

Arrived, May 1.

Boat William, Shepherdstown, corn and flour to Lambert & McKenzie.

Boat George Washington, Harper's Ferry, scrap iron to James Green.

Cleared, May 1.

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

Boat Bob Lauck, Hancock, groceries, &c., for Sharpsburg, Md., from McVeigh, Bro. & Co.

Boat Alexander, Quarter Branch, groceries, &c., from McVeigh, Bro. & Co.

Boat Union, Williamsport, groceries, &c., from McVeigh, Bro. & Co.

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

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

Boat Ohio, Harper's Ferry, lumber from James Green.

GA, Tue. 5/4/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [5/3]

Boats T. G. Harris, 81 miles, 650 bbls. flour, whiskey.

Jack Frost, 77 miles, flour corn, limestone.

Geo. Washington, 61 miles, 50 tons iron.

Gondola, 31 miles, flour, corn, meal, oats, &c.

Potomac, 100 miles, 300 bbls. flour.

Wm. S. Elgin, 102 miles, 60 tons lime.

Hugh Smith, 61 miles, 191 bbls. flour, 148 bbls. corn.

Charlotte, 100 miles, 60 bbls. flour, 2,000 bu. corn.

Departed

15 boats have gone out since Saturday morning, to different points along the canal, with assorted cargoes of fish, salt, groceries, plaster, lumber, lime, brick, &c.

AG, Tue. 5/4/47, p. 3. **CANAL COMMERCE**

Arrived, May 3.

Boat Black Hawk, Harper's Ferry, lime to James Green.

AG, Wed. 5/5/47, p. 3. **CANAL COMMERCE**

Arrived, May 4.

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

GA, Thu. 5/6/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning

Boats Lavinia Ellen, 45 miles, 2,400 bu. bran, shorts, &c.

Com. Warrington, 62 miles, limestone.

Susan Harris, 81 miles, 450 bbls. flour.

Elizabeth, 62 miles, limestone.

Black Hawk, 62 miles, limestone.

Liberty, 69 miles, limestone and hay.

J. Glenn, 109 miles, 1,125 bu. corn, wheat, oats, flour, whiskey.

Henry Clay, 86 miles, 275 bbls. flour, 420 bu. corn, 1,500 bu. bran, shorts.

Departed

Eight boats have gone up since Tuesday.

GA, Sat. 5/8/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [5/7]

Boats James Rumsey, 62 miles, limestone.

Capt. Walker, 69 miles, limestone.

J. Hetzer, 100 miles, 500 bbls. flour.

Lady of the Lake, 119 miles, 100 bu. corn, hay, lumber, bark.

C. Eldridge, 31 miles, 120 bu. corn meal, 20 cords wood.

Henrietta, 31 miles, 550 bbls. flour, 130 bu. oats, 40 bu. corn meal.

Frances, 27 miles, flour, corn meal, bran, hay.

Departed

Eight boats have gone up since Thursday morning for different points.

AG, Sat. 5/8/47, p. 2. **STEAM NAVIGATION OF THE SHENANDOAH** – An Agent passed through this town on Sunday last, on his way to Pittsburg, duly authorized by sundry Capitalists to contract at the latter place for the construction of a steamboat adapted to the navigation of the Shenandoah. We learn that a proposition in connection with this project, to improve the navigation of the river by the erection of side dams and the removal of obstructions from the channel, is gaining great favor with those who are acquainted with the subject, and that an application will be made to the next Legislature, for an increase of the capital stock of the New Shenandoah Company to enable them to carry out the design. It is confidently predicted by some of the most sanguine friends of the scheme, that a line of steamboats will be plying between Port Republic and Harper's ferry in less than five years. – *Martinsburg Gazette*.

AG, Mon. 5/10/47, p. 2. **Communications. IMPROVEMENTS LEADING TO ALEXANDRIA.**

To the editor of the Alexandria Gazette:

Several schemes for the improvement of Alexandria, by roads, canals and railroads, have

been presented to the attention of your citizens by writers from Virginia. I propose in this communication to notice those schemes, and give my views in relation to them, in as few words as the interest and importance of the subject will admit.

All Virginians are anxious to see Alexandria a growing and prosperous city; for being now a Virginia town, we feel anxious to see the favorite city of our Washington improving in beauty, wealth and population – that her former prosperous trade with the Shenandoah Valley and those counties lying upon the eastern slope of the Blue Ridge, may be restored to her – that she may become the great depot of the valuable coal and other trade that is expected to be carried on the Chesapeake and Ohio Canal, when that truly magnificent work shall have reached Cumberland – and that she may become a noble city, the pride of the Old Dominion, we all anxiously wish to see realized; and we, the citizens of this section of Virginia, will give to her citizens our hearty aid and support to accomplish the same, and judging by the action of our Legislature at its last session, she may reasonably expect the united aid of every citizen of the Commonwealth toward accomplishing any feasible work that may add to her trade or advantage.

Some of those schemes which have been noticed by your correspondents, may be visionary, yet they show the feeling which exists amongst our people in relation to your town, and I believe they all possess sufficient interest to ensure some attention on the part of citizens of Alexandria and of the counties of North-eastern Virginia. Nay, they deserve more attention than I expect they have received. Only let their merits be examined, their worth understood, and then, if any of those schemes offer advantages to your town, or to the citizens of the section expected to be benefitted by the proposed work, then let those persons expecting to receive advantages from the proposed work give to that scheme their aid and support.

I do hope that a liberal policy will actuate our citizens, and that they will all unite, in will

and determination, to rear up around the ancient Bellhaven, the beautiful harbor of Alexandria, a city having no equal south of the Potomac, a city of which every Virginian may be justly proud.

All that is necessary to accomplish such a desirable result is, to develop the great natural advantages which she possesses from her favorable geographical position, being situated upon the noble Potomac, having a harbor equal to any upon the globe, and having a large amount of water power.

The schemes that have been presented to the attention of your citizens to improve the routes of communication between Alexandria and the interior, are the following, viz: 1st The completion of the Chesapeake and Ohio Canal to Cumberland. 2nd The improvement of the navigation of the Shenandoah River by a system of dams and locks. 3rd The improvement of Goose Creek by a similar system. 4th The improvement of the Fauquier and Alexandria Turnpike and its extension to Salem, and thence through Manassas Gap into the Valley; and also, its extension from Warrenton to the Fauquier White Sulphur Springs, and also on through Thornton's Gap to New Market. 5th The construction of a Turnpike from the Ashby's Gap to Farrowville [*sic.* Markham], and the extension of this road through Manassas Gap by Front Royal to Strasburg. 6th The construction of a railroad from Alexandria to Harper's Ferry. 7th The construction of a railroad from Alexandria to Aquia Creek. 8th the construction of a railroad from Alexandria, by Warrenton and through the Shenandoah Valley, to Guyandotte, or some other point on the Ohio River.

Some of the schemes may be visionary or premature, yet we should not decide upon their value until we have examined into their merits. In one of these works your citizens feel a deep interest, and have given to it their powerful aid. I allude to the Chesapeake and Ohio Canal. This is not a visionary scheme, but feasible and practicable. There is no doubt of the many benefits to be realized by all interested, from the completion of this important work. Then will be

realized the most sanguine hopes of the friends of this improvement.

The improvement of the Shenandoah river and that of Goose Creek, by a system of dams and locks, all will acknowledge, will be important and useful works, and these schemes are fast gaining friends and going ahead. Three charters were granted by our Legislature at their last session, authorizing companies to open new lines of communication between Alexandria and the country lying under the Blue Ridge.

A charter was granted to a company to construct a Macadamized Turnpike from Farrowville near Manassas Gap, to some point on the Ashby's Gap Turnpike, not lower down than the town of Middleburg, and to be known as the Manassas Gap Turnpike Company, with a capital of \$45,000, the State subscribing \$18,000 – leaving the sum of \$27,000 to be subscribed by individuals. We expect aid to this work from the citizens of Alexandria – a work in which they should feel a deep interest, and they should give to it their aid and support – for it is a road that will secure to Alexandria a large trade that will otherwise go to Fredericksburg by the way of the Rappahannock improvement. Again, it is expected that this road will be extended finally by Front Royal to Strasburg, at which point it will intersect the Valley Turnpike, and thus open up to Alexandria a trade with Warren county, and that portion of the Valley adjacent to Strasburg.

An act entitled “An act incorporating a company to construct a road from Warrenton to Thornton's Gap.” passed March 1st, 1833, was revived by an act passed March 22nd, 1847. This act provides for the construction of a graded road from Warrenton to Thornton's gap, the capital stock being \$30,000, the State subscribing to two-fifths of the stock, or \$12,000. The charter also grants to the company the privilege of raising by lottery the sum of \$15,000. The people of Rappahannock county feel a deep interest in this scheme, and they are about taking steps to secure the sum necessary to accomplish the construction of this road. It is proposed by the friends to this road to Macadamize it.

I understand the people over the Ridge on the route of the proposed extension of this road from Thornton's Gap, by Luray, to New Market, have already raised sufficient money to construct this portion of the line, thus forming another connection with the Valley Turnpike.

The citizens of Fredericksburg expect to receive an increase to their trade by this road and their Rappahannock Slackwater navigation, - which is going ahead toward completion rapidly, and which will be opened for navigation in October next to the mouth of Carter's Run, the head of the proposed navigation.

I believe the citizens of Alexandria may secure a portion of this trade by improving the Fauquier and Alexandria Turnpike, and reducing the tolls upon that road and the Little River Turnpike. They have all to gain by the improvement of this road. Small aid on their part, with the aid this improvement will secure from those persons interested in this road, with the aid that may be confidently expected from the State, will accomplish the proposed improvement; an improvement that will give to Alexandria an equal chance with Fredericksburg, in the struggle for the valuable trade of Fauquier, Culpepper, Rappahannock, Shenandoah, Rockingham and Page Counties.

In my next I will notice the scheme for a railroad from Alexandria to Harper's Ferry, and the scheme of the Ohio connection. D.

Fauquier County, May 6, 1847.

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

Arrived, May 8.

Boat Ohio, Jefferson County, wheat, flour and corn to Wm. Fowle & Sons.

Cleared, [5/8]

Boat C. Eldridge, Harper's Ferry, lumber from James Green, and shad and herrings from T. M. McCormick & Co., and groceries from McVeigh, Bro. & Co.

Boat Henrietta, plaster, Leesburg, from Wm. Fowle & Sons.

Boat Liberty, Knoxville, Md., groceries, shoes, hats, &c., from McVeigh, Bro. & Co.

GA, Tue. 5/11/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [5/10]

Boats Rambler, 42 miles, corn, corn meal, hay, straw, &c.

Ohio, 62 miles, 100 bbls. flour, wheat, corn.

Daniel Webster, 62 miles, limestone.

Eagle of Hancock, 124 miles, 2,000 bu. wheat, lumber.

T. G. Harris, 81 miles, 526 bbls. flour, 18 bbls. whiskey.

Lavinia Ellen, 44 miles, 2,200 bu. bran, &c.

Com. Decatur, 51 miles, 219 bbls. flour, 660 bu. bran, 60 bu. corn, 54 bu. oats, &c.

H. Boteler, 61 miles, 706 bbls. flour.

Gondola, 61 miles, flour and corn.

J. C. Calhoun, 61 miles, 600 bbls. flour.

Louisa, 89 miles, 200 bbls. flour, 1,200 bu. corn, 200 bu. oats.

Tip & Tyler, 73 miles, 75 bbls. flour, 800 bu. wheat, 600 bu. corn.

O. M. Linthicum, 107 miles, 530 bbls. flour, 9 bbls. whiskey.

C. Smith, 107 miles, 300 bbls. flour, 67 bbls. whiskey.

Charlotte, 108 miles, 550 bbls. flour, 240 bu. corn, 15 bbls. whiskey.

Mermaid. 124 miles, 2,000 bu. wheat.

Union, 100 miles, 305 bbls. flour, 1,100 bu. corn.

Departed

10 boats have gone up since Saturday morning, for different points.

AG, Tue. 5/11/47, p. 2. SHENANDOAH RIVER IMPROVEMENT. – At a meeting of a number of the citizens of Warren County, at the Court House, on the day of April Court, pursuant to the resolution of adjournment, which was adopted by the meeting held at February Court, Robert M. Marshall was again called to the Chair, and Ewell Baker appointed Secretary.

The Committee, consisting of Giles Cook, Morgan Johnston and Thomas N. Ashby, which was appointed at the last meeting to correspond

with the Shenandoah Company, made their report, stating that they had addressed a letter to Gen. Samuel H. Lewis, as the President of the Company, and had received a reply, of which, the following is an extract: "Your favor of the 10th inst. was received a few days ago, in which you say there is a deep interest pervading your community, on the subject of improving the navigation of the Shenandoah River, and asking to be informed upon what terms the present Company will be willing to unite with the people generally, in this enterprise. As I am satisfied that I understand the general feeling of the proprietors of this Company, on this subject, I have concluded to answer your letter, (after consulting with such members of the Company, as I have been able to meet with,) in my individual character, rather than incur the delay necessary to have a formal expression of opinion of the board, and particularly, as that delay might make an answer too late for your adjourned meeting at April Court. I am very sure that the improvement of the navigation of the Shenandoah is an object in which the proprietors of the present Company, generally, feel the greatest interest – one in which I am sure they would be disposed to act with liberality, and I am very glad to hear from you, that a similar feeling "is now being awakened amongst the citizens of the Counties bordering on the river, and that with a liberal co-operation on the part of the Company, there is a good prospect of accomplishing this desirable and important object;" and I beg you to be assured, that in the sentiments and feelings which you have expressed, I most fully concur, and that no effort of mine shall be wanting to effect such co-operation upon the principles of justice and liberality."

The following resolutions were then adopted: *Resolved*, That it is expedient to hold a Convention consisting of Delegates from the several counties interested in the improvement of the Shenandoah River, for the purpose of adopting measures to accomplish that object.

Resolved, That *Front Royal* be suggested as the most central and convenient place, and *Monday*,

the 2nd day of August next, as the time for the meeting of the proposed Convention, so as to afford to the Delegates who may be appointed by the several counties, ample opportunity to make such inquiries and acquire such information on the subject as may be desirable.

Resolved, That the Shenandoah Company be invited and requested to appoint delegates to represent them in the said Convention.

Resolved, That the Editors of the newspapers in the counties of Jefferson, Frederick, Shenandoah, Rockingham, Augusta and the *Alexandria Gazette* be requested to publish the proceedings of this meeting in their respective papers.

ROBERT M. MARSHALL, Chairman
Ewell Baker, Secretary.

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

Arrived, May 10.

Boat Eagle, Blackman, Hancock, 2,000 bushels red wheat, to Lambert & McKenzie.

Boat Mermaid, Broderick, Hancock, 2,000 bushels red wheat, to Lambert & McKenzie.

Boat Tip & Tyler, -----, Shepherdstown, 800 bushels wheat and 700 bushels yellow corn, to Lambert & McKenzie.

Boat Susan, Charlton, Williamsport, 500 bbls. flour, to Lambert & McKenzie.

AG, Wed. 5/12/47, p. 3. **CANAL COMMERCE**

Arrived, May 11.

Boat Henry Boteler, Harper's Ferry, 700 barrels Shenandoah flour to Lambert & McKenzie.

Boat J. C. Calhoun, Harper's Ferry, 600 barrels Shenandoah flour to Lambert & McKenzie.

Boat C. Eldridge, Honeywood Mill, 300 barrels flour and meal to Lambert & McKenzie, and 300 barrels flour and meal to Wm. Fowle & Sons.

Also, four barrels corn meal for Irish Relief Committee.

Boat Charles, Honeywood Mill, 235 barrels corn meal to Wm. Fowle & Son.

Boat T. G. Harris, Mercerville, 550 barrels flour to Wm. Fowle & Sons.

Boat Louisa, Berkeley, 100 barrels flour, 1,500 bushels corn to Wm. Fowle & Sons.

Boat Union, Williamsport, 1,500 bushels corn to Wm. Fowle & Sons.

Boat Susan McCoy, Washington County, 3,000 bushels corn to Wm. Fowle & Sons.

GA, Thu. 5/13/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [5/12]

Gondola, 61 miles, 140 bbls. flour.

Belle, 73 miles, flour, corn and bran.

Osceola, 100 miles, 525 bbls. flour.

Oliver Twist, 100 miles, 57 bbls. flour, 109 bbls. whiskey.

Charles, 107 miles, 536 bbls. flour.

Susan McCoy, 108 miles, 3,000 bu. wheat.

Ben Franklin, 124 miles, 1,200 bu. wheat, 500 bu. rye.

Neptune, 124 miles, bark and lumber.

Alexander, 53 miles, flour, corn and rye.

Potomac, 100 miles, 532 bbls. flour, leather.

Mount Vernon, 61 miles, corn and hay.

Gondola, 61 miles, 90 bbls. flour, potatoes

Lafayette, 31 miles, 90 tons hay.

Two boats with limestone.

Departed

15 boats have gone up since Tuesday.

AG, Thu. 5/13/47, p. 3. **CANAL COMMERCE**

Arrived, May 12.

Boat Belle, Shepherdstown, 2,000 bushels yellow corn, and 50 bbls. flour to Lambert & McKenzie.

Fri. 5/14/47, p. 2.⁴ The Martinsburg *Gazette* states that an Agent passed through that town a few days ago, on his way to Pittsburg, duly authorized by sundry Capitalists, to contract at the latter place, for the construction of a steamboat adapted to the navigation of the Shenandoah river. We hope this may be so, but we are inclined to doubt its correctness.

AG, Sat. 5/15/47, p. 3. **CANAL COMMERCE**

Arrived, May 14.

Boat Benj. Franklin, Hancock, 1,200 bushels wheat, 500 bu. rye to Wm. Fowle & Sons.

Boat Mill Boy, Loudoun, 1,000 bushels corn and 200 bbls. flour, to Wm. Fowle & Sons.

GA, Tue. 5/18/47, p. 2. The *Alexandria Gazette* thus urges the claims of that place to be considered as the "true and proper" terminus of the Chesapeake and Ohio Canal. The energy and spirit with which our neighbors are now pushing it for the acquisition of the important trade of the upper country should excite a feeling of deep interest in our town, and a little of that species of fair and honorable rivalry which might also inure to its advantage.

The "true and proper" terminus of the Canal would seem to be a little nearer to the headwaters of navigation, then Alexandria.

A glance at the tier of fine ships, barques, brigs and schooners, now lying at our wharves, receiving their cargoes of flour, wheat, corn and other produce, will suggest a reflection as to the value of our port as the true and proper terminus of the Chesapeake and Ohio Canal. We shall procure shortly from the Alexandria Canal Office, a statement of the quantity of flour and grain brought down this season to show the importance of this market, in that connection. Give us another year as this, again, and the capabilities of our town will be still farther developed. The Potomac corn, especially that coming down the canal, be it recollected, too, is *heavier* and *better* grain than can be produced elsewhere. It will be an object to have this grain for exportation.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [5/18]

Boats Com. Warrington, 62 miles, 37 perches limestone.

J. G. Stone, 62 miles, limestone.

James Rumsey, 62 miles, limestone.

W. S. Elgin, 102 miles, 1,000 bu. lime.

J. Hetzer, 100 miles, 555 bbls. flour, whiskey.

Henry Clay, 100 miles, 2,000 bu. corn.

C. Eldridge, 31 miles, 251 bbls. flour, 400 bu. corn, 278 bu. meal, 210 bu. oats.

⁴ *Spirit of Jefferson*, Charles Town, WV.

Rambler, 42 miles, hay, oats, corn, bark, &c.
W. H. Edes, 61 miles, 40 tons coal.
Gondola, 31 miles, 400 bu. corn.

Departed

16 boats have gone out since Saturday morning, for different points.

GA, Tue. 5/18/47, p. 2. The Philadelphia *Ledger* says that the Chesapeake and Ohio Canal is at length in a fair way of being completed to Cumberland. Of the amount needed, one million of dollars, two hundred thousand have been furnished by citizens of New York directly interested in its completion; three hundred thousand by the State of Virginia; one hundred thousand by the District Cities; and the remainder by the Barings, upon the favorable report of Messrs. Davis and Hall, of Boston, who were employed by them to examine and report.

AG, Tue. 5/18/47, p. 3. **CANAL COMMERCE**
Arrived, May 17.

Boat Henrietta, from Loudoun, 2,100 bushels yellow corn to Wm. Fowle & Sons.
Boat Henry Clay, Williamsport, 2,000 bushels corn to Lambert & McKenzie.
Boat C. Eldridge, Goose Creek, 250 bbls. flour, 400 bushels corn, 200 bushels meal, 200 bushels oats to Lambert & McKenzie.
Boat Union, Williamsport, 2,500 bushels corn to Charles Wilson.

Cleared, May 15.

Boat Benjamin Franklin, Holmead, Allegany County, Md., hardware from R. Crupper; queensware from R. H. Miller; tinware from Enoch Grimes; dry goods from Brent & Bryan, groceries, shoes, hats, &c., from McVeigh, Bro. & Co.

GA, Thu. 5/20/47, p. 3. We are pleased to find by the following article from the Cumberland *Civilian*, that the news of the success of the Canal Contractors in obtaining the requisite funds for the completion of that work, is now confirmed, and that we may now expect the work on the same to

be speedily resumed. The day when it shall be finished will be a proud day of old Maryland: -
THE CANAL

At length we are able to speak with certainty in relation to the negotiations for the completion of the Chesapeake and Ohio Canal. On Tuesday last they were successfully concluded in the city of Boston. We do not think it necessary to enter into details, but will state the amount required for the completion of the Canal will be obtained from the following sources:

\$300,000 from Virginia;
\$300,000 from the Barings;
\$300,000 from Washington, Georgetown and Alexandria;
\$200,000 from the capitalists in Boston;
\$200,000 to be taken by the Contractors – making \$1,100,000, the sum required for the completion of the Canal to Cumberland.

It is with the deepest satisfaction that we make this announcement. We hope in our next to announce the arrival of the contractors for their immediate commencement of the work. Certainly, the skies are bright in Allegany!

Ibid, p. 4.

CHESAPEAKE & OHIO CANAL TRADE
Arrived Since Tuesday Morning [5/18]

Frances, 22 miles, corn, corn meal, oats, &c.
Ohio, 62 miles, 120 bbls. flour, 2,000 bu. wheat and corn.

Phineas Janney, 68 miles, limestone

Texas, 71 miles, 216 bbls. flour, lumber and timber.

Ellen Douglass, 31 miles, 57 bbls. flour, 2,510 bu. corn.

Experiment, 31 miles, flour, corn, wheat and sundries.

Martha Francis, 62 miles, limestone.

Elizabeth, 62 miles, limestone.

Three boats with wood.

Departed

14 boats have gone out since Tuesday morning, for different points.

AG, Fri. 5/21/47, p. 3. **CANAL COMMERCE**

Arrived, May 20.

Boat Ohio, Harper's Ferry, flour, wheat and corn to Wm. Fowle & Sons.

Sat., 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 an 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 extent that the road will now be extended to the Ohio, will meet with the hearty concurrence of the public generally."

GA, Sat. 5/22/47, p. 2.

CHESAPEAKE AND OHIO CANAL

The news of the success of the Contractors in obtaining the requisite funds for the completion of the Canal, has diffused a feeling of considerable satisfaction in our community. As soon as they get to work, no doubt we shall begin to feel the influence that it will exert in giving a start to new enterprise in our midst, and in improving business.

AG, Tue. 5/25/47, p. 2. **CANAL COMMERCE**

Arrived, May 24.

Boat George Washington, Harper's Ferry, 1,700 bushels corn, to Wm. Fowle & Sons.

Boat Charles, Honeywood Mills, 108 bbls. rye flour, 23 bbls. flour, 367 bbls. corn meal, to Lambert & McKenzie.

Boat Potomac, Williamsport, 2,500 bushels yellow corn, to Lambert & McKenzie.

Departed.

Boat Charles, Williamsport, 100 bbls. herring and 50 sacks salt, from T. M. McCormick & Co.

AG, Wed. 5/26/47, p. 3. **CANAL COMMERCE**

Arrived, May 25.

Boat Capt. Walker, lime to Waters & Zimmerman, and Smoot & Uhler.

Departed, [5/25]

Boat John Glenn, groceries, &c., for Clear Spring, Md., from McVeigh, Bro. & Co.

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

GA, Thu. 5/27/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived

Tip & Tyler, 88 miles, 460 bbls. flour.
 De Witt Clinton, 100 miles, 420 bbls. flour, 284 bu. corn, 250 bu. mill offal.
 Mount Vernon, 61 miles, flour, &c.
 Boston, 100 miles, 2,200 bu. mill offal.
 Decatur, 51 miles, 780 bu. corn, flour.
 Belle, 73 miles, 112 bbls. flour, 7,000 bu. corn, 800 bu. oats, 3,000 bu. bran.
 Charles, 100 miles, 560 bbls. flour.
 Henrietta, 31 miles, 206 bbls. flour, 1,400 bu. corn, 200 bu. chop, oats.
 Gondola, 61 miles, 15 tons iron.
 Washington, 62 miles, 2,000 bu. corn.
 Mary Park, 81 miles, limestone and cooper's stuff.
 Thomas Charlton, 100 miles, 523 bbls. flour.
 Potomac, 100 miles, 2,226 bu. corn.
 C. Eldridge, 31 miles, 170 bbls. flour, 600 bu. corn, meal, bran, &c.
 O. M. Linthicum, 107 miles, 360 bbls. flour, 500 bu. corn, 50 bbls. whiskey.
 Hornet, 61 miles, corn and coal.
 Star, 61 miles, coal and sundries.
 Chesapeake, 55 miles, 125 bbls. flour, 1,700 bu. corn, &c.
 Several other boats with wood, limestone, posts, &c.

Departed

24 boats have gone up since Saturday, for different points.

GA, Sat. 5/29/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived [5/28]

Gen. Taylor, 55 miles, 2,300 bu. wheat.
 Elizabeth, 62 miles, 40 perches limestone.
 James Rumsey, 62 miles, 46 bbls. flour.
 Frances, 22 miles, 200 bbls. flour, 200 bu. meal.
 Margaret Moore, 22 miles, wood.
 Experiment, 31 miles, 45 bbls. flour, 950 bu. corn.
 Mill Boy, 31 miles, 360 bbls. flour, 1,000 bu. corn.

Gondola, 31 miles, 170 bbls. flour, 80 bbls. corn.

Susan Harris, 81 miles, 506 bbls. flour, 618 bu. corn.

Susan McCoy, 119 miles, 2,500 bu. corn.

Neptune, 124 miles, 44 cords bark.

Eagle of Hancock, 124 miles, 60 bbls. flour, 2,000 bushels wheat.

Charlotte, 108 miles, 401 bbls. flour, 75 bu. oats, 17 bbls. whiskey.

Alexander, 50 miles, 30 bbls. flour, 378 bu. wheat, 900 bu. corn.

Gen. Scott, 44 miles, 14 cord wood, 24 bbls. corn.

Departed

10 boats have left since Thursday morning.

AG, Mon. 5/31/47, p. 3. **CANAL COMMERCE**

Arrived, May 29.

Boat Eagle, Hancock, 2,000 bushels wheat, 60 bbls. flour to Lambert & McKenzie.

Boat Susan McCoy, Williamsport, 2,500 bushels corn to Lambert & McKenzie.

GA, Tue. 6/1/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [5/30]

Boats Hugh Smith, 109 miles, 1,800 bu. corn, 209 bbls. flour.

Jack Frost, 77 miles, flour, corn, cooper's stuff.

Tip & Tyler, 89 miles, 1,500 bu. corn, 46 bu. wheat.

Lady of the Lake, 119 miles, wheat, corn, flour, lumber, staves and bark.

W. S. Elgin, 127 miles, 30 tons lime.

Osceola, 124 miles, 300 bbls. cement.

Bob Lauck, 107 miles, 5000 bbls. flour.

Ohio, 62 miles, flour, wheat, corn, whiskey.

Gondola, 31 miles, 365 bu. wheat.

J. C. Calhoun, 61 miles, 613 bbls. flour, corn.

Gondola, 61 miles, 140 bbls. flour.

Geo. Washington, 62 miles, 2,500 bu. corn

Henry Clay, 100 miles, 200 bu. corn.

Five other boats with limestone, hay and wood.

Departed

18 boats have gone out since Saturday morning, for different points.

AG, Tue. 6/1/47, p. 3. **CANAL COMMERCE**

Arrived, May 31.

Boat Tip & Tyler, Shepherdstown, 1,600 bushels corn, to Lambert & McKenzie.

Boat Ohio, Harper's Ferry, 1,500 bushels corn, to Lambert & McKenzie.

Boat Alexander, Leesburg, wheat and corn, to Lambert & McKenzie.

AG, Wed. 6/2/47, p. 3. **CANAL COMMERCE**

Arrived, June 1.

Boat Henry Clay, Williamsport, 2,500 bu. corn to Lambert & McKenzie.

Boat J. C. Calhoun, Harper's Ferry, 250 bbls. flour, 400 bushels corn to Lambert & McKenzie.

Boat Hugh Smith, Williamsport, 1,600 bushels corn to Lambert & McKenzie.

Departed, [6/1]

Boat Lady of the Lake, Millstone Point, Md., groceries, boots, shoes, &c., from McVeigh, Bro. & Co.

Boat Susan McCoy, Clearspring, groceries, &c., from McVeigh, Bro. & Co.

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

GA, Thu. 6/3/47, p. 4.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [6/2]

Boats Emily Harriett, 62 miles, limestone.

Liberty, 124 miles, 100 bbls. flour, 170 bu. wheat, &c.

H. Boteler, 61 miles, 600 bbls. flour, and shelled corn.

Rambler, 42 miles, oats, straw and bark.

J. G. Stone, 22 miles, wood, corn in ear, &c.

Gen. Jackson, 20 miles, wood.

Departed

10 boats have gone out since Tuesday morning, for different points.

AG, Thu. 6/3/47, p. 3. **CANAL COMMERCE**

Arrived, June 2.

Boat Susan McCoy, McCoy's Ferry, 190 bbls. flour, 1,800 bu. corn to Wm. Fowle & Sons.

Boat Ohio, Old Furnace, 1,500 bushels corn, to Wm. Fowle & Sons.

Boat Geo. Washington, Old Furnace, 2,500 bushels corn, to Wm. Fowle & Sons.

Boat Bob Lauck, Honeywood Mills, 500 bbls. meal, to J. B. Daingerfield.

AG, Fri. 6/4/47, p. 3. **CANAL COMMERCE**

Arrived, June 3.

Boat Belle, Shepherdstown, flour, corn, &c., to Wm. Fowle & Sons, and Lambert & McKenzie.

Boat Henry Boteler, Harper's Ferry, 200 barrels flour to Lambert & McKenzie.

Departed, [6/3]

Boat Ohio, groceries, &c., for Staunton, Va. from McVeigh, Bro. & Co.

Sat., 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 Sat. 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.

GA, Sat. 6/5/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [6/4]

Boats Experiment, 31 miles, 1,200 bu. corn, &c.
Ellen Douglass, 31 miles, flour, wheat, corn, corn meal, &c.

Elizabeth, 62 miles, limestone.

Belle, 73 miles, 261 bbls. flour, 500 bu. corn, 400 bu. oats, 3,000 bu. bran.

Thomas G. Harris, 81 miles, 600 bbls. flour.

Capt. Walker, 69 miles, limestone.

Gen. Taylor, 55 miles, 106 bbls. flour, 255 bu. wheat, 1,900 bu. corn.

W. C. Johnson, 48 miles, 250 bu. corn, wood.

Chesapeake, 55 miles, 500 bu. wheat, 900 bu. corn.

Henrietta, 31 miles, 270 bbls. flour, 1,150 bu. corn, 470 bu. corn meal.

Com. Warrington, 62 miles, limestone.

C. Eldridge, 31 miles, 120 bbls. flour, 640 bu. wheat, 460 bu. corn, &c.

Two boats with wood.

Departed

18 boats have gone up since Thursday morning, for different points.

AG, Sat. 6/5/47, p. 3. **CANAL COMMERCE**

Arrived, June 4.

Boat Ellen Douglass, Leesburg, wheat to Lambert & McKenzie.

GA, Tue. 6/8/47, p. 2.

ALEXANDRIA CANAL TRADE

A statement of the trade on the Alexandria Canal, showing the number of boats ascending and descending, the kinds and quantities of articles

transported, the ascending and descending tonnage, the total tonnage, and total amount of tolls received from April 24th 1846, to April 17th, 1847.

Descending Trade		
Wood and bark	257	cords
Wheat	70,796	bushels
Flour	47,076	barrels
Corn	80,300	bushels
Bran and Shorts	15,702	bushels
Oats	6,074½	bushels
Corn meal	880½	bushels
Flax seed & other seeds	78	bushels
Apples	363	bushels
Whiskey	504	barrels
Lime	231¼	tons
Limestone	70	tons
Pork	600	pounds
Bacon	1,940	pounds
Lard & butter	1,211	pounds
Coal	97	tons
Iron, pig, bar & castings	173½	tons
Tobacco	20	hhds.
Sundries	86	tons
Number of boats 257, amount of tolls received, \$1,003.26		
Ascending Trade		
Salted fish	1,453½	barrels
Salt	404½	tons
Plaster	1,943	tons
Plank, lath & shingles	516½	tons
Fresh fish	426¼	tons
Sundries	448¼	tons
Number of boats 351, amount of tolls received, \$212.56		
Total amount of tolls received, ascending and descending, \$1,215.82		

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [6/8]

Boats Mary Park, 73 miles, 190 bbls. flour, 464 bu. corn, 230 bu. offal.

Hugh Smith, 61 miles, 640 bbls. flour, potatoes, corn, &c.

Louisa, 89 miles, 134 bbls. flour, 2,000 bu. bran.

Lavinia Ellen, 44 miles, corn, bran and bark.

Ohio, 62 miles, 190 bbls. flour, 2,000 bu. corn.

Three other boats with wood.

Departed

12 boats have gone up since Saturday morning, for different points.

GA, Thu. 6/10/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [6/10]

Boats – C. B. Fisk, Grove, 77 miles, corn, cooper's stuff and wood.

Gondola, Coffman, 61 miles, flour and corn.

Star, Brown, 60 miles, 45 tons coal.

James Rumsey, Knott, 62 miles, flour, corn and limestone.

N. Bonaparte, Kidwell, 62 miles, limestone.

Elizabeth, Knott, 62 miles, limestone.

Three other boats with wood and stone.

Departed

10 boats have gone up since Tuesday morning for different points.

Sat., 6/12/47, p. 2. **The Canal.** – In reply to numerous inquiries 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.

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 Pittsburgh 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.

AG, Sat. 6/12/47, p. 3. **CANAL COMMERCE**

Arrived, June 11.

Boat Geo. Washington, Harper's Ferry, 1,500 bushels corn, to Wm. Fowle & Sons.

Boat Union, Williamsport, 400 bbls. flour and 80 bbls. corn meal, to Wm. Fowle & Sons.

Boat Benj. Franklin, Honeywood Mills, 373 bbls. flour, 327 bbls. corn meal, to Lambert & McKenzie.

Boat Potomac, Williamsport, 450 bbls. flour, to Wm. Fowle & Sons, and 100 barrels ship stuff, to Lambert & McKenzie.

Boat C. Eldridge, Loudoun Co., corn, flour and corn meal, to Lambert & McKenzie.

Boat Henrietta, Loudoun Co., 1,000 bushels corn, 1,500 bushels wheat, 200 bbls. flour, to Lambert & McKenzie.

AG, Mon. 6/14/47, p. 3. **CANAL COMMERCE**
Departed, June 12.

Boat George Washington, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.
Boat Potomac, Williamsport, Md., groceries, &c., from McVeigh, Bro. & Co.
Boat Neptune, Hancock, groceries, &c., from McVeigh, Bro. & Co.

GA, Tue. 6/15/47, p. 2.

CHESAPEAKE AND OHIO CANAL

The stringency of money matters in Great Britain, owing to the vast importation of grain into the united realm, and the large amount required to carry out her railroad schemes, and the reduced condition of the bullion in the Bank of England, may probably account for the fact stated in the following article. We have seen it mentioned in some of the late items of British news, that both the Barings and Rothschilds had been refused a loan by the Bank of England.

"The arrival of the last steamer from England, says the *Cumberland Mountaineer*, brought us the news of the peremptory refusal of the Messrs. Barings to subscribe to the three hundred thousand dollars of the Chesapeake and Ohio Canal bonds. But we have it from an authentic and reliable source – from one of the parties engaged in the negotiation, that the amount will readily be taken by the capitalists of Boston and New York."

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [6/13]

John Glenn, 109 miles, corn, wheat, &c.
De Witt Clinton, 100 miles, flour, oats, mill offal.
Frances, 22 miles, flour and oats.
J. Herzer, 100 miles, 550 bbls. flour.
Henry Clay, 100 miles, flour and mill offal.
Chesapeake, 55 miles, wheat and corn.
Gondola, 68 miles, 480 bu. wheat.
Liberty, 57 miles, corn, bark, hay, &c.
Belle, 73 miles, flour, corn, oats and bran.

Mermaid, 100 miles, 2,500 bu. yellow corn.
O. M. Linthicum, 107 miles, flour, corn and whiskey.
Bob Lauck, 107 miles, 174 bbls. flour, 346 bbls. meal.
Lady of the Lake, 119 miles, flour, wheat, rye, bark and pig iron.
3 gondolas, with pig iron.
Several boats with wood, lumber, &c.

Departed

17 boats have gone up since Saturday morning, for different points.

AG, Tue. 6/15/47, p. 3. **CANAL COMMERCE**

Arrived, June 14.

Three gondolas, bloom and pig iron, from Shenandoah Furnace, to S. Shinn.
Boat Chesapeake, Berlin, corn and wheat, to Wm. Fowle & Sons.
Boat Belle, Shepherdstown, 1,500 bushels brown stuff, 320 bushels oats, 120 bbls. flour, 400 bushels corn, to Lambert & McKenzie.
Boat Mermaid, Williamsport, 2,500 bushels yellow corn, to Lambert & McKenzie.
Boat Bob Lauck, Honeywood Mills, 261 bbls. meal, 174 bbls. flour, to Lambert & McKenzie, 85 bbls. meal, to J. B. Daingerfield.

GA, Thu. 6/17/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [6/15]

Boats – R. M. Lauck, Cole, 124 miles, wood, bark, &c.
Allegany, Lauck, 115 miles, wood and bark.
Warrington, Cecil, 62 miles, limestone.
Gondola, Collins, 62 miles, limestone.
Henrietta, Smart, 31 miles, 362 bbls. flour, 870 bu. corn, 508 bu. meal.
Jack Frost, Wright, 77 miles, 321 bbls. flour, 167 bu. corn.
Tip & Tyler, Stewart, 1000 bu. corn, flour.
Eagle of Hancock, Colbert, 124 miles, 2000 bu. wheat, sundries.
Ohio, Davis, 62 miles, 2000 bu. corn, flour
Alexander, Davisson, 53 miles, flour, wheat, corn, oats, rye, &c.

Thomas G. Harris, James, 31 miles, 471 bbls. flour, 60 bu. corn.

Com. Decatur, ----, 51 miles, 114 bbls. flour, 420 bu. corn, 117 bu. rye, 432 bu. bran, chop.

Departed

12 boats have gone up since Tuesday morning, for different points.

AG, Thu. 6/17/47, p. 3. **CANAL COMMERCE**
Arrived, June 16.

Boat Alexander, Berlin, 1,000 bushels corn, 250 bushels wheat and flour, to Lambert & McKenzie.
Boat Henrietta, Leesburg, 1,000 bushels corn and flour to Lambert & McKenzie.

Boat Charles, Williamsport, 600 barrels flour, to J. B. Daingerfield and Lambert & McKenzie.

AG, Fri. 6/18/47, p. 3. **SHENANDOAH RIVER**
The convention for the Improvement of the Shenandoah River, is expected to be held, on the first Monday in August next, at Front Royal, Va., and it is hoped and desired by the people in the section of country interested, that Delegates or Individuals from this town, will attend and take part in the proceedings of the occasion. The subject is a very interesting one, and this town is much concerned in the success of the proposed improvement. We hope, therefore, that steps will be taken to have Alexandria represented at the Convention.

Ibid, p. 4. **CANAL COMMERCE**

Arrived, June 17.

Boat Com. Decatur, from Lock 29, flour, corn, rye and offal, to Charles Wilson.

Boat Eagle, Blackman, Hancock, 2,000 bushels wheat to Lambert & McKenzie.

Departed, June 17.

Boat Henrietta, plaster and lumber.

GA, Sat. 6/19/47, p. 2. **The Canal** – The Cumberland *Mountaineer* says: - “In a letter written by one of the contractors of the Chesapeake and Ohio Canal to a gentleman in this city, we learn that a new negotiation is pending for three hundred thousand dollars, and the

prospects are very fair, that it will be accomplished. A few days, however, will solve the mystery.”

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [6/18]

Boats W. S. Elgin, 62 miles, 1,000 bbls. lime.

N. Bonaparte, 62 miles, limestone and flour.

Ellen Douglass, 31 miles, flour, corn, wood.

Frances, 22 miles, flour, corn meal, oats, bran, beans, &c.

Thomas Charlton, 100 miles, flour, whiskey and sundries.

Alex Neal, 61 miles, flour and corn.

Gen. Taylor, 35 miles, wheat, corn, &c.

Victoria, 31 miles, corn, oats, bark, tobacco.

Lavinia Ellen, 45 miles, flour, wheat, corn, oats and bran.

C. Eldridge, 31 miles, flour, wheat, corn, oats and corn meal.

Departed

16 boats have gone out since our last.

AG, Mon. 6/21/47, p. 3. **CANAL COMMERCE**

Arrived, June 19.

Boat -----, Jefferson Co., flour to T. M. McCormick & Co.

GA, Tue. 6/22/47, p. 2. The stockholders of the Chesapeake and Ohio Canal are to meet in Baltimore on Wednesday next. The *Civilian* says it will be an exciting meeting.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [6/21]

Boats Martha Francis, 62 miles, limestone.

Mill Boy, Smart, 31 miles, flour, wheat, corn, corn meal, &c.

Hugh Smith, Duckett, 61 miles, 550 bbls. flour, 1,000 bu. corn.

Louisa, Downs, 89 miles, 200 bbls. flour, 1,000 bu. corn, 500 bu. meal, &c.

Union, Ardinger, 100 miles, 472 bbls. flour, 600 bu. oats, whiskey and offal.

Emily Harriet, Moore, 100 miles, 493 bbls. flour.

Neptune, Beard, 124 miles, bark.

Departed

11 boats have gone out since Saturday morning, for different points.

AG, Wed. 6/23/47, p. 2. **CANAL COMMERCE**

Arrived, June 22.

Boat Hugh Smith, Gibson, Harper's Ferry, 550 barrels flour, 1,000 bushels corn, to Lambert & McKenzie.

Boat Rough & Ready, Harper's Ferry, 200 barrels corn, to Lambert & McKenzie, 800 bushels bran to Captain.

Boat Alexander, Neale, Harper's Ferry, 400 barrels flour and corn, to Lambert & McKenzie.

Boat -----, Shepherdstown, 200 barrels flour, to Masters & Cox.

GA, Thu. 6/24/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [6/24]

Boats Capt. Walker, 69 miles, limestone and lime.

Daniel Gett, 61 miles, wheat, corn, chop, flour and offal.

Mary Park, 73 miles, 174 bbls. flour, 150 bu. corn, 540 bu. bran, chop.

De Witt Clinton, 100 miles, 517 bbls. flour.

Potomac, 100 miles, 276 bbls. flour, and offal.

Bob Lauck, 107 miles, 520 bbls. flour.

Ben Franklin, 107 miles, 600 bbls. flour.

Chesapeake, 55 miles, 500 bbls. flour, 1,000 bu. corn.

Four other boats with wood and stone.

Departed

10 boats have gone up since Tuesday morning, for different points.

AG, Thu. 6/24/47, p. 3. **CANAL COMMERCE**

Arrived, June 23.

Boat Ben. Franklin, Honeywood Mill, 148 barrels flour and 132 bbls. meal to Lambert & McKenzie.

Boat Bob Lauck, Honeywood Mill, 268 bbls. flour and 258 bbls. meal to Lambert & McKenzie.

Boat Potomac, Williamsport, ship stuff to Lambert & McKenzie.

Departed, June 23.

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

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

GA, Sat. 6/26/47, p. 2.

CHESAPEAKE AND OHIO CANAL

It was stated recently that Messrs. Barings, the London Bankers, had declined to furnish three hundred thousand dollars to aid in completing the Chesapeake and Ohio Canal to Cumberland. It is now said that the cause of the failure was the unfavorable report of Captain Swift, of the U.S. topographical engineers, in whose opinion more confidence is placed than in that of Messrs. Davis and Hale. He reports that the estimate will not be sufficient to complete the work to Cumberland. — *Amer.*

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [6/26]

Boats Susan Harris, Harper, 81 miles, 526 bbls. flour.

Frances, Bloomfield, 22 miles, wood, bran, &c.

Liberty, Bruning, 57 miles, flour, corn, oats, rye, &c.

J. Hetzer, Hetzer, 100 miles, 550 bbls. flour.

Ohio, Moore, 62 miles, flour, wheat, &c.

Gondola, Stream, 49 miles, wheat and corn.

Belle, Tyler, 73 miles, 257 bbls. flour, 550 bu. corn, 175 bu. oats, 1,800 bu. bran.

Osceola, Goodrich, 100 miles, 300 bbls. flour, 120 bbls. cement.

H. Butler, Elgin, 61 miles, 511 bbls. corn and flour.

Texas, Miller, 77 miles, flour, lime and lumber.

One other boat with wood.

Departed

10 boats have gone up since Thursday morning, for different points along the canal.

AG, Mon. 6/28/47, p. 3. **CANAL COMMERCE**

Departed, June 26.

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

Boat Ohio, Old Furnace, groceries, &c., from McVeigh, Bro. & Co., for Charles Town, Va.

AG, Wed. 6/30/47, p. 3. **CANAL COMMERCE**

Arrived, June 29.

Boat Mermaid, Clearspring, flour, wheat, oats and ship stuff, to Lambert & McKenzie.

Departed, June 29.

Boat John Glenn, groceries, &c., for Sylvan, Pennsylvania, from McVeigh, Bro. & Co.

GA, Thu. 7/1/47, p. 3.

CHESAPEAKE AND OHIO CANAL

The Mayor of Washington in his communication to the Boards of that city, alludes to the failure of the Canal Company to obtain the money to progress with the work, from the source from which it was expected, and the uncertainty of its completion.

He strongly recommends the appointment of delegates to the Convention about to meet at Chicago to take measures relative to internal improvements, who may endeavor to get that Convention to embrace the Chesapeake and Ohio Canal among the works that may be recommended to the consideration of Congress, as worthy of its attention and favor. It is to be sincerely hoped that the next Congress will do something in aid of the Canal, by which the District under its immediate legislation and care, is to be so much benefitted, and which, from its great importance, may be truly considered a work of a national character.

AG, Fri. 7/2/47, p. 3. **CANAL COMMERCE**

Departed, July 1.

Boat Tecumseh, groceries, &c., for Hancock, Md., from McVeigh, Bro. & Co.

Sat., 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.

AG, Sat. 7/3/47, p. 3. **CANAL COMMERCE**

Arrived, July 2.

Boat Eagle, Hancock, Md., 1,000 bushels rye, to Lambert & McKenzie.

Cleared, July 2.

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

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

AG, Mon. 7/5/47, p. 3. **Front Royal**

A public meeting was held at Moore's Hotel, in Snickersville, on Saturday, June 19th, 1847, at which delegates were appointed to represent the western region of Loudoun County, in the Convention to be held in Front Royal, Warren County, on the 2nd day of August next, to devise the best means of improving the navigation of the Shenandoah river.

GA, Tue. 7/6/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [7/6]

Boats Susan Harris, Harper, 81 miles, 526 bbls. flour.

Frances, Broomfield, 22 miles, wood, bran, &c.

Liberty, Bruning, 57 miles, flour, corn, oats, rye, &c.

J. Hetzer, Hetzer, 100 miles, 550 bbls. flour.

Ohio, Moore, 62 miles, flour, wheat, &c.

Gondola, Stream, 49 miles, wheat and corn.
 Belle, Tyler, 73 miles, 257 bbls. flour, 550 bu.
 corn, 175 bu. oats, 1,800 bu. bran.

Osceola, Goodrich, 100 miles, 300 bbls. flour,
 120 bbls. cement.

H. Butler, Elgin, 61 miles, 511 bbls. corn and
 flour.

Texas, Miller, 77 miles, flour, lime and lumber.
 One other boat with wood.

Departed

10 boats have gone up since Thursday morning,
 for different points along the canal.

Sat., 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.

AG, Sat. 7/10/47, p. 4. **IN COUNCIL**, July 8th
 Mr. McKenzie offered the following preamble
 and resolution, which were read and adopted, viz;

Whereas, a Convention of the people of the
 Valley of Virginia interested in the improvement
 of the navigation of the Shenandoah River, is
 proposed to be held at Front Royal on the first
 Monday of August next; and *whereas*, in the
 opinion of the Common Council of Alexandria,
 the people of this town feel a deep interest in the
 construction of the said improvement, upon a
 scale and extent calculated to develop all the
 capabilities of that River, and thereby to confer
 upon the rich and extensive region of country
 connected with it, its fullest benefits.

Therefore, *Resolved*, That Messrs. Henry
 Daingerfield, George H. Smoot, William Gregory,
 Lawrence B. Taylor, Daniel F. Hooe, William H.
 Fowle, Stephen Shinn, Robert G. Violett, Phillip
 H. Hooff and James Green – or such of them as
 shall attend, be and they are hereby appointed
 Delegates to represent the town of Alexandria in

the said Convention, for the purpose of consulting
 upon, and adopting such measures as they may
 deem advisable in promotion of the objects above
 indicated.

GA, Tue. 7/13/47, p. 2.

CHESAPEAKE AND OHIO CANAL

We again have the rumor circulated
 among us that the Chesapeake and Ohio Canal
 Company have succeeded in obtaining the sum
 which they have been so long striving for to aid in
 its completion. We hope that this time it may
 prove to be the fact, though we know not how far
 it may be true.

AG, Tue. 7/13/47, p. 3. **CANAL COMMERCE**

Arrived, July 12.

Boat Star, Cumberland, coal to John L. Pascoe.

Cleared, July 12.

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

AG, Wed. 7/14/47, p. 3. The *Va. Free Press* says:
 The Harper's Ferry and Shenandoah
 Manufacturing Company have nearly completed
 their Factory building, and so great is the
 confidence of those who have shares on the
 company, that in many instances, they are
 purchasing additional stock.

AG, Mon. 7/19/47, p. 2. **Communications.**

THE SHENANDOAH IMPROVEMENT.

The following is an extract of a letter received in
 this place from a gentleman, living in Warren
 County, Va., in relation to the proposed
 improvement of the Shenandoah river.

Dear Sir: I have just seen, in the *Gazette* of the
 9th, the proceedings of the Common Council of
 Alexandria, upon the subject of the navigation of
 the Shenandoah. It gives me great pleasure, to
 find that your town is awake to her interests in
 this improvement; for really, I consider it a matter
 of more importance to Alexandria, than any
 improvement projected since the establishment of
 steamboats. Our river is *susceptible* of navigation
 as high up as Waynesborough [*sic*, Waynesboro],

which place is about the same distance from Lexington, that Staunton is. At this time, all the dry goods, groceries, &c. (except some lighter fancier articles purchased in Richmond) for the southwestern part of Virginia, and eastern Tennessee, are purchased in Baltimore, taken on the railroad to Winchester and wagoned from thence. Now, from Winchester to Staunton is about 96 miles, and the difference between the cost of transportation by railroad and wagons, from Baltimore to Staunton, and water carriage from Alexandria to Waynesborough is the advantage offered to Alexandria, by this improvement, and I cannot conceive why it should not turn that trade in her favor. My object though, in addressing this note to you, is to invite you to come to my house with any of your friends, should you be able to accept the mission of your Common Council.

AG, Tue. 7/27/47, p. 2. SHENANDOAH IMPROVEMENT – In pursuance of public notice, a meeting of the citizens of Upper Fauquier and Loudoun, favorable to the improvement of Shenandoah River, was held at Paris, on Saturday, the 24th inst.

On motion, Thompson Ashby was called to the Chair, and A. H. Settle appointed Secretary.

K. G. Hicks, in a few remarks, stated the object of the meeting, and offered the following preamble and resolutions, which were unanimously adopted.

Whereas, It is proposed by those interested in the improvement of Shenandoah River to meet in Convention at Front Royal, on the 2nd day of August next, to enter into some compromise arrangement with the *Old Shenandoah Company*, and for other purposes connected therewith, therefore:

Resolved, That this meeting, feeling the importance of improving the navigation of Shenandoah River, will cordially co-operate with their fellow citizens in the adjoining Counties in an effort to accomplish it.

Resolved, That the following gentlemen be appointed as delegates to represent Upper

Fauquier and Loudoun, in the Convention to meet at Front Royal, on the 2nd August.

W. A. Stephenson, Andrew Chunn, H. T. Dixon, Col. A. Rust, Joshua Fletcher, J. M. Harrison, Col. Geo. Gibson, John J. Ashby, R. H. Rust, J. Carr, R. Colston, D. S. Kerfoot, Wm. Rust, B. R. Lacy, R. S. Ashby, Caldwell Carr, Benj. Chapalier, G. M. Grayson, V. Moss, G. W. Carlisle Whiting, J. Withers, James Rust, F. G. Rust, Cuthbert Powell, Thomas Shearman and G. Hicks.

On motion,

Resolved, That the proceedings of this meeting be sent to the office of the *Alexandria Gazette* for publication.

On motion of W. A. Stephenson, the meeting adjourned. T. ASHBY, Chairman
A. H. Settle, Secretary.

AG, Fri. 7/30/47, p. 2. **Communications.**

THE SHENANDOAH IMPROVEMENT

At a meeting held at Farrowville [*sic*. Markham], on Thursday, 22nd July, 1847, Thomas M. Ambler, Esq., was appointed Chairman and Benj. R. Bradford, Secretary.

The following preamble and resolutions were adopted:

Whereas a Convention of the people of the Valley of Virginia, interested in the Improvement of the navigation of the Shenandoah River, is proposed to be held at Front Royal, on the 2nd day of August next; and whereas the neighborhood of Farrowville, in a particular degree has a deep interest in the construction of said improvement, not only on their own account, but for the benefit of the people at large:

Resolved, That Messrs. Edward C. Marshall, Wm. C. Stribling, Wm. T. W. Taliaferro, Thomas S. Hall, Thomas G. Marshall, Eli Anderson, James K. Marshall, Thomas Short, Alexander D. Keith, Newton S. Bowie, Geo. Jackson, Henry M. Marshall, Doctor Ambler, Cam. T. Page, John Marshall, Obed Saffel, John R. Feagans, John H. Downing, John L. Brooke, Peter Adams, F. Lewis Marshall, James Blackmore, Alexander Baker, John Thomas Smith, James F. Jones, Thomas

Marshall, Marshall Ashby, Albert A. Ashby, Andrew Chunn, Thomas Sherman, James Rust, Raleigh Colston, Richard Rust, James Withers, James Ferguson, James Brown, John D. Ferguson, Ezra Abbot, James Strother, Landen L. Carter, H. Shacklett, Bushrod Grigsby and Joel Z. Harper, or such of them as may attend, be, and they are hereby appointed delegates, from the upper end of Fauquier County, and neighborhood of Farrowsville, in said Convention, for the purpose of consulting upon, and adopting such measures as they may deem advisable in promoting the above mentioned object.

Resolved, That the proceedings of this meeting be published in the Alexandria *Gazette*.

On motion, the Chairman and Secretary were added to the list of delegates to said Convention.

THOMAS M. AMBLER, Chairman

B. R. Bradford, Secretary.

AG, Mon. 8/2/47, p. 3. **CANAL COMMERCE**
Cleared, July 31.

Boat Hugh Smith, Gibson, groceries, &c., for Noland's Ferry, from McVeigh, Bro. & Co.

AG, Tue. 8/3/47, p. 4. **CANAL COMMERCE**
Cleared, August 2.

Boat Bob Lauck, Harper's Ferry, groceries, &c., for Staunton, Leesburg and Shepherdstown, Va., from McVeigh, Bro. & Co.

AG, Wed. 8/4/47, p. 3. **CANAL COMMERCE**
Cleared, August 3.

Boat Ellen Douglass, Leesburg, lumber from Waters & Zimmerman, and groceries from McVeigh, Bro. & Co.

AG, Fri. 8/6/47, p. 2. **THE SHENANDOAH IMPROVEMENT CONVENTION.**

This important Convention assembled at Front Royal, Warren County, Va., on Monday last. Delegates were in attendance from eleven of the neighboring counties, numbering in all about two hundred. Robert M. Marshall, Esq., of Warren, was elected President of the Convention, and

Giles Cook, Esq., Secretary. The proceedings were all conducted in the most harmonious and satisfactory manner, and the Convention closed its labors in one day, with entire unanimity. An amicable and satisfactory arrangement was made with the Old Shenandoah Company; - their original capital stock amounting to \$77,000 is to be rated at 50 cents in the dollar, against the new stock to be subscribed by new stockholders. A resolution was adopted calling upon the Board of Public Works to make the survey of the Shenandoah River ordered by the Legislature some years ago. Committees were appointed to secure subscriptions to the capital stock, from all the counties interested in the proposed improvement, and to apply to the Legislature for the necessary laws to sanction the arrangement entered into between the Convention and the Old Shenandoah Company. We are promised a *full* report of the proceedings at an early day, and, in the meantime, only add that all the Delegates seemed animated with an earnest desire to carry out the measures resolved on, and a determination to have the work completed at as early a day as practicable. The best results are anticipated from the proceedings of the Convention.

GA, Sat. 8/7/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE
Arrived [8/7]

Boat Virginia, ----, 1,243 bu. corn, wheat, oats and meal, &c.

Gondola, Broomfield, sundries.

J. G. Stone, Ball, wood.

Gondola, Offutt, wood.

C. Eldridge, Ish, 1,300 bu. wheat, 800 bu. sumac.

N. Bonaparte, Miller, wheat and limestone.

Departed

11 boats have departed since 3rd instant, for different points along the canal.

GA, Tue. 8/10/47, p. 3.

COAL FOR STEAM ENGINES

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 50 miles beyond the present limit of navigation, is all that is wanting to give us this 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 long to suffer, for the want of a commodity, of which abundant supplies are awaiting only the completion of a canal, of which nine-tenths of the cost have been already 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 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 experiment suggested for the supply of the Washington, of carrying our Anthracite coal to England for the return voyage, will become unnecessary. The experience of the Cunard Steamers has 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. – Boston *Daily Advertiser*.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [8/8]

Boats Susan Harris, Harper, 81 miles, 668 bbls. flour.

Martha Francis, Read, 62 miles, limestone.

Charlton, Charlton, 100 miles, 500 bbls. flour.

J. Hetzer, Hetzer, 100 miles, 500 bbls. flour.

D. W. Clinton, Goodrich, 100 miles, 200 bbls. flour, 200 bbls. cement.

Union, Ardinger, 100 miles, 374 bbls. flour, 1,000 bu. corn.

Jack Frost, Grove, 77 miles, 300 bbls. flour, 265 empty barrels.

Star, Dowling, 60 miles, 45 tons coal.

Several boats with wood and rough stone.

Departed

2 boats have gone up since Saturday morning.

AG, Tue. 8/10/47, p. 2. THE SHENANDOAH IMPROVEMENT CONVENTION. –

Proceedings of the Convention held at Front Royal on Monday, 2nd August, to adopt measures for the improvement of the navigation of the Shenandoah River.

The Methodist Church having been procured for the meeting, the Delegates assembled, and came to order, by the appointment of John S. Davison, Esq., of Warren, as Chairman, and Gilas Cook as Secretary.

The names of the Delegates present were then enrolled as follows: [Transcriber's Note; The listing of about 200 delegates is omitted for brevity,]

The Chair then appointed the following committee, to nominate officers for the Convention: [Transcriber's Note: This list is omitted for brevity.], who reported the following: for President, Robert M. Marshall, of Warren, and for Secretaries Giles Cook and Geo. Mauzy; and the nominations were adopted by the Convention.

Whereupon, the following resolutions were offered by Giles Cook, and adopted:

Resolved, That in view of the rights and privileges vested in the New Shenandoah Company, it is more expedient to adhere to their charter and to unite with them, upon fair and equitable terms, than to attempt to organize a new company.

Resolved, That a Committee of eleven be appointed by the President and Vice Presidents, to confer with the President and Directors of the New Shenandoah Company, now present, in relation to the terms upon which new stock, in said Company, may be taken, and that said Company report as early as practicable.
[Transcriber's Note: The names of the eleven gentlemen have been omitted for brevity, as have been the names of the President and Directors of the New Shenandoah Company,]

The said Committee having retired, communications from the Mayor of the city of Georgetown, and the Common Council of the city of Alexandria, were read giving notice of the appointment of Delegates to the Convention.

The Convention having taken a recess, assembled again at 3 o'clock; when the Committee through their Chairman, C. J. Faulkner, made the following report:

The Committee have held a conference with such officers of the New Shenandoah Company as are now in attendance upon this body, comprising the President, two Directors and the Treasurer, and while those gentlemen disclaim any authority upon their part, to bind the said company to the terms submitted, they nevertheless express their strong individual convictions that they will be deemed satisfactory, and they have further given to the Committee their assurance that they will exert their influence to obtain their ratification by the said company. Those terms are, that the New Shenandoah Company will subscribe the capital stock of said Company now consisting of 1,545 shares, originally at \$50 per share, at one half of its nominal or par value, and accept one share of the new stock for every two

shares now held by the present stockholders of said company.

The Committee believe these terms of compromise to be reasonable and fair, and they accordingly unanimously recommend them to the approval and adoption of the Convention.

Which Report was unanimously approved and adopted by the Convention.

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

Cleared, August 9.

Boat Susan Harris, Mercerville, Md., sack salt from H. Daingerfield.

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

GA, Thu. 8/12/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [8/11]

Boat Martha Francis, Flanagan, limestone.

Lafayette, Aud, 330 bu. wheat, 7 hhds. tobacco.

J. Glenn, McCoy, 204 bbls. flour.

Departed

12 boats have gone up since the 10th instant.

AG, Thu. 8/12/47, p. 3. At a meeting of the Directors of the Chesapeake and Ohio Canal at Baltimore, on Wednesday, last, to office of the company was removed from Cumberland to the city of Frederick.

Fri. 8/13/47, p. 3.⁵ **New Shenandoah Company.** A meeting of the Stockholders of this Company is called, on the 9th of September, to take into consideration the arrangement proposed by the Front Royal Convention, for an increase of stock, and the permanent improvement of the Shenandoah River. No doubt seems to be entertained of a prompt and hearty ratification of the arrangement proposed.

Sat., 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

⁵ *Spirit of Jefferson*, Charles Town, WV.

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.

GA, Sat. 8/14/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [8/13]

Boat Keel, Bizzell, 22 miles, turtles.

Julius Caesar, Hall, 20 miles, wood.

Boston, Thecker, 100 miles, lumber and apples.

Lady of the Lake, 119 miles, 40 cords bark

Neptune, Beard, 124 miles, 50 cords bark.

Departed

8 boats have gone up since Thursday.

AG, Tue. 8/17/47, p. 2. **Communications**

THE SHENANDOAH IMPROVEMENT.

To the editor of the Alexandria Gazette:

In this communication I intend to notice the improvement of the Shenandoah river, the probable cost of the work, the amount of receipts that may be expected to be received from tolls, &c., the yearly expenditures to keep the works in order, and the probable value of the stock, or the probable yearly dividends upon the stock.

The Shenandoah river is at present navigable as high up as Port Republic for batteaux carrying 150 barrels, by a very imperfect system of sluice navigation, connected with a very imperfect system of lock and dam improvement around the Little Falls, beginning at a point about eight miles above Harper's Ferry, and continuing to the mouth of the river. These boats cost up the river about \$25; they descend the river to Harper's Ferry where their cargoes are discharged and the boats are sold for about \$5 for lumber, the boatmen returning home on foot. Such is the state of navigation at present, and to improve it and make it equal to the wants of the beautiful and productive Valley watered by that noble river, was the object of the Front Royal Convention, that met on the 2nd of this month.

I conversed with several gentlemen, delegates to the Convention, and but one feeling

seemed to be entertained by them in relation to this improvement, and that was that the improvement demanded by the wants of the Valley and the nature of the river, was a slackwater navigation, the works to be substantial, the locks to be of the size of those erected upon the Chesapeake and Ohio Canal, finished in a plain manner, without any useless expense being incurred, and the propelling power to be steam. Some seemed to be in favor of a combination of lock and dam, with sluice navigation, advocating the opening and deepening of the channel, and construction of sluices by wing walls.

Those persons that seemed to be in favor of the sluice system seemed to doubt if a sufficient amount of funds could be raised to form a slackwater system throughout; hence their preference for the sluice improvement – the capital stock authorized by the New Shenandoah Company being \$500,000, and a slackwater system of a size admitting of steamboat navigation being known to require a much larger sum to finish the same up to Port Republic.

I have given some of the views of the friends of this improvement, and will now give my plan to improve this important river. I would recommend a system of slackwater by dams, canals and locks. The dams should be built of stone, bedded in hydraulic cement, raised upon a solid foundation, or else the kind known as the crib dam, the timbers hewed and bolted to the solid rock and filled in with stone, the chuting to be plank or stone set on edge, the upper surface made smooth by the hammer. The locks should be of the size of those used upon the Chesapeake and Ohio Canal, viz: 100 feet between the gates, 15 feet wide, with 3 feet water at low water, and 5 feet water at ordinary stages of the river. Then the boats of one improvement can navigate the other without waste of water or any inconvenience. The locks should be erected of hammer dressed masonry, laid in hydraulic cement. The hollow quoins, mitre sills, recesses for the gates, &c., to be of ashlar or cut stone masonry. The canal should be 30 feet wide at the bottom and 50 feet

wide at the surface of water, with 5 feet depth of water at ordinary stages of the river.

At some localities the locks may be placed in the dam near the shore, and then the canals may be formed in the river, the sides being formed out of the stone and heavy material excavated to form the canal.

An improvement constructed upon this plan will be substantial, and will admit of passage of barges of 100 tons burden, or steamboats of 100 tons burden. The steamboats may be used as steam tugs, freight or passenger boats.

I should judge that an improvement upon this plan could be constructed for \$5,666 $\frac{2}{3}$ per mile, or for the total distance, from Harper's Ferry to Port Republic, of 150 miles, for the sum of \$1,000,000. If the sluice system should be introduced, then the cost may be reduced to \$500,000, being within the means of the present company, if all their stock was subscribed. But I think I will be able to show, that an expenditure of \$1,000,000 will pay a handsome dividend, and that the stock will be as valuable as that of any other improvement in the union – viz: I believe that larger dividends may be expected upon an expenditure of \$1,000,000 than from an expenditure of only \$500,000, because the improved navigation will offer greater facilities to transportation, which will cause a heavy increase of tonnage upon the river. The work will be more solid, will require less expenditure of money for repairs, and the profit will be more certain, giving an increased value to the stock.

Assuming then that the proposed improvement will cost \$1,000,000, I will now state the amount of revenue that may be expected to be yearly received from tolls, &c., and show what the dividends will be.

In my former communication I stated the amount of tonnage and the number of passengers that may be expected to pass over the improvement. [Transcriber's Note: That former communication was omitted, for brevity.] Assuming that estimate, I make my statement as follows, viz:

Revenue

60,000 tons of produce and merchandize, transported only 75 miles, being half the distance from Harper's Ferry to Port Republic, at 2 cents per ton, per mile	\$90,000
13,500 passengers, or 50 daily for nine months, at \$4.50 for 150 miles travelled	60,750
Transportation of the mail	4,250
The total revenue being	\$155,000
Expenditure	
Repair of 150 miles of slackwater navigation, officer's salaries, lock-keepers and all other expenses, at \$350 per mile, a very heavy allowance	\$52,500
Leaving a profit to the company of 10¼ percent, upon \$1,000,000	102,500
Total expenditure being	\$155,000

After paying all expenses and that assumed at \$350 per mile, being the sum paid upon an average upon large canals, such as the James River, the Chesapeake and Ohio, the Erie Canal, the Canals of Pennsylvania, &c., (and it will be much less, upon a slackwater navigation,) a balance remains as profit to the company of \$102,500, which if divided amongst the stockholders, will give a dividend of 10½ percent upon the capital stock of \$1,000,000.

We may confidently expect the amount of tonnage and number of passengers to increase and be much greater than I have stated. Yet even if the trade and travel remain the same, and the tolls should be reduced to an average of 1½ cents per ton per mile and 2½ cents per mile for each passenger, even then a dividend of upwards of 6 percent could be yearly paid. A DELAGATE [Transcriber's Note: Does anybody really think 50 people per day, or 25 each way, were going to travel from Port Republic to Harper's Ferry? I hesitated to include the above article, but it was part of the marketing.]

AG, Wed. 8/18/47, p. 3. **CANAL COMMERCE**
Arrived, August 17.

Boat C. Eldridge, Goose Creek, new wheat to A. C. Cazenove & Co.

Cleared, [8/17]

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

Boat Lady of the Lake, Millstone Point, groceries, boots, shoes and hats from McVeigh, Bro. & Co. Boat General Washington, Harper's Ferry, groceries, boots, shoes, hats, &c., for Charles Town and Winchester, from McVeigh, Bro. & Co. Boat C. Eldridge, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

GA, Thu. 8/19/47, p. 2. A few years ago, we had no canal trade whatever to Georgetown; now we have a daily arrival of boats bringing far more than was ever brought by wagons from that direction, the upper country. a few years ago, we had no flour mills in Georgetown; now we can turn out nearly one thousand barrels of flour per day and afford a market for five thousand bushels of wheat from sun to sun. A few years ago, we had but little trade in groceries with the West Indies; now the enterprise of our merchants is such as to draw neighboring merchants to our sales of sugar and molasses, and the like, of direct importations. A few years ago, we had no cotton factory; now a number of persons find employment in this branch of business about the looms and spindles. A few years ago, we had but a slender means of communication with Washington; now every ten minutes we have an omnibus on the route. And we would ask, have not the number of our packets and steamboats increased? Has not the amount of the grocery, hardware and produce business augmented in our town? Has not the population of the town also increased? And again, we would ask, where have the merchants generally, as a class, proved more solvent, than in Georgetown? What have been the comparative number of failures in this place and in our neighboring cities? These facts should be considered of, and we should like to see "An Old Citizen" take *our* side, and give us some figures as he can do, as he goes along.

AG, Thu. 8/19/47, p. 3. **CANAL COMMERCE**
Arrived, August, 18.
Boat Col. Crockett, Leesburg, pig iron, to S. Shinn, and leather and hair to D. F. Hooe.

Boat B. Franklin, Williamsport, wheat and flour to Master.

Boat Ann Elizabeth, lime to James Green.

Cleared, [8/18]

Boat Osceola, Williamsport, sack salt and oil from Wm. L. Powell & Son.

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

GA, Sat. 8/21/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [8/20]

Boat Geo. Washington, 1,722 bu. wheat, 85 bbls. flour.

Col. Crockett, 325 bbls. flour, 8 tons iron, 5,500 lbs. feathers and hair.

Gen. Scott, hay and wood.

Ellen Douglass, 825 bu. wheat, 270 bu. oats, 6 bu. potatoes.

Ben Franklin, 576 bu. wheat, 175 bbls. flour, 20 bbls. whiskey.

J. P. Garrott, 188 bbls. flour, 20 bbls whiskey, 12 cords bark.

James Rumsey, 71 miles, flour, wheat and limestone.

Frances, 28 miles, corn, meal, oats, wood.

Gondola, 61 miles, 9 tons pig iron.

Gondola, 61 miles, pig iron and bloom iron.

Capt. Walker, 69 miles, limestone.

Mill Boy, 31 miles, flour, corn, corn meal.

Rambler, 42 miles, 416 bu. corn, 14 bu. potatoes, &c.

Departed

24 boats have gone out since Tuesday morning with assorted cargoes to different points along the canal.

Sat., 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 bond-holders, 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 7th 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's 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 everything 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. Forbes, 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 everything 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.

GA, Tue. 8/24/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning [8/23]

Boats William, 73 miles, 320 bu. wheat.

Gondola, 57 miles, 1,910 bu. wheat.

Mermaid, 107 miles, 540 bbls. flour, &c.

Union, 100 miles, 165 bbls. flour, 1,600 bu. corn.

Hugh Smith, 112 miles, 30 cords wood.

Gen. Taylor, 55 miles, 2,000 bu. wheat, 312 empty barrels.

Henry Clay, 113 miles, 25 cords wood.

Hornet, 60 miles, 55 cords wood.

Eliza Ann, 22 miles, wood.

Departed

Nine boats have departed since the 21st instant, for different points along the canal.

GA, Thu. 8/26/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning [8/25]

Boat Charlotte, 103 miles, empty.

Gen. Washington, 62 miles, 40 perches limestone, 47 bu. wheat.

R. M. Lauck, 124 miles, 30 cords bark.

Star, 60 miles, 45 tons coal.

Eagle, 31 miles, empty.

Departed

Six boats have departed since Monday.

Sat., 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.

AG, Mon. 8/30/47, p. 3. **CANAL COMMERCE**
Arrived, Aug. 28.

Boat Experiment, Conrad's Ferry, wheat to A. C. Cazenove & Co.

Boat Capt. Walker, Leesburg, lime to Waters & Zimmerman and Smoot & Uhler.

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

Departed, [8/28]

Boat Tecumseh, Hancock, Md., groceries, shoes, &c., from McVeigh, Bro. & Co. and sundries from various persons.

Boat Neptune, Hancock, Md., plaster from W. L. Powell & Son.

DNW, Tue. 8/31/47, p. 4. **CANAL TRADE**,
August 31. - Arrivals up to 1 o'clock, P.M.
Canal boat Hornet, wood for several citizens.
Louisa, wood for Mr. Hagar.
Long Branch, wood for several citizens.
Barbara Ellen, wood for Capt. Neal.
Liberty, wood for J. Hill
Scow Try, Seneca stone, for G. Cameron.

DNW, Thu. 9/2/47, p. 3. **CANAL TRADE**
Sept. 2 – Arrivals up to 1 o'clock p.m.
Canal boat Old Dominion, wood for E. Waters
Canal boat Margarete, wood for J. Hill.
Canal boat Eliza Jane, wood for J. Hill.
Canal boat Wave, sand for N. Plant.
Canal boat Aquia, wood for G. H. Cockrell
Canal boat George Washington, wood for G. H. Cockrell.
Canal boat Johnson, wood for J. B. Boone.
Canal boat Mary & William, wood for W. E. Stubbs.
Canal boat Blue Dick, wood for H. B. Thorn.

AG, Thu. 9/2/47, p. 2. **CANAL COMMERCE**
Arrived, Sep. 1.

Boat Susan Harris, wheat to Wm. L. Powell & Son, and left the same day with plaster and salt from Wm. L. Powell & Son.

Boat Virginia, Leesburg, wheat to Wm. L. Powell & Son.

Boat Com. Decatur, Lock No. 29, flour and offal to Charles Wilson.

AG, Sat. 9/4/47, p. 3. **CANAL COMMERCE**
Arrived, Sep. 3.

Boat Wm. Cost Johnson, Noland's Ferry, corn, flour and mill offal to Charles Wilson.
Cleared.

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

AG, Mon. 9/6/47, p. 4. **CANAL COMMERCE**
Arrived, Sept. 4.

Boat Mill Boy, Leesburg, wheat to A. C. Cazenove & Co., and flour to Wm. L. Powell & Son. Left same day for same place, with lumber from Waters & Zimmerman.

DNW, Wed. 9/8/47, p. 3. **CANAL TRADE**
Sep. 8 – Arrivals up to 1 o'clock p.m.
Canal boat Berlin, wood for F. McGruder.
Canal boat Margarete, wood for several citizens.
Canal boat Fox, sand for Jackson & Bro.
Canal boat Long Branch, wood for F. McGruder.
Canal boat Rolling Wave, wood for J. Hill.
Scow Try, stone for C. Stewart.

AG, Wed. 9/8/47, p. 3. **CANAL COMMERCE**
Arrived, Sept. 7.
Boat Mermaid, Dam No. 5, flour and nails to Wm. Brown.

Cleared, [9/7]
Boat Hugh Smith, Harper's Ferry, 500 bushels salt from Thomas & Dyer, 500 bushels salt from John B. Daingerfield, 150 sacks salt from John Lawson.
Boat Eagle, Hancock, plaster, from Wm. Fowle & Sons.

GA, Thu. 9/9/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived, [9/8]

Boats – Ellen Douglass, 31 miles, 931 bushels of wheat.

Martha Francis, 62 miles, 51 perches limestone.

James Rumsey, 62 miles, limestone and flour.

Mill Boy, 31 miles, wheat, flour, corn and shorts.

Osceola, 124 miles, cement and flour.

Belle, 73 miles, 418 bbls. flour

Louisa, 89 miles, flour and wheat.

Sarah Ellis, 124 miles, bark.

Rambler, 42 miles, wheat, corn and clover seed.

Napoleon Bonaparte, 62 miles, limestone.

Eagle of Hancock, 142 miles, 1,600 bu. wheat, 20 bu. timothy seed, &c.

Union, 100 miles, 1,104 bu. corn, 253 bbls. flour, 49 bu. apples.

C. Eldridge, 31 miles, 18 bbls. flour, 900 bu.

wheat, 232 bu. corn meal, 200 bu. oats.

Thomas G. Harris, 621 bbls. flour, 18 bbls. whiskey.

Hornet, 62 miles, 55 tons coal.

Lafayette, 31 miles, wheat, oats and apples.

Julius Caesar, wood and tobacco.

Wm. C. Johnson, 50 bbls. flour, 1,120 bu. corn, 692 bu. bran, &c.

Mermaid, 550 bbls. flour, 107 bu. corn meal, 55 kegs nails.

Frances, 22 miles, 112 bu. corn meal, 18 hhds. tobacco.

J. C. Calhoun, 61 miles, 59 bbls. flour, 311 bu. wheat, 750 bu. corn, 200 bu. oats.

Departed, [9/8]

200 bats have gone out since the last report.

DNW, Thu. 9/9/47, p. 3. CANAL TRADE

Sep. 9 – Arrivals up to 1 o'clock p.m.

Canal boat – Blue Dick, wood for H. B. Thorn.

Way Mark, wood for J. B. Boone.

Johnson, wood for H. Haislip.

A. Jackson, wood for G. H. Cochrell.

Pet, wood for H. Haislip.

G. Washington, wood for E. H. Cochrell.

Harris, wood for H. B. Thorn.

Maryland, wood for Isaac E. Hill.

Prince William, wood for E. Waters.

Empire, wood for W. Warden.

Ellen, wood for W. E. Stubs.

Wave, sand for N. Plant.

James Smithson, Seneca stone for G. Cameron.

Mary & Jane, wood for J. B. Boone.

AG, Thu, 9/9/47, p. 3. **CANAL COMMERCE**

Arrived, Sept. 8.

Boat C. Eldridge, Goose Creek, wheat and flour to A. C. Cazenove & Co.

Cleared, Sept. 8.

Boat Sarah Ellis, Point of Rocks, groceries, &c., from McVeigh, Bro. & Co.

Boat Mermaid, Honeywood Mills, groceries, &c., from McVeigh, Bro. & Co.

GA, Sat. 9/11/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Thursday Morning [9/10]

Boats Gen. Washington, 62 miles, wheat, flour, nails, &c.

Potomac, 100 miles, flour, iron, &c.

James Smithson, 24 miles, stone.

Henrietta, 31 miles, flour, corn, shorts and oats.

Julius Caesar, 12 miles, wheat, oats, wood.

Henry Clay, 85 miles, flour, cooper's stuff, wood.

Daniel Gett, 62 miles, flour, leather, and pig iron.

Gondola, 55 miles, flour and corn.

AG, Sat. 9/11/47, p. 3. **CANAL COMMERCE**

Cleared, Sept. 9.

Boat C. Eldridge, Loudoun county, lumber from Waters & Zimmerman.

GA and DNW, Tue. 9/14/47, p. 3.

CANAL TRADE, GEORGETOWN

Sep. 13 – Arrivals up to 2 o'clock p.m.

Boats Elizabeth, 69 miles, limestone.

Susan Harris, 81 miles, 507 bbls. flour.

Capt. Walker, 69 miles, limestone and lime.

Thomas Charlton, Williamsport, 528 bbls. flour.

Com. Warrington, 62 miles, limestone.

Tecumseh, 124 miles, 40 cords bark.

De Witt Clinton, 127 miles, 200 bbls. cement,
120 bbls. flour, 63 bu. corn.

O. M. Linthicum, 100 miles, 292 bbls. flour, 31
bbls. corn meal, 107 kegs nails, eggs and butter.

Scow James Smithson, 23 miles, stone.

Departed

Seven boats have departed since the 11th instant,
with fish, plaster and groceries for different points
on the canal.

September 14.

Boats – N. Bonaparte, 62 miles, limestone.

Phoenix, 31 miles, wood.

Henry Clay, 62 miles, flour and limestone

J. R. Jones, 10 miles, wheat, &c.

Several boats with rough stone.

Three boats have departed since the last report.

AG, Tue. 9/14/47, p. 3. **CANAL COMMERCE**

Arrived, Sept. 13.

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

AG, Wed. 9/15/47, p. 3. **CANAL COMMERCE**

Cleared, Sept. 14.

Boat Capt. Walker, Cedar Point, lumber from
Waters & Zimmerman.

DNW, Thu. 9/16/47, p. 3.

CANAL TRADE, GEORGETOWN

Arrived, Sept. 15.

Ellen Douglas, 31 miles, 1,315 bushels wheat,
601 bushels corn.

John G. Stone, 11 miles, wood.

W. S. Elgin, 100 miles, 400 bbls. lime.

Gen. Taylor, 55 miles, 1,800 bushels wheat.

Five boats have departed since yesterday, with
assorted cargoes, for various points along the
canal.

AG, Thu. 9/16/47, p. 3. **THE SHENANDOAH**

IMPROVEMENT – We are informed that the
terms of accommodation with the New
Shenandoah Company, proposed by the recent
Convention at Front Royal, have been
unanimously acceded to, and ratified by the
shareholders of that company in general meeting.

The annual general meeting of the shareholders of
the Company will be held at Port Republic on the
15th of November next.

DNW, Fri. 9/17/47, p. 3.

CANAL TRADE, WASHINGTON

Sept. 17 – Arrivals up to 1 o'clock p.m.

Aquia, wood for G. H. Cochrell

Wm. & Mary, wood for several citizens

Barbra Ellen, wood for C. Colman, others

Whig, wood for C. G. Cochrell

Flying Maria, wood for H. Haislip

Fly, wood for H. Haislip

Major Ringgold, sand for J. Coburn

Eliza, wood for J. Wilson

Thomas Jefferson, wood for P. Cazenove

Empire, wood for P. Cazenove

Wm. H. Harrison, wood for Mr. France

Come and See, wood for P. Cazenove

Home, wood for E. Waters

Marion, wood for W. Warden

Help, wood for W. Warden

Gen. Taylor, wood for several citizens

C. Utterback, wood for W. E. Stubbs

Ruth Ann, wood for Mr. Norse

Sea Gull, wood for J. Hill

Major Brown, wood for E. Waters

Cecilia, wood for H. B. Thorn

Blue Dick, wood for H. B. Thorn

GA, Sat. 9/18/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning

Boats Ellen Douglass, 31 miles, 1,350 bu.
wheat, 601 bu. corn.

W. S. Elgin, 100 miles, 400 bbls. lime.

Henry Clay, 62 miles, limestone.

Gen. Taylor, 55 miles, 1,800 bu. wheat.

N. Bonaparte, 68 miles, limestone.

O. M. Linthicum, flour, whiskey and meal.

Elizabeth, 62 miles, limestone.

Lafayette, 31 miles, wheat, tobacco, apples, flax
seed, &c.

Geo. Washington, 62 miles, 40 bbls. flour,
1,800 bu. wheat.

Experiment, 41 miles, 1,000 bu. corn meal, 41 hhds. tobacco, 50 bu. oats.

2 Gondolas, 62 miles, 192 bbls. flour.

Hornet, 62 miles, 55 tons coal.

Mill Boy, 31 miles, 340 bbls. flour, 419 bu. wheat, 300 bu. shorts.

Col. Crockett, 62 miles, 277 bbls. flour, 20 tons iron, 500 feet lumber, and meal.

C. Eldridge, 31 miles, 30 bbls. flour, 250 bu. meal, and wood.

Several other boats, with wood, &c.

Departed

17 boats have departed since the last report with salt, fish, plaster, groceries, &c., for various points along the canal.

AG, Sat. 9/18/47, p. 2. **Communications**

To the editor of the Alexander Gazette:

In my communication of the 11th inst., I stated the probable amount of Trade that might be expected upon the Alexandria and Shenandoah Railroad, at 26,000 tons, and gave some statistics to show that there was every reason to believe that the amount of trade would be much larger. I now add some statements taken from the reports of the Winchester and Potomac Company, showing the amount of Trade upon their railroad, 32 miles long, for the years 1845 and '46:

Tonnage upon the Winchester and Potomac Railroad, for 1845

104,312 barrels of flour, or	11,265 tons
Agricultural Produce,	1,323 tons
Merchandise,	4,439 tons
Plaster,	2,107 tons
Coal,	289 tons
Other Articles,	839 tons

Total tonnage 20,272 tons

Tonnage for 1846 – Eastward Tonnage

Flour, 130,872 barrels, or	13,087 tons
Merchandise and Produce	1,373 tons
Iron,	1,226 tons
Manganese,	443 tons
Lead,	66 tons

Total Eastward Tonnage 16,195 tons

Westward Tonnage

Merchandise	5,109 tons
Plaster,	2,295 tons
Coal,	493 tons

Total Westward Tonnage 7,897 tons

Total Eastward Tonnage 16,195 tons

Total Tonnage

24,092 tons

[Transcriber's Note: The balance of this article continued projection of revenue and expenditures for the Shenandoah Improvement project, which have been deleted for brevity.]

Ibid, p. 4. **CANAL COMMERCE**

Cleared, Sept. 17.

Boat Geo. Washington, Harper's Ferry, plaster, from Lambert & McKenzie, and lumber from James Green.

Boat Ohio, Harper's Ferry, groceries, &c., for Charles Town, Va., from McVeigh, Bro. & Co.

DNW, Mon. 9/20/47, p. 3.

CANAL TRADE, GEORGETOWN

Sep. 20 – Arrivals up to 1 o'clock p.m.

Canal boats – Ellen, wood for E. Sims.

Rolling Wave, wood for J. B. Boone.

Liberty, wood for several citizens.

J. Forrest, wood for several citizens.

Hornet, wood for J. Hill.

Ibid, p. 4. Arrived, Sept. 20.

Canal Boats – Frances, 22 miles, 203 bbls. of corn and 86 bu. meal, 619 bu. shorts, lumber, &c.

R. M. Lauck, 119 miles, 23 cords bark and 5 cords wood.

Phoenix, 12 miles, 25 cords wood.

Tip & Tyler, 93 miles, 1,367 bu. wheat.

Mary Park, 89 miles, limestone and apples.

Rambler, 42 miles, wheat, tobacco, wood, 7c.

Fifteen boats have departed since the last report.

DNW, Tue. 9/21/47, p. 3.

CANAL TRADE, GEORGETOWN

Sep. 22 – Arrivals up to 1 o'clock p.m.

J. Smithson, stone for G. Cameron.

Temperance, wood for W. Warder.

Long John, sand for Jackson & Co.

True Whig, wood for J. Hill.

Fox, sand for Jackson & Bro.

Scow Try, stone for Isherwood & O'Neal

1 gondola, Cumberland coal for J. S. Harvey.

AG, Tue. 9/21/47, p. 3. A meeting of the Board of Directors of the Chesapeake and Ohio Canal,

takes place in Baltimore today. This will probably be an important meeting – and we hope to hear that at it, arrangements will be finally made for the completion of the Canal to Cumberland.

CANAL COMMERCE

Arrived, Sep. 20.

Boat Rough & Ready, Shanondale Furnace, bloom iron to S. Shinn

Cleared.

Boat Experiment, Noland's Ferry, lumber from Waters & Zimmerman.

GA, Thu. 9/23/47, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning

Boats Frances, 22 miles, flour, meal, shorts, corn, apples, &c.

R. M. Lauck, 19 miles, bark and wood.

Tip & Tyler, 93 miles, 1,367 bu. wheat.

Mary Parks, 69 miles, limestone and apples.

Rambler, 42 miles, wheat, tobacco, wood.

Gondola, 61 miles, 130 bbls. flour.

Ben Franklin, 100 miles, 393 bbls. flour, 530 bu. corn.

Hugh Smith, 81 miles, wood, corn, whiskey.

Departed

17 boats have departed since the last report, for different points along the canal.

AG, Thu. 9/23/47, p. 3. **CANAL COMMERCE**

Arrived, Sept. 22.

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

Departed, [9/22]

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

AG, Fri. 9/24/47, p. 2. **ALEXANDRIA – THE CANAL TRADE** – From a personal examination of many of the establishments in Alexandria we can speak confidently of the ability of the merchants to furnish what they propose, at prices, and on terms which must prove satisfactory. No one who has not made an examination for himself

would scarcely credit the large stocks on hand in many of the Houses. In groceries, hardware and lumber, the assortment seems complete. Direct importations are made from growers and manufacturers, and they are thus enabled to compete successfully with the largest eastern Houses. – The freight bill in these articles is also a matter well worthy of expanding a thought upon. – The Chesapeake & Ohio Canal furnishes an admirable mode of conveyance, far cheaper than any Rail Road line can offer. We have understood that where the quantities boated are large, they can be brought to Harper's Ferry or the Old Furnace, for *ten or twelve cents per hundred!* If this be correct, it will not require much calculation on the part of the grocer, hardware merchant, or the dealer in lumber, to figure out the difference in the way of transportation.

Alexandria is now a city of this good old Commonwealth. Every Virginian feels a certain degree of State pride peculiar to her sons. Will they not discriminate in favor of their own household, instead of scattering their trade, and thus aid in building up a town that nature designed to be a city of no mean magnitude? Will they not do this the more, now that it is their manifest interest to do so?

We hope that the trade between the Valley and Alexandria may be opened up, and that speedily. Let those who purchase their supplies in the cities, give Alexandria a visit, and our experience for it, they will be gratified in feeling, and pecuniarily rewarded. – *Charles Town Free Press.*

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

GA, Sat. 9/25/47, p. 5.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Tuesday Morning

Boats Liberty, 65 miles, flour and limestone.

John P. Garrott, 65 miles, flour, limestone and wheat.

N. Bonaparte, 62 miles, limestone.

Neptune, 124 miles, bark, staves, flax seed, &c.

Oregon, 77 miles, 175 bbls. flour, 140 bu. corn, apples, &c.

Mermaid, 107 miles, 362 bbls. flour, 400 bu. corn, apples, &c.

Elizabeth, 62 miles, limestone.

Potomac, 100 miles, 152 bbls. flour, 113 bbls. apples, iron, nails, &c.

John G. Stone, 81 miles, 600 bbls. flour, 225 empty barrels.

Belle, 69 miles, 326 bbls. flour, 35 bu. oats

Gen Taylor, 55 miles, 1,800 bu. wheat.

Departed

16 boats have departed since the last report, with salt, plaster, lumber, groceries, &c. for various points along the canal.

AG, Sat. 9/25/47, p. 3. **CANAL COMMERCE**
Cleared, September 24.

Boat Hugh Smith, Harper's Ferry, groceries, boots, shoes, hats, caps, &c., for Winchester and Staunton, from McVeigh, Bro. & Co.

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

AG, Mon. 9/27/47, p. 4. **CANAL COMMERCE**
Departed, Sept. 25.

Boat Neptune, Hancock, groceries, shoes, boots, hats, &c., from McVeigh, Bro. & Co.; dry goods from Brent & Bryan; hardware from R. Crupper; and queensware from R. H. Miller, for Hancock and Clear Spring, Md.

Boat Belle, Shepherdstown, groceries, shoes, boots, &c., from McVeigh, bro. & Co.

GA, Tue. 9/28/47, p. 2. **The Canal** – The Directors of the Chesapeake and Ohio Canal Company met at Baltimore on Tuesday last.

We learn that the contractors made an exhibit to the Directors which satisfactorily demonstrated that the amount necessary to complete the Canal (eleven hundred thousand dollars) had been subscribed by capitalists at the North, in Alexandria, and elsewhere; and that in consequence of this showing, the board adjourned to meet the State's Agents on Friday next to arrange the details necessary for the immediate commencement of the work.

If nothing occurs to mar these flattering prospects, it is expected that the operations on the Canal will be commenced on or about the 15th October.

We forbear to make any further remarks, lest we should again be not quite "out of the woods." – *Cumb. Civilian*.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning

Boats Virginia, 31 miles, 103 bbls. flour, 104 bu. wheat, 150 bu. corn meal.

Com. Warrington, 62 miles, limestone.

Star, 61 miles, 45 tons coal.

Wm. S. Elgin, 100 miles, 150 bu. lime.
 Boston, 62 miles, 48 tons coal.
 Louisa, 89 miles, 425 bbls. flour, 400 bu. wheat.
 Boats Col. Crocket and Dan Gett, 62 miles, 651
 bbls. flour, 214 bu. meal, 2 bbls. seed and
 sundries.

F. Thomas, 71 miles, 429 bbls. flour and
 cooper's stuff.

Ellen Douglass, 31 miles, 1,100 bu. wheat.

Departed

Eight boats have departed since the last report,
 with plaster, salt, lumber, sweet potatoes,
 groceries, &c., for various points along the canal.

AG, Wed. 9/29/47, p. 2. **CANAL COMMERCE**
 Cleared, Aug. 28.

Boat Virginia, for Leesburg, with plaster and
 groceries, from Wm. L. Powell & Son, and
 lumber, from Waters & Zimmerman and James
 Green.

AG, Thu. 9/30/47, p. 3. **CANAL COMMERCE**
 Cleared, Sep. 29.

Boat Ellen Douglass, Leesburg, groceries, boots,
 shoes, hats, &c., from McVeigh, Bro. & Co.

AG, Fri. 10/1/47, p. 2. **SURVEY OF THE
 SHENANDOAH** – We have some reason to fear
 that a survey of this River will not be made during
 the present season. We have examined the law on
 the subject, and we have made inquiries of the
 Board of Public Works, and find that this body
 have not the authority at present to order the
 survey.

In this state of things, an appeal must be
 made to the Legislature, to renew the authority to
 the Board of Public Works, and have a survey
 made at the earliest possible period in the next
 year.

This will unfortunately lose to us the fine
 weather of the present year, and cause a delay by
 no means agreeable to the friends of the
 Shenandoah Improvement. But there is no
 present remedy for the evil, and we must be
 patient. – *Charles Town Free Press*.

GA, Thu. 10/7/47, p. 2.

CHESAPEAKE AND OHIO CANAL

It gives us great pleasure to be able to state
 confidently that arrangements have at length been
 made for the immediate completion of the
 Chesapeake and Ohio Canal. Without entering
 into minute particulars, it will be sufficient to say
 that the contractors have accepted subscriptions
 and guarantees of the company's bonds for an
 amount exceeding the sum required to complete
 the canal, including all the incidental expenses for
 engineering, salaries, damages for land, right of
 way, and interest on the bonds; and leaving
 besides \$192,000 in the hands of trustees to cover
 any possible deficit. Messrs. Nathan Hale and
 John Davis, of Mass., 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 contractors 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 of June, 1849. The
 Board of Directors and the Maryland State Agents
 have both fully assented to the pecuniary
 arrangements of the contractors; and we may
 therefore with entire confidence congratulate our
 fellow citizens of this District and of the States of
 Maryland and Virginia, and not only them, but the
 country at large, that the managers of this
 important work have at length surmounted all the
 difficulties which have so long arrested it, and that
 there is every prospect of its early completion to
 Cumberland. – *Nat. Int.*

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived Since Saturday Morning

Boats James Smithson, 23 miles, stone.
 Star, 61 miles, 45 tons coal.
 Henry Clay, 62 miles, flour and limestone.
 Com. Warrington, 62 miles, limestone.
 John G. Stone, 62 miles, 25 cords wood and
 hoop poles.

C. Eldridge, 31 miles, 20 cords wood.

Tip & Tyler, 100 bbls. flour, 735 bu. wheat.
 Margaret Moore, 22 miles, 23 cords wood.
 Henrietta, 31 miles, 217 bbls. flour, 148 bu.
 wheat, 56 bu. corn, 600 bu. shorts.
 Elizabeth, 61 miles, 700 bu. lime.

DNW, Fri. 10/8/47, p. 3.

CANAL TRADE, GEORGETOWN

Blue Dick, wood for H. B. Thorn.
 Lion, wood for J. Hill
 Major Brown, wood for H. Haislip
 Help, wood for J. S. Harvey
 Margaret, wood for P. Cazenove.
 Wm. H. Harrison, wood for P. Cazenove.
 James Smithson, Seneca stone for G. Cameron
 Old Dominion, wood for E. Waters
 Ruth Ann, wood for E. Waters
 Joseph, sand for J. T. Walker
 Champion, wood for Lenman & Bro.
 Home, wood for W. Warder
 Henry Clay, sand for J. Coburn.
 Prince William, wood for D. G. Day.
 Scow Try, stone for J. Sherwood & O'Neil

AG, Fri. 10/8/47, p. 3. **CANAL COMMERCE**

Arrived, October 7.

Boat Tip & Tyler, Dam No. 4, wheat to Wm.
 Fowle & Sons.

Cleared, [10/7]

Boat Boston, Harper's Ferry, groceries, boots,
 shoes, hats, caps, &c., for Leesburg, Berlin and
 Shepherdstown, from McVeigh, Bro. & Co.

Sat., 10/9/47, p. 2. **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.

Jenning'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.

CHESAPEAKE AND OHIO CANAL

The recent arrangement for the immediate
 completion of this great work is justly regarded by
 our citizens as of great importance. There are but
 few, however, who have an adequate conception
 of the richness of the counties which are more or
 less tributary to the canal. Four counties in
 Maryland: - Allegany, Washington, Frederick and
 Montgomery - and thirteen in Virginia: - Morgan,
 Berkeley, Jefferson, Clarke, Frederick, Warren,
 Shenandoah, Page, Hardy, Hampshire, Augusta,
 Pendleton and Rockingham, contain an aggregate
 population of two hundred and thirty-two
 thousand, seven hundred and eighty four, and
 from tables principally taken from the census
 documents of 1840, it appears that they produce
 fourteen millions four hundred and twenty-five
 thousand, one hundred and thirty-four bushels of
 grain, being within a fraction equal to sixty-two
 bushels for each inhabitant, (including men,
 women and children.) During the year 1846,

about 1,350 canal boats left Georgetown for the interior, and 1,400 arrived at that port with full cargoes, among which were 200,000 barrels of flour.

In April last, 200 boats passed up the canal from Georgetown, and the receipts to the first of August largely exceeded those of any previous year since the opening of the canal. Taking the aggregate production of grain in the United States at six hundred and fifteen millions, five hundred and twenty-five thousand, three hundred and two bushels, the farmers in the counties above enumerated produce one forty-second part, and they do so with a population equal only to about one seventy-third part of the whole number, which, in 1840, was seventeen million, sixty-nine thousand, four hundred and sixty-three. The average production for each individual resident within their limits is nearly double the proportionate quantity grown in all the States; those counties producing sixty-two bushels per head, and the production of the country at large averaging no more than thirty-six bushels per head. Four out of five of the working portion of our republic are engaged in agriculture. The seventeen counties embrace a section of country remarkable for the immense quantities of grain produced, whence the cheapest and most direct route to a seaport market is by the Chesapeake and Ohio Canal. – *Wash. Cor. Balt. Clipper*.

GA, Thu. 10/14/47, p. 2. **Ches. and Ohio Canal** – From various sources we learn that the damage to the canal, although great, is yet much less than was at first supposed. It is hoped that a few weeks will suffice to bring it again into operation.

DNW, Fri. 10/15/47, p. 2. CANAL TRADE
Arrived, [10/15]

Catharine, wood for several citizens.

Waymark, wood for H. Haislip.

Long John, wood for several citizens.

Berlin, wood for J. Wilson.

AG, Fri. 10/15/47, p. 2. **News of the Day.**

The Winchester and Potomac Railroad sustained little damage from the late flood. The whole injury has been repaired, and cost of putting it in order does not exceed [illegible].

Sat., 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 Sat. afternoon. The train due in Baltimore on Friday evening did not reach there until Sat. 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.

DNW, Sat. 10/16/47, p. 2. CANAL TRADE
Arrived, [10/16]

Champion, wood for several citizens.

Major Brown, wood for W. E. Stubbs.

Baden, wood for several citizens.

Scow Sharp, sand for N. Plant.

GA, Tue. 10/19/47, p. 2. **The Canal** – It is estimated by the Engineer of the Chesapeake and Ohio Canal that the cost of repairs of the damage done by the late freshet will not exceed twenty thousand dollars. They are actively progressing with their work and have some hundred hands now employed at the heavy stone wall about 15 miles above Georgetown, near the Falls at which a considerable breach was made by the flood. The business men of our town are of course quite impatient for its rapid progress, as the stoppage of the canal during the present month, and with the present prices of produce, which would no doubt

draw large quantities to market, is a very serious inconvenience. The closing of the canal during the month of August for repairs, and now again during the month of October, and perhaps a good part of November, is no small loss to the produce merchants, and a great drawback on the business of the season. We hope, however, that there may be time after the repairs of the canal and the closing of navigation for the bringing down of all the produce, and the activity of the trade after it commences, may compensate for its present loss.

The *Alexandria Gazette*, of Wednesday, has the following on the subject: "We learn that the President and Directors of the Chesapeake and Ohio Canal met yesterday in Washington, and the Engineer, who had received reports from the different agents on the line, was present; and we are happy to state that the information then communicated, showed that the damage sustained on the Canal, by the late freshet, is less than was at first supposed. It is estimated that the repairs will not exceed in cost twenty thousand dollars, and they are already in active preparation for commencing them. The principal injury is within fifteen miles of Georgetown. The Engineer is confident that the repairs will be completed in one month from this time."

DNW, Tue. 10/19/47, p.2. CANAL TRADE

Arrived, [10/19]

Help, wood for W. Warder.

Marion, wood for J. S. Harvey.

Hero, wood for several citizens.

Friendship, wood for several citizens.

Hornet, wood for several citizens.

Capt. Walker, wood for J. Hill.

Berlin, wood for several citizens.

Flying Maris, wood for H. Haislip.

J. Forrest, wood for J. Hill.

Gen. Taylor, wood for P. Cazenove.

Home, wood for B. F. Rittenhouse.

Maris Louisa, wood for P. Cazenove.

AG, Mon. 10/25/47, p. 3. We are informed that the Board of Public Works of Virginia, have appointed Charles B. Fisk, Esq., Engineer, to

make a survey for the proposed improvement of the Shenandoah River.

DNW, Tue. 10/26/47, p 2. CANAL TRADE

Arrived

Major Brown, wood for H. Haislip.

Baden, wood for several citizens.

DNW, Fri. 10/29/47, p. 2. CANAL TRADE

Oregon, wood for J. Hill.

True Whig, wood for J. Hill.

Empire, wood for W. Warder.

Champion, wood not sold.

Pet, wood for J. B. Boone.

Scow Try, stone for Isherwood & O'Neal.

AG, Fri. 10/29/47, p. 2. **News of the Day.**

At the annual meeting of the Stockholders of the Winchester and Potomac Railroad Company, held at Winchester on Saturday last, Wm. L. Clarke, Esq., was unanimously re-elected President, and A. S. Baldwin, Hugh H. McGuire, H. M. Brent and Wm. H. Clarke, Directors for the ensuing year. The loan of \$120,000 recently negotiated by the President and Directors, in pursuance of the law passed at the last session of the General Assembly, was ratified and confirmed by the meeting, and the proceeds thereof, viz: \$100,000 are to be appropriated to the discharge of the debts of the company, and the balance to the improvement of the road.

Sat., 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.

DNW, Sat. 10/30/47, p. 2. CANAL TRADE

Arrived, [10/30]

Caroline, wood for Mr. Voss.

Way Mark, wood for H. Haislip.

Black Bird, wood for H. Haislip.

Rolling Wave, wood for P. Cazenove.

A. Jackson, wood for G. H. Cockrell.

Long John, sand for several citizens.

GA, Sat. 10/30/47, p. 2. **Chesapeake and Ohio Canal** – The Cumberland *Civilian* of Tuesday says: “We feel every confidence that the work on the canal will be speedily commenced. The Virginia guarantee has been positively executed, and all other parties to the negotiation, whether private individuals or corporations, are ready to comply with their engagements at once.”

AG, Mon. 11/1/47, p. 3. CHESAPEAKE AND OHIO CANAL – NOTICE – Contractors having contracts on the line of the Chesapeake and Ohio Canal, between Dam No. 6 and Cumberland, are hereby requested to meet at Cumberland between the 8th and 12th of November next, that the necessary arrangements may be made for the immediate resumption of work under their contracts. HUNTER, HARRIS & CO. Cumberland, Nov. 1 – 8 t.

GA, Tue. 11/2/47, p. 2. **Chesapeake and Ohio Canal** – The Editor of the *Torch Light* learns from one of the superintendents of the Canal, that the repairs will be completed ready for navigation, by about the middle of this month. We hope that it may be finished by that time, though we are inclined to think it will take rather longer.

AG, Tue. 11/2/47, p. 2. CHESAPEAKE AND OHIO CANAL – A letter from Baltimore to the New York *Commercial* says: The negotiation for the completion of the Chesapeake and Ohio Canal has this afternoon been finally concluded, and now that the necessary sum has been raised, under the influence of honest John Davis, late Governor of Massachusetts, who is attending in Baltimore, the work must be finished to Cumberland within twelve months.

The sub-contractors, who have been anxiously waiting for the conclusion now consummated, will proceed forthwith to their several stations, and by the beginning of November a renewed scene of life and activity will be exhibited on the Potomac, and when this great and important canal shall be rendered navigable, Cumberland coal can be brought to market in such quantities, as will satisfy the consumers that the supply will equal their wants. This coal, I presume you are aware, is the purest of any American, and, as far as Doctor Johnson’s analysis shows, has no superior anywhere. It is preferred by the Cunard line, and since the spontaneous combustion on board the frigate Mississippi, almost exclusively used on board the United States steamers. I do not allude to the Washington line; they are trying an experiment with the anthracite, which will either increase the general interest in that coal, or prove most conclusively that it is not fit for the Atlantic.

The great interest which Virginia has in the development of her mineral wealth will, it is anticipated, induce the Legislature of that State to assist in the construction of a slackwater navigation to the mouth of the Savage, leaving to the combined operations of the two States the extension of the navigation to the source of the Potomac, whence a connection can be easily made running to the Ohio.

DNW, Thu. 11/4/47, p. 2. CANAL TRADE

Arrived, [11/4]

Hornet, wood for H. Haislip.

Wm. H. Harrison, wood for D. G. Day.

Rob Roy, wood for B. F. Rittenhouse.
 Empire, wood for W. Warder.
 Fox, wood for Capt. Neal.
 Fashion, wood for J. Hill.

DNW, Fri. 11/5/47, p. 2. CANAL TRADE
 Arrived, [11/5]

Pet, shingles for J. Purdy.
 Caroline, wood for W. E. Stubbs.
 Aquia, wood for G. H. Cockrell.
 Sarah, wood for D. G. Day.
 Oregon, wood for J. Wilson.

DNW, Thu. 11/11/47, p 2. CANAL TRADE
 Arrived, [11/11]

St. Mary's, wood for several citizens.
 Chance, wood for J. Hill.
 Henry Clay, shingles for O. J. Preston & Co.
 Henry, wood for J. Hill.
 Catherine, wood for G. H. Cockrell.

AG, Thu. 11/11/47, p. 2. CHESAPEAKE AND
 OHIO CANAL – The Georgetown *Advocate*
 states that the boats will be enabled to pass down
 the canal from the 20th to the 25th instant, should
 the weather continue favorable for repairing the
 breaches.

DNW, Fri. 11/12/47, p. 2. CANAL TRADE
 Arrived, [11/12]

Rob Roy, wood P. Cazenove.
 William & Mary, wood not sold.
 Dover, wood not sold.

AG, Fri. 11/12/47, p. 2. **BRIDGE OVER THE
 POTOMAC** – The citizens of Shepherdstown
 held a meeting on Saturday last to consider the
 feasibility of erecting a bridge over the Potomac
 River at that place. We understand that the
 Shenandoah Bridge Company realize a handsome
 per centum on the money invested in the bridge at
 Harper's Ferry; and if that be the case, it is quite
 certain that a Bridge Company at Shepherdstown
 would meet with a like success, as the travel is
 very nearly equal over the two rivers at the points
 named. The editor of the Williamsport *Times*,

noticing the public spirit of the people of the "Old
 Unterrified," says: "Anyone who has ever visited
 Shepherdstown, must at once be struck with the
 public spirit and enterprise of its citizens. For a
 village of the same size, we think there is none in
 the United States that will exhibit a greater
 number of 'the appendages' by which the true
 spirit of a people could be more readily
 discerned."

The proceedings of the meeting have since
 been received, from which it will be seen that the
 citizens of Shepherdstown have adopted suitable
 resolutions upon the subject, and are making
 preparatory arrangements for building a bridge
 over the Potomac River. – *Charles town Free
 Press*.

Sat., 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.

DNW, Sat. 11/13/47, p. 2. CANAL TRADE
 Arrived, [11/13]

Caroline, wood for W. E. Stubbs.
 Champion, wood for P. Cazenove.
 Blue Dick, wood for H. Haislip.
 Oscar, wood for J. Hill.
 Gen. Cass, wood for J. Hill.
 Fashion, wood for J. Hill.

DNW, Tue. 11/16/47, p 2. CANAL TRADE
Arrived, [11/16]

Eliza, wood for J. S. Harvey.
Friendship, wood E. Waters.
Hero, wood P. Cazenove.
Rough & Ready, wood for J. Hill.
William, wood for D. G. Day.
C. Utterback, wood for J. B. Boone.

AG, Tue. 11/16/47, p. 3. **Williamsport.**
The Williamsport, Md., *Times* of Friday says:
“We learn from reliable sources that the
Chesapeake and Ohio Canal will be in good
navigable order by the latter part of next week,
and that, by that time a large and active
transportation of flour and other produce will be
commenced.”

AG, Thu. 11/18/46, p. 2. **News of the Day.**
We learn, from undoubted sources, that the
arrangements recently made for providing funds
to complete the Chesapeake and Ohio Canal, have
all been completed – the money actually paid, and
the work commenced.

Sat., 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 15th of December next, for the
delivery of Iron Ore. We understand that
operations will be resumed at the works, about the
first of January.

AG, Sat. 11/20/47, p. 2. **News of the Day.**
The back estimates due the contractors of the
Chesapeake and Ohio Canal, have been paid over
to them. We presume the work will be

commenced and prosecuted vigorously in a few
days.

AG, Mon. 11/22/47, p. 2. **News of the Day.**
The Frederick *Citizen*, of Friday, says: “We
understand that the damage done to the
Chesapeake and Ohio canal, by the late freshet in
the Potomac, has been entirely repaired, and that
the water will be let in on this day, throughout the
whole line of the works, and navigation at once
resumed.”

Ibid, p. 3. The Chesapeake and Ohio
Canal will be opened for navigation, probably the
last of this, or the first of, next week.

DNW, Tue. 11/23/47, p. 3. CANAL TRADE
Arrived, [11/23]

Lion, wood, J. Hill
Temperance, wood several citizens
Major Ringold, sand, J. Coburn
St. Mary's, wood, H. B. Thorn
Long John, wood, several citizens
Joseph, wood, E. Waters
Champion, wood, D. G. Day
Scow Try, stone, G. Cameron
Scow Sharp, stone, Isherwood & O'Neal

AG, Wed. 11/24/47, p. 2. **News of the Day.**
Last week we stated that a negro man had been
found drowned some distance below Dam No. 6,
Chesapeake and Ohio Canal, and on Friday,
another negro man was found drowned near
“Duck Island,” about 1-1/2 miles above
Williamsport. It is now supposed that some 3 or 4
negroes who ran away from their master in
Virginia, about 4 weeks since, and who attempted
to cross over the river in a skiff, a short distance
above the Dam, were drawn over and drowned.
There is little doubt but that this has been the fate
of the whole bunch of them.

DNW, Fri. 11/26/47, p. 2. CANAL TRADE
Arrived, [11/26]

Chance, wood, G. H. Cockrell.
Aquia, wood, G. H. Cockrell.

Sarah, wood, P. Cazenove.
 Eliza, wood, H. Haislip.
 Ellen, wood, J. B. Boone.
 Fashion, wood, J. Hill.
 Henry, wood, J. Hill.

AG, Fri. 11/26/47, p. 2. THE SHENANDOAH IMPROVEMENT – The friends of the Shenandoah River Improvement are determined to not let the matter “pine away and die,” if their efforts can be of any avail. We have heretofore adverted to the importance of this scheme, one which we think is of as great interest to the people of the Valley as any that has ever claimed their attention. We shall not now say anything further in support of a work which carried on its face practicability and success, but content ourselves with the following memorial which has been prepared – copies of which are being circulated among the people of the Shenandoah region for their signatures. – *Charles Town Free Press*.

To the Honorable General Assembly of Virginia:

The memorial of the undersigned, citizens of the Shenandoah Valley, respectfully represents:

That the improvement of the Shenandoah River has long been an object of public solicitude, and its importance frequently acknowledged by legislative enactments. Your memorialists need not enter into details, to make this position clear and undeniable. They will leave to their representatives the task of presenting facts and arguments bearing upon the question. It is sufficient for the present to state that an extensive range of counties, East and West of the River, have no convenient outlet to market, and that the natural channel is the Shenandoah.

A satisfactory arrangement has been made with the New Shenandoah Company, by which all obstacles to an increase of stock are likely to be removed, and your memorialists now confidently rely, not only upon the liberality of the Legislature, but upon its sense of justice, for a renewal of the acts directing a survey, and making an appropriation, which acts were suspended in 1840.

They need scarcely call your attention to the fact that the counties so deeply interested, from the mouth of the Shenandoah to its source, are among the largest tax-paying communities in the Commonwealth, whose contributions have been freely used, and for all improvements of a general character (like this,) have been freely voted by their representatives, with a view to the development of the resources of the State.

Your memorialists may be excused for reminding your honorable body, that since Alexandria has been restored to the Commonwealth, there is a new motive for improving the means of intercourse with that place – and the trade of the Shenandoah, instead of being forced out of the State, can be made tributary to the prosperity of that good old City, which for many years past has been in the keeping of a step-mother. Alexandria, by the fostering hand of the Legislature, can be rendered as she once was, an important commercial point, a market for the products of the whole Shenandoah Valley, and thus be made instrumental in contributing largely to the revenues of the State.

With a confident hope that your honorable body will promptly recognize the claims of this portion of your constituency to an impartial consideration, your memorialists earnestly but respectfully invoke early legislation, in such amendments of the charter of the New Shenandoah Company as may be deemed necessary, and in a renewal of the acts directing a survey and appropriations.

And as in duty bound, your memorialists will ever pray, &c.

AG, Sat. 11/27/47, p. 3. ANOTHER FRESHET The heavy rains of the last few days have caused a considerable rise in the Potomac and its tributaries. We learn that a breach has been made near Seneca aqueduct on the line of the Chesapeake and Ohio Canal, and other damages done on the work, which will delay the opening of navigation. No injury has happened to the Alexandria Canal. The causeway on the Washington and Alexandria Turnpike, near the Potomac Bridge, has been considerably injured.

The wharves at Georgetown have been overflowed, and the merchants were busy in removing their goods from the cellars.

DNW, Tue, 11/30/47, p 2. CANAL TRADE
Arrived, [11/30]

Gen. Cass, wood, G. H. Cockrell.
Lively, wood, G. G. Cockrell.
Marion, wood, J. S. Harvey.
Whig, wood, several citizens.
Caroline, wood, G. H. Cockrell.
Joseph, shingles, U. Ward.
True Whig, wood, W. E. Stubbs.
Major Brown, wood, several citizens.

AG, Wed. 12/1/47, p. 3. We regret to learn that the damage done to the Chesapeake and Ohio Canal, by the late freshet, is greater than was at first supposed. A serious breach has taken place near Williamsport, which will require a considerable time to repair.

DNW, Thu. 12/2/47, p. 2. CANAL TRADE
Arrived, [12/2]

Wave, wood, E. Waters.
Chance, corn, Mr. Beasley.
Rolling Wave, wood, J. Wilson.
Pet, wood, J. B. Boone.
Pheasant, wood, J. Wilson.
Cecilia, wood, D. G. Day.
Maryland, wood, J. Hill

GA, Thu. 12/2/47, p. 2. COLLECTORS SALE –
On Monday the 13th December, at 12 M, I shall sell at the Bridge near Van Essen, for cash, the Canal Boats *Eagle*, *R. M. Lauck* and *Allegany*, for tolls on the Chesapeake and Ohio Canal Company.

dec.2 – 5t WM. BRYAN, Collector

DNW, Fri. 12/3/47, p. 2. CANAL TRADE
Arrived. [12/3]

Home, wood, J. Hill.
Johnson, wood, H. Haislip.

DNW, Mon. 12/6/47, p. 2. CANAL TRADE

Arrived, [12/6]
Long Branch, wood, F. McGruder.
Berlin, wood, several citizens.
Fashion, wood, J. Hill.
Margarete, wood, H. Haislip.
Liberty, wood, H. B. Thorn.
Hero, wood, H. Haislip.

DNW, Wed. 12/8/47, p. 2. CANAL TRADE
Arrived, [12/8]

Help, wood, W. Warden.
Marion, wood, J. S. Harvey.
Harriet, wood, W. Warden.
Edgar, laths, J. Purdy.
St. Mary's, wood, several citizens.

DNW, Fri. 12/10/47, p. 2. CANAL TRADE
Arrived, [12/10]

Oscar, wood, J. Hill.
Champion, wood, several citizens.
Democrat, wood, J. Hill.
Capt. Walker, wood, E. H. Cockrell.
Johnson, wood, J. B. Boone.
Temperance, wood, H. Haislip.
Prince William, wood, E. Waters.
Columbian Star, wood, H. Haislip.
Major Brown, wood, E. Waters.
Old Dominion, wood, E. Waters.

Sat. 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 Mr. 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 beyond 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

AG, Tue. 12/14/47, p. 7. **Winchester.**

The annual report of the Winchester and Potomac Railroad company, just published, presents the affairs of the Company in a very favorable aspect. The business of the road has been steadily on the increase for several years past, and the hopes of the Stockholders and the public are said to be a fair way to be speedily realized. The receipts during the last fourteen and a half months for transportation over the road show an increase, compared with the corresponding period in 1845 and '46, of twenty-four percent. The relative increase in the receipts from passenger fare during the same time was still greater being twenty-nine percent. The Report states that seven miles of the road have been reconstructed with new iron, and a large quantity of timber, &c., has been purchased for repairs.

There were transported over the road from Winchester to Harper's Ferry, during the year, 210,107 bbls. of flour, and from the Potomac River to Winchester 8,616 tons of merchandise, 2,803 tons of plaster and 926 tons of coal.

DNW, Thu. 12/16/47, p 2. CANAL TRADE

Arrived, [12/16]

Gen. Cass, wood, G. H. Cockrell.
Elizabeth, wood, J. Hill.
Catharine, wood, G. H. Cockrell.
Sarah Louise, wood, H. B. Thorn.
Joseph, wood, G. H. Cockrell.
Blue Dick, wood, F. McGruder.
Aquia, wood, G. H. Cockrell.

Sat., 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.

GA, Sat. 12/18/47, p. 2. **Chesapeake and Ohio Canal** – By our Canal reports it will be seen that the Canal is again navigable and that a number of boats arrived on yesterday afternoon. On the level just above Seneca, the repairs are going on, and tomorrow, it is hoped, the boats will get through, upwards of twenty boats are now awaiting opportunity to get on. Of course our Water Street folks are quite gratified, as trade will now revive again.

Ibid, p. 3.

CHESAPEAKE & OHIO CANAL TRADE

Arrived, [12/18]

Boats Mill Boy, Smart, 500 bbls. flour, corn and meal.

Henrietta, Smart, 500 bbls. flour and meal.

Ellen Douglass, Thomas, 2,000 bu. wheat.

Experiment, Rice, 365 bbls. flour.

Mermaid, Brody, 465 bbls. flour.

Gondola, flour.

Gondola, flour.

AG, Mon. 12/20/47, p 3. **CANAL COMMERCE**

Arrived, Dec. 18.

Boat Mermaid, Honeywood Mills, 500 bbls. flour and 125 bbls. meal, to Lambert & McKenzie.

Ibid, p. 4. CHESAPEAKE AND OHIO

CANAL – We are pleased to learn, says the Baltimore *Sun*, from the Frederick (Md.) *Citizen* that the statement we copied from the Boonsboro *Odd Fellow*, as to further damage to the Chesapeake and Ohio Canal, is incorrect. – The *Citizen* says: “Boats are now passing down the canal from Harper's Ferry to Georgetown, and the

only break of any consequence, open and unrepaired, is at Dam No. 4, below Williamsport. It is expected that this will be mended in a couple of weeks, sufficiently to restore the *through* navigation from Dam No. 6 down.”

With regard to the progress making by the contractors, the Cumberland *Civilian* says: “Wednesday, the 15th, was the second pay day with the contractors. Everything went off well. The money was ready at hand. Each sub-contractor received his dues, and went his way rejoicing. We understand that Mr. McCulloh, lately engaged on the aqueduct to supply Boston with water, will very soon commence on the Tunnel. This is the most important work on the Canal, but one, which, when commenced, can be carried on day and night, winter and summer.”

GA, Tue. 12/21/47, p. 2.

CHESAPEAKE & OHIO CANAL TRADE

Arrived, [12/21]

Gondola, 61 miles, lumber, cement and sundries.

Hugh Smith, 62 miles, 570 bbls. flour, wood, coal and nails.

J. P. Garrott, 62 miles, 40 perches limestone.

Liberty, 62 miles, 30 perches limestone.

Gen. Washington, 62 miles, 24 bbls. whiskey, 2,000 bu. wheat.

Childe Harold, 62 miles, 30 perches limestone, 150 bbls. flour.

N. Bonaparte, 62 miles, 40 perches limestone.

Belle, 62 miles, 689 bbls. flour, 64 bbls. apples, &c.

Ohio, 62 miles, 17 bbls. whiskey, 2,000 bu. wheat.

James Rumsey, 62 miles, 338 bbls. flour, 20 perches limestone.

Hornet, 60 miles, 155 tons coal.

Decatur, 55 bbls. flour and offal.

Gen. Taylor, 55 miles, 2,200 bu. wheat, 500 empty barrels and sundries.

Sarah Ellis, 49 miles, wood and lumber.

W. C. Johnson, 44 miles, corn and offal.

Rambler, 42 miles, flour, wheat, corn, oats, beans, apples, &c.

Stranger, 34 miles, wheat, poultry, pork, &c.
Scow, 19 miles, wood and corn meal.
P. Janney, 22 miles, 540 bbls. flour.

AG, Tue. 12/21/47, p. 3. **CANAL COMMERCE**
Cleared, Dec. 20.

Boat Mermaid, Dam No. 5, coal from J. L. Pascoe.

Boat Ellen Douglass, Leesburg, lumber from James Green and iron from P. Janney.

GA, Thu. 12/23/47, p. 2.
CHESAPEAKE & OHIO CANAL TRADE
Arrived, [12/23]

Boat Star, 62 miles, coal.

J. G. Stone, 12 miles, wood.

Henry Clay, 62 miles, 600 bbls. flour.

2 Gondolas, 62 miles, 248 bbls. flour.

Col. Crockett, 62 miles, 550 bbls. flour.

Phoenix, 19 miles, wood.

Virginia, 31 miles, 235 bbls. flour.

Victoria, 31 miles, 187 bu. wheat, 15 bbls. corn, 130 bu. oats.

Frances, 22 miles, 490 bbls. flour, meal, &c.

Daniel Webster, 62 miles, 50 tons coal.

24 boats have departed since the last report for various points along the canal.

AG, Fri. 12/24/47, p. 3. **CANAL COMMERCE**
Arrived, Dec. 23.

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

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

AG, Tue. 12/28/47, p. 3. **CANAL COMMERCE**
Arrived, Dec. 27.

Boat Salem, 400 bbls. flour, from Elizabeth Mills, to Daniel F. Hooe.

Sat., 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 7th 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.

AG, Sat. 1/1/48, p. 3. NOTICE – A. C. CAZENOVE retires this day from the firm of A. C. CAZENOVE & Co., the business of which will be continued by Louis A. Cazenove and William G. Cazenove, under the firm of CAZENOVE & Co. The name of the late firm will continue to be used, in liquidation, by either partner, to whom payments due made be made.

ANTHONY CHARLES CAZENOVE
LOUIS A. CAZENOVE
WILLIAM G. CAZENOVE

January 1st, 1848

[Transcriber's Note: This advertisement ran regularly throughout the year.]

NOTICE – Notice is hereby given that the Partnership between William Fowle, William H. Fowle and George D. Fowle, transacting business under the name and style of William Fowle & Sons, was dissolved on the 31st December, 1847, so far as relates to the said William Fowle, and that all debts due to the said late partnership are to be paid, and those due from the same discharged at their House in Alexandria, where the business will in future be continued by the said William H. Fowle and George D. Fowle, under the firm and style of FOWLE & CO.

Dated this 1st day of January, 1848

WILLIAM FOWLE
WILLIAM H. FOWLE
GEORGE D. FOWLE

[Transcriber's Note: The above ad was repeated throughout the year.]

AG, Sat. 1/8/48, p. 3. The first annual election for Directors of the Alexandria Savings Institution was held on Thursday, the 6th instant. The following gentlemen were elected directors for the ensuing year: - A. C. Cazenove, Benjamin

Hallowell, Wm. G. Cazenove, R. Johnston, Stephen Shinn, Benjamin Barton and J. T. Johnson. With such a board, the affairs of the Association cannot but be judiciously managed, and with proper encouragement, the Institution must meet with the success which it deserves. [Transcriber's Note: The above director's names will appear regularly in the balance of this report.]

Ibid, p. 4. In the Virginia House of Delegates, on Wednesday, the bill providing for the improvement of the Shenandoah River, was finally passed. This bill is important to the trade of the Chesapeake and Ohio Canal and to the interests of Alexandria, and we congratulate our citizens upon the action of the House of Delegates. It will probably pass the Senate and become a law.

DU, 1/14/48, p. 3. **Cumberland Coal Trade** – The Alexandria Canal Company – now that the early completion of the Chesapeake and Ohio Canal is regarded as certain – have made propositions to the Coal Mining Companies in Allegany county to accommodate those companies by erecting works at the mouth of the Alexandria canal, to the extent required for the shipment of 600,000 tons per annum. As yet, we do not perceive that any arrangements are being made at Georgetown for the accommodation of the coal trade. The narrowness of the slip of land between the canal and river, at the western end of the line of wharves at Georgetown, with the high elevation of the canal above the river at that point, will afford the most perfect facilities for the shipment of coal from that place, whenever the citizens or authorities choose to enter upon the work. By the mere erection of inclined wooden ways, in many places of not more than one hundred yards in length, the transshipment of coal from boats in the canal to vessels in the river could be carried on much as it is at the mines on the Schuylkill. It can hardly be supposed, however, that the citizens of Georgetown have overlooked their advantage in this matter.

Baltimore Sun

While our neighbors of Alexandria are making extensive arrangements to secure the trade which will arise from the completion of the Chesapeake and Ohio canal, we fear our own citizens are not looking to their interests in this important matter. We have as great facilities for the shipment of coal and other produce, if not greater, than either Alexandria or Georgetown; yet we do not hear that any movement has been made in relation to this great improvement which must eventually, be of so much importance to Washington city. With a comparatively small expense, added to what nature has already done for us, we can have one of the best canals from Georgetown to the Potomac, as well as one of the *largest and most secure basins for canal boats and vessels of from one hundred to five hundred tons*, that can be found in the country.

From thence we have sufficient water to float a line-of-battleships to the Chesapeake Bay.

If the citizens of Washington expect to derive any benefit from this great work, which we are informed will be completed in eighteen months, it is high time they were making some movement in reference to it.

AG, Fri. 1/21/48, p. 4. COMMON COUNCIL
Mr. Fowle then offered the following as a substitute for the said preamble and resolutions: which was read, and laid upon the table, viz;

Whereas, It is important that all the rights and privileges now held or supposed to be held, by the Alexandria Canal Company, be distinctly confirmed to them, and others possessed which are theirs legitimately; and whereas it may be deemed necessary or expedient to extend a branch of the said Canal into the town; and whereas doubts exist as to the powers of the Company under existing laws: - therefore, be it

Resolved, That in the judgment of the Common Council, representing an important portion of the stock of said Company, it is expedient that application be made to the General Assembly at its present session for the passage of a law confirming to said Company the general use and enjoyment of all the lands already purchased and

held by them, as well as those held by any and all other parties for their use, and to authorize said Company to make all necessary contracts for the purpose of accommodating the trade of said Canal.

Resolved, That in the judgment of this Common Council, it is expedient that application be also made to the General Assembly for the passage of a Law authorizing said Company to construct a branch of said Canal to such point within the Town of Alexandria as may appear most eligible, with the necessary Basins, and other works, and with power to condemn the Land necessary and convenient for the same, whenever the stockholders in said Company shall, in general meeting assembled, so determine – the site of such branch being likewise selected by them, from plans and specifications furnished.

Resolved, That in the judgment of this Common Council, the most liberal terms, consistent with the interest of the Company, should be extended to each and every Coal Company in the Alleghany region, and to all individuals engaged in the Trade, to induce a selection of this place as their principal depot and supplying point.

The vote on laying the said substitute on the table, was as follows:

Ayes – Messrs. Wheat, Smoot, Vansant, Lawson, Jameison, Uhler, Fowle, Lowe – 8.

Noes – Messrs. Ramsey, McKenzie, Adams, Cazenove, White, Massey – 6.

The Council then adjourned until Friday evening next at 6-1/2 o'clock.

Teste: R. JOHNSTON, C.C.

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

AG, Thu. 1/27/48, p. 4. THE FIRE INSURANCE COMPANY OF ALEXANDRIA, continues to insure against Fire, generally in Town and Country, as heretofore, on the most reasonable terms.

BOARD OF DIRECTORS

Hugh Smith, President	William Gregory
Anthony C. Cazenove	Robert Jamieson
Phineas Janney	Hugh C. Smith
William Fowle	Samuel Miller
Dwight Metcalf	Thomas B. Keith
Thomas Sandford	John B. Daingerfield

Office hours from 9 until 1-1/2 and from 2-1/2 to 3-1/2 o'clock. N. WATTLES, Secretary

Office on King street, near St. Asaph's.

[Transcriber's Note: Note the recurring names, merchants receiving trade from the Canal.]

AG, Tue. 2/1/48, p. 3. **CANAL COMMERCE**

Arrived, Jan. 31.

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

DNI, Wed. 2/2/48, p. 4. **CHESAPEAKE AND OHIO CANAL** – We are informed that the Canal is now opened to Harper's Ferry and will be navigable in its whole extent on the 8th instant.

DU, Wed. 2/2/48, p. 3. *To the Editor of the Union:* To relieve the anxiety of a correspondent or two of your journal, who appear to be of the opinion that the city councils are slumbering while their neighbors are wide awake in anticipation of the benefits likely to accrue from the completion of the Chesapeake and Ohio canal, I will merely remark, for the benefit and information of those interested, that this subject has not only attracted the attention of the councils, but measures have been taken, and the whole subject is receiving that attention which, at the proper time, will prove we are not behind our neighbors in looking after our interests.

Yours respectfully, H.
February 2, 1848.

AG, Thu. 2/3/48, p. 3. **Chesapeake and Ohio Canal** – We are informed that the Canal is now opened to Harper's Ferry and will be navigable in its whole extent on the 8th instant.

DU, Sat. 2/5/48, p. 3. **City Improvements**

To the Editor of the Union:

While it is satisfactory to learn, as the public have learned, from your correspondent H., that the city councils are neither unconcerned nor inactive in regard to the great interests of the people of Washington, in so far as those interests are connected with the opening navigation of the Chesapeake and Ohio canal to Cumberland, and are looking for what is necessary to be done for the accommodation of trade so fruitful in benefits, we trust it will not be deemed officious to urge prompt action in the premises. The time for work is at hand; and unless the ensuing spring and summer are employed in busy preparation, we cannot be ready to avail ourselves of the opening trade.

It is very clear that nothing can be expected from individual energy and enterprise while there is uncertainty about the completion of our city improvements. Warehouses for the reception of canal products are necessary; basins for the accommodation of boats, wharves for ships and vessels, and yards for their construction and repair, are required. Men are sharp-sighted in these matters and are never moved until it is made apparent that their capital may be profitably embarked in such undertakings. Something more than assurance, or paper demonstration, is necessary to make this appear. Nothing short of the actual completion of the canal, according to its original design, will answer, or satisfactorily demonstrate the capacities of the city shore of the Eastern Branch for the purposes thus indicated.

Let there, then, be no procrastination, but let the city canal be opened through both outlets and placed in a condition to receive boats from both ends, and we shall soon have an exhibition of the magic by which the solitude of waste places is turned into the noisy abodes of business and crowded thousands. We shall then realize, in our

day and generation, what Washington and his associate founders of our city saw afar off. W.

AG, Tue. 2/8/48, p. 3. **CANAL COMMERCE**
Arrived, Feb. 7.

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

AG, Wed. 2/9/48, p. 2. **Great Sale of Water Power, &c.** – We learn from the Charles Town (Va.,) *Free Press*, that the sale of that immense and valuable water power, comprising the whole bed of the Shenandoah River Islands adjoining, and considerable tracts of land on both sides of the river, at the upper terminus of Harper's Ferry, was sold at public auction on the 1st and 2nd instants. That paper says: – "We learn that the bidding was very spirited, and occupied, on the various points, the entire of the two days. The property is better known as 'Strider's Gulf Mills.' The whole of the water power, and greatest portion of the land, including all the valuable improvements, were purchased by an Eastern Company in connection with one of the most wealthy and enterprising citizens of our county. The water power, including about one hundred and forty-five acres of land, was sold for \$9,000, and the lots, which had previously been surveyed and laid off, were sold proportionably. The water power at this point is certainly not surpassed in the State of Virginia, and has but few equals in the country. It is designed by the company who purchased this valuable privilege, to erect, as soon as practicable, a Paper Mill, Cotton Factory and such other extensive concerns as will render the place attractive and draw thither an active and enterprising population."

Ibid, p. 3. **CANAL COMMERCE**
Cleared, February 8.

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

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

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

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

Thu. 2/10/48, p. 22. ⁶ **The Chesapeake and Ohio Canal** is now opened to Harper's Ferry and will be navigable in its whole extent on the 8th.

AG, Thu. 2/10/48, p. 4. **CANAL COMMERCE**
Arrived, Feb. 9.

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

DU, Thu. 2/15/48, p. 3. **City Improvements Again.**

We are gratified in having it in our power to present to our readers the views of Captain Wm. Easby, one of our most industrious and practical citizens. It will be seen that the views thus expressed were given to the public two years ago and are in exact conformity to those taken by our several correspondents. H.

To the Editor of the National Intelligencer:

As there is some inquiry being made about the facilities to be afforded through the Washington City canal to the Eastern Branch of the Potomac for the transshipment of coal, it may be of some use to republish the annexed extract from your paper of the 13th Oct. 1845:

To the Mayor of Washington

Sir: As it is now reasonably certain that the Chesapeake and Ohio Canal will speedily be finished to Cumberland, I herewith submit a plan for the improvement of the Washington city canal, which improvement will be indispensably necessary for the coal trade, which must, of necessity, be mainly conducted on the Eastern Branch of the Potomac; and as that branch is only accessible with safety for canal boats deeply laden through the Washington city canal, that canal ought to be so improved that a sufficient depth of water would at all times be available for the passage of loaded boats, or a depth of six feet,

⁶ *National Era*, Washington, D. C., newspaper.

which could be accomplished by a tide-lock at the mouth of the Tiber and one at the Eastern Branch, keeping the water in the canal at the usual high-tide level. To clean out the canal, repair the walls, build locks, and make the embankment and wasteways at the mouth of the Tiber and at the Eastern Branch, would require an expenditure of sixty thousand dollars. The locks would be twenty-three feet wide and would pass vessels of that width drawing six feet water. Sixty thousand dollars is a large sum; but if the coal trade on the Eastern Branch should be carried on to the extent contemplated, 2,000 tons of coal per day may pass through the canal. A toll of five cents per ton would yield a revenue of one hundred dollars per day; and the amount of tolls would, in two years, pay the expense of the proposed improvement.

That the above estimated revenue is not an extravagant one, any person who will take the trouble to investigate the matter will readily admit.

The Eastern branch, from Buzzard Point to the Navy Yard bridge, is a natural harbor, which will admit of a water front for wharves 6,600 feet, available for merchant vessels drawing sixteen feet of water, and will afford ample room for the lading and unlading of fifty vessels daily.

The Eastern Branch will afford at *all times* a safe harbor for vessels; there are no ice-freshets at the breaking up of the winter; and vessels that may be detained here through the winter may remain loaded without danger and be ready for the earliest spring trade. I need say no more than to request those who feel an interest in the prosperity of the city to examine the matter for themselves, and aid in the accomplishment of the proposed improvement.

I am, sir, with the highest respect, your obedient servant,

WM. EASBY

AG, Fri. 2/18/48, p. 3. **CANAL COMMERCE**
Cleared, Feb. 17.

Boat Henrietta, Leesburg, plaster, from Cazenove & Co.

DNI, 2/21/48, p. 3. **The Chesapeake and Ohio Canal** – The *Cumberland Mountaineer* says: "We are pleased to learn that the regular estimate of the canal contractors was paid over to them on Tuesday last. This is very encouraging, indeed, both to our citizens and those engaged in the work."

AG, Mon. 2/21/48, p. 4. **CANAL COMMERCE**
Cleared, Feb. 19.

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

AG, Wed. 2/23/48, p. 3. **CANAL COMMERCE**
Arrived, Feb. 22.

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

DNI, Fri. 2/25/48, p. 3. **Chesapeake and Ohio Canal** – The *Georgetown Advocate* of Tuesday notes the arrival there of ten canal boats, with 5,771 barrels of flour.

AG, Fri. 2/25/48, p. 2. **CANAL COMMERCE**
Arrived, Feb. 24.

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

Cleared.

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

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

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

AG, Sat. 2/26/48, p. 3. **CANAL COMMERCE**
Cleared, Feb. 25.

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

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

AG, Tue. 2/29/48, p. 3. **CANAL COMMERCE**
Cleared, Feb. 28.

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

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

AG, Wed. 3/1/48, p. 3. **CANAL COMMERCE**
Arrived, Feb. 29.

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

AG, Fri. 3/3/48, p. 3. **CANAL COMMERCE**
Cleared, March 2.

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

AG, Mon. 3/6/48, p. 3. **CANAL COMMERCE**
Arrived, March 4.

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

Cleared.

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

AG, Tue. 3/7/48, p. 3. **CANAL COMMERCE**
Cleared, March 6.

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

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

AG, Wed. 3/8/48, p. 3. **CANAL COMMERCE**
Arrived, March 7.

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

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

Cleared.

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

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

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

AG, Thu. 3/9/48, p. 3. **CANAL COMMERCE**
Cleared, March 8.

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

DNI, Fri. 3/10/48, p. 4. **Trade of the Chesapeake and Ohio Canal** – The *Georgetown Advocate* says that upwards of twenty thousand barrels of flour have been received at that place within the last sixteen days.

Fri. 3/10/48, p. 1.⁷ **Manufacturing in Virginia**
Measures have been taken for the erection of another cotton factory in the county of Jefferson, Va., to manufacture colored cotton goods, by the purchase of the "Hopewell Mill," upon the Shenandoah river, six miles from Harper's Ferry. One-half of the amount of capital that will be required, is already subscribed.

AG, Mon. 3/13/48, p. 3. **CANAL COMMERCE**
Arrived. [3/12]

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

Cleared, [3/12]

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

AG, Tue. 3/14/48, p. 3. **CANAL COMMERCE**
Arrived, March 13.

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

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

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

AG, Wed. 3/15/48, p. 3. **CANAL COMMERCE**
Cleared, March 14.

⁷ *Richmond Whig*, Richmond, Va.

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

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

AG, Thu. 3/16/48, p. 3. **CANAL COMMERCE**
Cleared, March 15.

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

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

AG, Sat. 3/18/48, p. 3. **CANAL COMMERCE**
Arrived, March 17.

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

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

Cleared.

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

AG, Tue. 3/21/48, p. 3. **CANAL COMMERCE**
Arrived, March 20.

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

AG, Wed. 3/22/48, p. 3. **CANAL COMMERCE**
Arrived, March 21.

Boat C. Eldridge, Edward's Ferry, flour, to D. F. Hooe.

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

Cleared.

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

AG, Thu. 3/23/48, p. 3. **CANAL COMMERCE**
Cleared, March 22.

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

AG, Sat. 3/25/48, p. 3. **CANAL COMMERCE**
Arrived, March 24.

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

Cleared.

Boat Sarah Ellis, plaster, from Charles Wilson.

AG, Tue. 3/28/48, p. 3. **CANAL COMMERCE**
Arrived, March 27.

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

Cleared.

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

AG, Wed. 3/29/48, p. 2. **Goose Creek Navigation Co.** – The Senate has passed the bill previously passed by the House of Delegates, relative to the improvement of Goose Creek, in the county of Loudoun – an improvement, which, if effected, will be highly valuable.

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

Arrived, March 28.

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

AG, Fri. 3/31/48, p. 3. **CANAL COMMERCE**
Arrived, March 30.

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

Cleared.

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

Boat Phineas Janney, groceries, boots, shoes, hats, caps, &c., for Harper's Ferry, Shepherdstown and Clearspring, from McVeigh, Bro. & Co.

AG, Wed. 4/5/48, p. 3. **CANAL COMMERCE**
Arrived, April 4.

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

Cleared.

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

AG, Thu. 4/6/48, p. 3. **CANAL COMMERCE**
Arrived, April 5.

Boat Potomac, Shepherdstown, flour, to Fowle & Co.

Cleared.

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

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

AG, Fri. 4/7/48, p. 3. **CANAL COMMERCE**

Arrived, April 6.

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

Cleared, [4/6]

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

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

AG, Sat. 4/8/48, p. 3. **CANAL COMMERCE**

Arrived, April 7.

Boat Belle, Shepherdstown, wheat to Cazenove & Co.

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

Cleared.

Boat Belle, Shepherdstown, plaster, by Fowle & Co.

AG, Tue. 4/11/48, p. 3. **CANAL COMMERCE**

Arrived, April 10.

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

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

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

Cleared.

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

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

AG, Wed. 4/12/48, p. 3. **CANAL COMMERCE**

Cleared, April 11.

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

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

AG, Thu. 4/13/48, p. 4. The Shenandoah improvement is beginning to excite attention. In Page County several public meetings on the subject have been held, and some of the citizens have subscribed as much as \$5,000.

AG, Fri. 4/14/48, p. 4. **CANAL COMMERCE**

Cleared, April 13.

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

AG, Sat. 4/15/48, p. 3. **CANAL COMMERCE**

Arrived, April 14.

Boat Susan Harris, Mercerville, flour to Fowle & Co.

Boat W. Cost Johnson, Berlin, corn to Fowle & Co.

Cleared.

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

AG, Mon. 4/17/48, p. 3. **CANAL COMMERCE**

Arrived, April 15.

Boat Virginia, Leesburg, wheat, to Cazenove & Co.

AG, Tue. 4/18/48, p. 3. **CANAL COMMERCE**

Cleared, April 17.

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

AG, Wed. 4/19/48, p. 4. **CANAL COMMERCE**

Cleared, April 18.

Boat Eagle, Hancock, plaster from Fowle & Co.

Boat Eagle, groceries, boots, shoes, hats, caps, &c., for Hancock and Orleans, Md., from McVeigh, Bro. & Co.; also, queensware, from R.

H. Miller; dry goods, from Brent & Bryan; and hardware from R. Crupper.

AG, Thu. 4/20/48, p. 3. **CANAL COMMERCE**
Cleared, April 19.

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

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

AG, Fri. 4/21/48, p. 3. **CANAL COMMERCE**
Arrived, April 20.

Boat Belle, Shepherdstown, wheat and lime to order.

Cleared.

Boat Neptune, Hancock, groceries, &c., from McVeigh, Bro. & Co., and dry goods, from Brent & Bryan.

AG, Mon. 4/24/48, p. 2. **CANAL COMMERCE**
Cleared, April 22.

Boat Susan McCoy, Millstone Point, groceries, boots, shoes, hats, caps, &c., for Clear Spring, Md., and Warren Township, Penna., from McVeigh, Bro. & Co. – Also, dry goods from Gregory & Adams and Brent & Bryan, queensware from R. H. Miller and hardware from R. Crupper.

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

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

AG, Tue. 4/25/48, p. 3. **CANAL COMMERCE**
Arrived, April 24.

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

Departed.

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

AG, Wed. 4/26/48, p. 3. **CANAL COMMERCE**

Arrived, April 25.

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

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

Cleared,

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

CHARLES L. WOOD. M. DANNER.

WOOD & DANNER,
Grocers, Commission and Forwarding 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.

[Transcriber's Note: The above advertisement first appeared Oct. 1, 1846 in *Staunton Spectator and General Advertiser* and continued regularly in 1848.]

DNI, Sat. 4/29/48, p. 1. **Advertisement.**

For Sale, those valuable Stone Quarries on the Chesapeake and Ohio Canal, situated about three miles above Georgetown, at present worked by Messrs. O'Neale and Isherwood. These quarries have furnished all the stone for the Potomac Aqueduct and other public works, and are believed to be unequalled as to quality, and inexhaustible. Possession given, if sold, on the 21st of June next.

WM. D. C. MURDOCK, Georgetown.

AG, Wed. 5/3/48, p.34. **CANAL COMMERCE**
Arrived, May 1.

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

AG, Thu. 5/4/48, p. 3. **CANAL COMMERCE**
Arrived, May 3.

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

Boat Decatur, Berlin, flour to Charles Wilson.

Departed.

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

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

Boat Decatur, Berlin, plaster from Lambert & McKenzie.

AG, Fri. 5/5/48, p. 3. **CANAL COMMERCE**
Cleared, May 4.

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

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

AG, Sat. 5/6/48, p. 3. **CANAL COMMERCE**
Cleared, May 5.

Boat R. M. Lauck, Shepherdstown, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., and dry goods from Gregory & Adams.

AG, Mon. 5/8/48, p. 3. **CANAL COMMERCE**
Arrived, May 6.

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

Cleared.

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

Ibid, p. 4. The Charles Town (Va.) *Free Press* says that the contractors upon the Chesapeake and Ohio Canal are making headway with their business, and, from present appearances, the work will be finished to the coal region during the next year.

AG, Wed. 5/10/48, p. 3. **CANAL COMMERCE**
Arrived, May 9.

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

Cleared.

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

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

AG, Thu. 5/11/48, p. 3. **CANAL COMMERCE**
Cleared, May 10.

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

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

AG, Mon. 5/15/48, p. 3. **CANAL COMMERCE**
Cleared, May 13.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, &c., for Hardscrabble, [Highland County] Va., from McVeigh, Bro. & Co.

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

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

AG, Tue. 5/16/48, p. 4. **CANAL COMMERCE**
Arrived, May 15.

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

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

AG, Wed. 5/17/48, p. 3. **CANAL COMMERCE**
Arrived, May 16.

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

Cleared.

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

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

AG, Sat. 5/20/48, p. 3. **CANAL COMMERCE**
Arrived, May 19.

Boat Benj. Franklin, Williamsport, Md., 250 bbls. extra and family flour, to T. M. McCormick & Co.

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

Departed. [5/19]

Boat Benj. Franklin, plaster, salt, herrings, &c., from T. M. McCormick & Co.

AG, Wed. 5/24/48, p. 3. **CANAL COMMERCE**

Arrived, May 23.

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

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

Cleared, [5/23]

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

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

AG, Fri. 5/26/48, p. 4. **CANAL COMMERCE**

Arrived, May 25.

Boat Charlotte, Williamsport, wheat to Cazenove & Co.

Cleared, May 25.

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

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

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

AG, Sat. 5/27/48, p. 3. **CANAL COMMERCE**

Arrived, May 26.

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

AG, Mon. 5/29/48, p. 3. **CANAL COMMERCE**

Arrived, May 27.

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

Cleared.

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

AG, Tue. 5/30/48, p. 3. **CANAL COMMERCE**

Arrived, May 29.

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

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

Boat Mermaid, wheat and corn meal to Lambert & McKenzie.

AG, Wed. 5/31/48, p. 4. **CANAL COMMERCE**

Cleared, May 30.

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

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

AG, Thu. 6/1/48, p. 2. A Public Meeting of the friends of the Shenandoah Improvement, and all others interested in the prosperity of Alexandria, will be held at the Court House in this place, at 11 o'clock, on Thursday, 22nd inst. It is expected that the Hon. Mr. Bedinger of Va., will address the meeting in explanation of the subject of the Shenandoah improvement.

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

Arrived, May 31.

Boat Potomac, Williamsport, flour to Fowle & Co.

Cleared, May 31.

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

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

AG, Sat. 6/3/48, p. 4. **CANAL COMMERCE**

Arrived, June 2.

Boat Mill Boy, Big Spring Mill, flour to R. G. Violett and P. H. Hooft, and corn to Cazenove & Co.

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

AG, Mon. 6/5/48, p. 3. **CANAL COMMERCE**

Cleared, June 3.

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

AG, Mon. 6/5/48, p. 4. **Advertisement**

LOOK AT THIS! – What a splendid opportunity to make an immense and princely fortune! – The subscriber, proprietor of the land and water rights for two or three thousand feet on the left and adjoining the Alexandria Canal property at its terminus in the river Potomac, respectfully informs the public that he will lease the same for twenty years or more to a responsible person or company, who will make the necessary improvements or fixtures for the trade to be done at this place. The Alexandria Canal, which is a continuation of the Chesapeake and Ohio Canal, runs along its entire length from North to South, directly in its rear, until it reaches the large and commodious basin designed to receive the immense fleet of boats that will be engaged on these public works. This basin is elevated thirty-six feet above the river Potomac, affording ample water power for any purposes that may be required.

The Locks, four in number, intersect this basin running east to the river, and constitutes within a few feet the southern boundary of the property and separates the county from the corporation of Alexandria. The subscriber's land embraces from eight to ten squares, as laid off by the corporation, and his water-rights cover a space of thirty acres, more or less – an important consideration connected with the coal and other trade, as two ranges of wharves running along its front can be made, one of the inside where a depth of twelve or fourteen feet water can be had in thirty or forty steps from the shore, and the other on the outside along the channel, where the water is thirty-six feet deep, forming between the two wharves a basin or smooth surface of water two thousand feet long and three hundred feet wide, protected by individual right and capable of holding several score of coal or produce boats at one time, while on the outside of the outer wharf

schooners, brigs and ships, of the largest size can load with ease and security. The Alexandria Custom-house, Post office and Market house are located on streets running through the premises, and in addition to other advantages, it is in the county, and consequently free from corporate taxation.

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

MOSES HEPBURN
Alexandria, Va.

[Transcriber's Note: This advertisement ran many times throughout 1848.]

Ibid, p. 5. **Advertisement.**

LABORERS WANTED – Wanted immediately on the Chesapeake and Ohio Canal, between two and three hundred laborers. – For further information apply to James Fossett, at the Marshall House, Alexandria, Va.

HUNTER, HARRIS & CO.

[Transcriber's Note: This advertisement also ran many times throughout 1848.]

Tue. 6/6/48, p. 4. **Warehouse at Shepherdstown** – WHEAT, CORN & C. WANTED – M. H. & V. W. Moore respectively inform the citizens of Jefferson and Berkeley counties, Va., and those of Washington Co., Md. that they have rented the large and commodious Brick Warehouse at Shepherdstown, on the Potomac river, where they will at all times be prepared to furnish transportation, in their superior line of Canal Boats, for any and all freight destined for the Markets of the District. Terms reasonable, and such as will make it the interest of all to give them a trial.

The highest market Cash price will be paid for from five to twenty thousand bushels of WHEAT – to be delivered at such time as the parties may agree, and in parcels to suit the convenience of those interested. Also, the highest market price will be paid for CORN, OATS and Country Produce generally. Farmers and others will find it to their interest to call, before disposing of their Grain or Produce, as our arrangements are such as to offer inducements equal to that of any other House in the Valley.

Plaster, Fish, Salt, &c.

Will be kept constantly on hand and disposed of on the most reasonable terms by the cargo, or smaller quantity.

The Warehouse at the Old Furnace is still under the control of the undersigned, and grateful to the citizens of Jefferson County generally who have patronized us so liberally, we solicit a

continuance. The highest price will be paid for Wheat, Corn, &c., and Plaster, Fish, Salt and other necessary articles always on hand and for sale, at the most reasonable prices.

M. H. & V. W. MOORE

June 6, 1848, - 6 m.⁸

[Transcriber's Note: the above ad ran continuously for 6 months. It also establishes that some of the canal boats leaving Shepherdstown were owned and operated by M. H. & V. W. Moore, we just have to identify them.]

AG, Tue. 6/6/48, p. 2. **Chesapeake and Ohio Canal** – The Cumberland *Civilian* of Saturday says: "We desire occasionally to notice the progress of this great work. At the present time, every thing is going on well. All the jobs of masonry are under full way, and the force is constantly increasing, eight hundred hands being now employed upon the line."

AG, Wed. 6/7/48, p. 3. **CANAL COMMERCE**

Arrived, June 6.

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

Cleared, June 6.

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

AG, Thu. 6/8/48, p. 3. **CANAL COMMERCE**

Cleared, June 7.

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

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

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

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

AG, Fri. 6/9/48, p. 3. **CANAL COMMERCE**

Cleared, June 8.

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

⁸ *Spirit of Jefferson*, Charles Town, W. Va., newspaper.

AG, Wed. 6/14/48, p. 4. **SHENANDOAH IMPROVEMENT** – Last Saturday Mr. Fisk, the Chief Engineer of the Canal, received directions from the Board of Public Works of Virginia, to immediately proceed with his survey for the proposed improvement of the navigation of the Shenandoah. Mr. Fisk would have entered upon that pleasing duty long since, but that through courtesy to the authorities of Virginia, he was in a manner bound to wait their instructions, and as “*large bodies move slow,*” it is no matter of surprise, that so long a time has elapsed, and as it were lost, since it was decided by the Legislature of Virginia to have a survey made of the Shenandoah, and its susceptibility of improvement. Mr. Fisk is now busily engaged in forming his survey party, and expects to be upon the ground, ready for action, on or before the 20th instant. – *Georgetown Advocate*.

Ibid, p. 5. **Advertisement**

WINCHESTER AND POTOMAC RAILROAD

The Passenger Train will leave Winchester every day at 9 o'clock, A.M. (Sundays excepted.) By order, J. GEORGE HEIST, Agent
[Transcriber's Note: This advertisement first ran on Oct. 20, 1847, in the *Staunton Spectator and General Advertiser*, and regularly thereafter.]

AG, Sat. 6/17/48, p. 3. **CANAL COMMERCE**
Arrived, June 16.

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

AG, Mon. 6/19/48, p. 3. **CANAL COMMERCE**
Arrived, June 17.

Boat Ohio, Dam No. 3, Old Furnace, flour to P. H. Hooff.

Cleared, [6/17]

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

Boat Ohio, Old Furnace, plaster from P. H. Hooff, lumber from James Green, and laths from Fowle & Co.

AG, Wed. 6/21/48, p. 3. **CANAL COMMERCE**
Arrived, June 20.

New Boat from Harper's Ferry, bacon to Thomas & Dyer.

Cleared, [6/20]

Boat Virginia, Harper's Ferry, plaster from Cazenove & Co.

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

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

AG, Thu. 6/22/48, p. 3. **CANAL COMMERCE**
Cleared, June 21.

Boat P. F. Thomas, Hancock, groceries, &c., from McVeigh, Bro. & Co.

AG, Mon. 6/26/48, p. 3. **CANAL COMMERCE**
Arrived, June 24.

Boat Mill Boy, Leesburg, corn and wool to Fowle & Co.

Cleared, [6/24]

Boat Hugh Smith, Harper's Ferry, burrblocks from S. Shinn.

Ibid. p. 4. **Communications**

On Wednesday last, Charles B. Fisk, Esq., Chief Engineer of the Chesapeake and Ohio Canal, and his associate, Mr. Coyle, late surveyor of Washington, with their party, commenced the long-expected survey of the Shenandoah. They “*broke ground*” at Harper's ferry in good earnest, and with a firm determination to go ahead as rapidly as possible. Alexandria, Washington and Georgetown have reason to rejoice that the good work is finally in a fair way to be executed, and that there is a prospect of soon having a report from the Shenandoah surveyors of the most favorable character. It is to be hoped Messrs. Fisk and Coyle will occasionally send a notice to the newspaper setting forth their progress up the beautiful valley of the Shenandoah.

Tue. 6/27/48, p. 3.⁹ **The Shenandoah Improvement** – We learn from the *Georgetown Advocate*, that Saturday week, Mr. Fisk, the Chief Engineer of the Chesapeake and Ohio Canal, received directions from the Board of Public Works of Virginia, to immediately proceed with his survey for the proposed improvement of the navigation of the Shenandoah river, as authorized by the last Legislature of Virginia. Mr. Fisk is now busily engaged in forming his surveying party, and expects to be upon the ground on or before the 20th instant.

This improvement is designed to facilitate the transmission of the products of that fertile region of Western Virginia to market, via the Chesapeake and Ohio Canal, and is therefore of much importance to Georgetown and Alexandria. Considerable benefit it is likely will also ultimately accrue to Baltimore therefrom, a portion of the increased amount of produce seeking a market naturally finding its way here, adding to the products now brought by the railroad from the point on which it strikes the canal. – *Baltimore Sun*.

River Improvement. – A meeting of the citizens of Loudoun and Fauquier counties, Va., was recently held at Middleburg, relative to improving the navigation of Goose Creek and Little River. Besides a general committee appointed to obtain subscriptions, Cuthbert Powell and Nathan Luftborough, Esq'rs. were deputed to visit Georgetown and Alexandria for a like purpose. Another meeting is to be held at the same place the 3rd Saturday in July.

AG, Thu. 6/29/48, p. 3. **Chesapeake and Ohio Canal** – The water will be taken off in July, for the purpose of cleaning out bars and making some slight repairs. The navigation will, in consequence, be suspended from the 9th till the 26th of July inclusive.

AG, Tue. 7/4/48, p. 3. **CANAL COMMERCE**
Cleared, July 3.

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

AG, Thu. 7/6/48, p. 3. **CANAL COMMERCE**
Cleared, July 5.

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

Boat P. F. Thomas, groceries, boots, shoes, hats, &c., for Williamsport and Hancock, Md., from McVeigh, Bro. & Co.

Boat Conococheague, Williamsport, groceries, &c., from McVeigh, Bro. & Co.

AG, Sat. 7/8/48, p. 3. **Obstruction on Rail Roads.** – We understand that a large quantity of old iron was placed on the railroad track of the Winchester and Potomac Company, on Wednesday of last week, a short distance above our town. If it had not been timely discovered, the passenger cars would in all probability have been thrown off, and there is no knowing but that the lives of some of the passengers would have been sacrificed. We hope that the scoundrel who committed this attempt at wholesale murder, may be arrested and dealt with as the merit of his crime deserves.

Tue. 7/25/48, p. 4.¹⁰ **MILLERS AND OTHERS**
The subscriber having located himself permanently at Harper's Ferry, would most respectfully inform the citizens of Jefferson, Rockingham, Clarke and the adjoining counties, that his fine Line of Boats are constantly running to and from Georgetown and Alexandria. He will at all times during the seasons, have on hand *Fish, Salt, Potatoes, Plaster, Plank, Shingles, Laths, Water Melons, &c., &c.*, all of which he will sell at a very small advance on the cost.

He will at all times be ready to receive Flour, Grain and other freightage for the District of Columbia or Alexandria. As his boats are daily leaving and arriving at this point, there will at all times be an opportunity for Farmers and others to send their produce into market in a very short space of time; and he pledges himself to take

⁹ *Spirit of Jefferson*, Charles Town, WV.

¹⁰ *Spirit of Jefferson*, Charles Town, W. Va., newspaper.

produce to those cities, or bring them to this point, on the most accommodating terms. He can at all times be found at Harper's Ferry, by enquiring at Mr. Carrell's Hotel, or at the store of F. J. Conrad & Bro.

JOSEPH DOWLING

Harper's Ferry, June 13, 1848, - 3 m.

[Transcriber's Note: the 1850 census listed Joseph Dowling, age 34, as a boatman, living in Harper's Ferry, with his wife and three children. The above advertisement first ran on June 13, 1848, and for 3 months thereafter.]

AG, Mon. 7/17/48, p. 2. **News of the Day.** – The Cumberland *Civilian* says: "Throughout the entire line of the Chesapeake and Ohio Canal from Cumberland to Dam No. 6, the work of completion is surely and steadily progressing. The late rains have somewhat retarded operations at the lock at this place, but the damage was trifling and the loss more in the interruption than in anything else. Operations along the entire line are advancing with the energy characteristic of the contractors and sub-contractors, and all persons interested may rest assured that the Chesapeake and Ohio Canal will be finished to Cumberland at the time agreed upon in the contract."

AG, Thu. 7/20/48, p. 3. **In Council, July 18, 1848**
On motion of Mr. Fowle,

1. *Resolved.* That Robert H. Miller be the proxy to represent the interests of the Common Council of Alexandria at the general meeting of the stockholders of the Chesapeake and Ohio Canal Company, to be held at Baltimore on the second day of August, proximo, and at all adjourned meetings of the same, with full power to vote on all questions which may come before any such meeting, in right of the stock held by the Common Council in said Company.

2. *Resolved,* That the said proxy be hereby instructed to urge upon the Chesapeake and Ohio Canal Company the imminent importance of putting the entire line of the Canal from Dam No. 6 to Georgetown, in complete order for the coal trade, by raising and strengthening its banks, and

such other improvements as shall protect them from freshets, and furnish at all times an ample depth of water for boats of the largest tonnage adapted to the Canal.

3. *Resolved,* That the said proxy be further instructed to urge upon the said company the necessity of repairing the Dam, and enlarging and improving the feeder, at the Little Falls of Potomac, without delay; as being called for by a regard for the best interests of the said company, and by the demands of sheer justice to the cities of Washington, Georgetown and Alexandria, and particularly the latter.

4. *Resolved,* That in view of the great and immediate importance of the last named subject to the town of Alexandria, the Common Council of Alexandria will unite with the corporate authorities of Washington and Georgetown in all proper measures for raising the funds required therefore, in the proportion of their respective subscriptions to the stock of the said Chesapeake and Ohio Canal Company; *Provided,* the town of Alexandria be secured in its full and rightful participation in the benefit of the use of water power for manufacturing purposes.

The Council then adjourned.

Teste: R. JOHNSTON, C. C.

AG, Thu. 7/27/48, p. 3. **CANAL COMMERCE**
Cleared, July 26.

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

AG, Fri. 7/28/48, p. 3. **CANAL COMMERCE**
Cleared, July 27.

Canal boat Henrietta, Leesburg, sack salt from Fowle & Co., lumber from Smoot & Uhler.

AG, Wed. 8/2/48, p. 2. **Chesapeake and Ohio Canal** – The Williamsport *Times*, of Saturday, says: "Water was let into the Chesapeake and Ohio Canal on Monday last, and transportation is going on briskly."

Ibid, p. 4. **CANAL COMMERCE**
Cleared, August 1.

Boat Susan Harris, Mercerville, sack salt, from Fowle & Co.

AG, Thu. 8/3/48, p. 3. **CANAL COMMERCE**
Departed, August 2.

Boat Osceola, Hancock, Md., groceries, shoes, &c., from McVeigh, Bro. & Co.

AG, Fri. 8/4/48, p. 3. **CANAL COMMERCE**
Departed, August 3.

Boat Ohio, Shepherdstown, sack salt, from Fowle & Co.

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

AG, Sat. 8/5/48, p. 3. **CANAL COMMERCE**
Departed. [8/4]

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

AG, Mon. 8/7/48, p. 3. **CANAL COMMERCE**
Arrived, August 5.

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

Departed.

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

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

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

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

AG, Wed. 8/9/48, p. 3. **CANAL COMMERCE**
Departed, Aug. 8.

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

AG, Thu. 8/10/48, p. 3. **CANAL COMMERCE**
Arrived, August 9.

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

Cleared.

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

AG, Fri. 8/11/48, p. 3. **CANAL COMMERCE**
Arrived, August 10.

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

Tue. 8/15/48, p. 4.¹¹ – **Serious Loss** – The *Georgetown Advocate* states that a canal boat belonging to Mr. John Williams & Sons, of Montgomery co., [Canal boat *Union*] in coming down the canal near that town, a few days ago, was accidentally driven against a rock and a considerable hole made in the bow, which caused it to sink to the bottom in a few minutes. The boat had a valuable cargo of some 7 or 800 bushels of wheat, which was to be delivered by contract to the Georgetown mills, and a large quantity of corn the value of which in all is estimated at between one and two thousand dollars, and which will be no doubt very materially damaged by this unfortunate occurrence.

AG, Tue. 8/15/48, p. 2. **News of the Day.**

We learn from a gentleman from Cumberland, that the heavy rain has done considerable damage on the Chesapeake and Ohio Canal. Several breaks had occurred and all the streams filled to overflowing. A culvert on the Railroad, between Point of Rocks and Berlin, had been washed away, but it was temporarily repaired, so that there was no detention of the cars.

AG, Mon. 8/21/48, p. 2. **News of the Day.**

A small breach in the Chesapeake and Ohio Canal above the Point of Rocks, occasioned by the late heavy rains, we learn from the *Georgetown*

¹¹ *Spirit of Jefferson*, Charles Town, Va.

Advocate, was by this time expected to be restored.

AG, Wed. 8/23/48, p. 3. **CANAL COMMERCE**

Arrived, August 22.

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

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

Cleared.

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

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

Extract of a letter from a Citizen of this place.

Cumberland, Aug. 20th, 1848.

Dear Sir: - I will attempt a brief description of my visit to the Tunnel of the Chesapeake and Ohio Canal. Favored by an invitation from one of the contractors to accompany him and several other gentlemen, which was gladly accepted, we set out in the early train the distance from this being 25 miles; then a walk of one mile brought us to the river, which was crossed. The first thing in order was to view the *work* going on, the most novel part of which was the process of making brick, a minute description of which would lengthen this beyond my present leisure. Suffice it to say, they have 1½ millions burnt and ready to lay, 1½ millions ready to burn, and the process of making going on at the rate of 41m. per day. Other materials preparatory to the process of laying brick are in forward states in short all is ready for that process as soon as the Engineer shall give the workmen the orders. The view of the works of art and nature being over, being guided by a polite friend, with a small lamp in hand, four of our party mounted the tow path and entered the Tunnel at the West End. Here the eye is forcibly struck with the magnitude of the work.

Advancing by a narrow, and at present a rugged pathway, guided as aforesaid with a dim light, we proceeded 2,000 feet, when we arrived at the

opening of two shafts running up to the top of the mountain, each 800 feet. Whilst at this point, two blasts were let off near the east end of the Tunnel; the reverberation was tremendous. From thence we proceeded to a point near the east end, where 50 men were at work, each with his little lamp, (reminding one of the story of the lower regions,) removing what is called the bealing, about 30 yards of which yet remains. Returning, eight other blasts were let off, which no doubt if Gen. Taylor had been present, would have reminded him of the battle field of Buena Vista. On entering the Tunnel, the opposite end presents a light about the size of a street lamp, increasing in size as you approach it. This work is being prosecuted with vigor, (as, indeed, I have reason to believe the whole line of work is,) there being in all 250 men on this section; the work in the Tunnel being prosecuted by day and night, there being a double set of hands. The Tunnel proper is 3,232 feet long.

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

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

AG, Fri. 8/25/48, p. 3. **CANAL COMMERCE**

Cleared, August 24.

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

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

AG, Sat. 8/26/48, p. 4. **CANAL COMMERCE**

Arrived, August 25.

Boat Belle, Shepherdstown, corn to Cazenove & Co.

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

Cleared, August 25.

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

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

AG, Mon. 9/4/48, p. 3. **CANAL COMMERCE**
Arrived, September 2.

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

Cleared, [9/2]

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

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

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

AG, Tue. 9/5/48, p. 4. **CANAL COMMERCE**
Arrived, September 4.

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

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

Cleared.

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

AG, Wed. 9/6/48, p. 4. **CANAL COMMERCE**
Arrived, Sept. 5.

Boat Potomac, Williamsport, flour to Fowle & Co.

Cleared.

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

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

AG, Thu. 9/7/48, p. 3. **MARINE LIST**
Arrived, Sept. 6.

Boat Belle, Shepherdstown, corn to Lambert & McKenzie.

AG, Fri. 9/8/48, p. 3. **CANAL COMMERCE**
Departed, Sept. 7.

Boat Ohio, Shepherdstown, plaster from Fowle & Co.

AG, Sat. 9/9/48, p. 4. **CANAL COMMERCE**
Arrived, Sept. 8.

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

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

AG, Mon. 9/11/48, p. 2. **CANAL COMMERCE**
Arrived, Sept. 9.

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

AG, Fri. 9/15/48, p. 3. **CANAL COMMERCE**
Arrived, Sept. 14.

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

Cleared, [9/14]

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

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

AG, Sat. 9/16/48, p. 3. **CANAL COMMERCE**
Arrived, Sept. 15.

Boat Geo. Washington, Old Furnace, to Fowle & Co.

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

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

Cleared.

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

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

AG, Mon. 9/18/48, p. 2. **CANAL COMMERCE**

Cleared, Sep. 16.

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

AG, Tue. 9/19/48, p. 4. **CANAL COMMERCE**

Arrived, Sept. 18.

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

Cleared, [9/18]

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

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

AG, Thu. 9/21/48, p. 3. **CANAL COMMERCE**

Arrived, Sept. 20.

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

AG, Fri. 9/22/48, p. 3. **CANAL COMMERCE**

Cleared, Sept. 21.

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

AG, Sat. 9/23/48, p. 2. **The Produce of the Valley** – The sight along our Railroad is cheering indeed at this season of the year. Train succeeds train in bearing along to the Eastern cities the produce of the great Valley, whose resources are inexhaustible. Daily, for some time past, not less than *two thousand* barrels of flour, besides other produce, has been conveyed on the Winchester and Potomac Railroad towards the Eastern markets. In addition to this, there are – and will be many more, as soon as a rise takes place in the Shenandoah – boats laden with the productions farther up the Valley, and along the river, wending their way to Harper's Ferry, there to be placed on the cars for the Baltimore market, or else on the Canal Boats for Alexandria and Georgetown – both of which latter places are excellent markets, and worthy of the sustaining hand of the producer in the Valley. – *Charles Town Free Press*.

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

Arrived, Sept. 22.

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

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

Cleared.

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

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

AG, Mon. 9/25/48, p. 3. **CANAL COMMERCE**

Arrived, Sept. 23.

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

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

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

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

Cleared, Sep. 23.

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

Boat Hugh Smith, sack salt, from J. B.

Daingerfield, and crockery from R. H. Miller.

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

AG, Tue. 9/26/48, p. 4. **CANAL COMMERCE**

Arrived, Sep. 25.

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

Cleared.

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

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

AG, Mon. 10/2/48, p. 3. **CANAL COMMERCE**

Cleared, Sept. 30.

Boat Neptune, groceries, &c., fro Bakersville, Hancock and Orleans, Md., from McVeigh, Bro. &Co.; dry goods from Brent & Bryan; queensware from R. H. Miller; hardware from J. A. English; and saddlery from W. N. Brown.

AG, Tue. 10/3/48, p. 3. **CANAL COMMERCE**
Arrived, Oct. 2.

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

AG, Wed. 10/4/48, p. 3. **CANAL COMMERCE**
Cleared, Oct. 3.

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

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

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

AG, Thu. 10/5/48, p. 3. **CANAL COMMERCE**
Arrived, October 4.

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

AG, Fri. 10/6/48, p. 2. **News of the Day.**

As the passenger train of cars on Saturday last, from Winchester to Harper's Ferry, was going down, the main passenger car upset, below Keyes' switch, precipitating passengers and car down the embankment of some fifteen feet. The car was filled with passengers, but none were seriously injured, though several were more or less bruised. Maj. Wm. B. Thompson, of Charlestown, Mr. A. J. Stoffer, of Martinsburg, and a lady whose name we have not learned, were among the most badly injured.

The escape of all was most truly a providential one, as the car was turned completely over, and many parts of it shattered to pieces. The engine and baggage car not having been disturbed, the passengers proceeded to Harper's Ferry in time to connect with the Baltimore train.

AG, Wed. 10/11/48, p 3. **CANAL COMMERCE**
Arrived, October 10.

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

AG, Thu. 10/12/48, p. 3. **CANAL COMMERCE**
Departed, Oct. 11

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

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

AG, Fri. 10/13/48, p. 3. **CANAL COMMERCE**
Arrived, Oct. 12.

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

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

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

Cleared, [10/12]

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

AG, Sat. 10/14/48, p. 3. **CANAL COMMERCE**
Arrived, Oct. 13.

Boat Belle, Shepherdstown, corn to Thomas & Dyer.

AG, Mon. 10/16/48, p 3. **CANAL COMMERCE**
Cleared, Oct. 14.

Boat Henry Clay, Dam No. 4, plaster from Fowle & Co., groceries, &c., from McVeigh, Bro. & Co., dry goods from Gregory & Adams, and queensware from R. H. Miller.

Boat Virginia, Goose Creek, lumber from Waters & Zimmerman and James Green, groceries from McVeigh, Bro. & Co.

Boat Hugh Smith, plaster from Cazenove & Co., and groceries from McVeigh, Bro. & Co.

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

AG, Wed. 10/18/48, p 3. **CANAL COMMERCE**
Arrived, Oct. 17.

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

Departed, Oct. 17.

Boat John Lambie, Dam No. 5, plaster, 7c., from Lambert & McKenzie.

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

AG, Fri. 10/20/48, p. 4. **CANAL COMMERCE**
Arrived, Oct. 19.

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

AG, Mon. 10/23/48, p 3. **CANAL COMMERCE**
Cleared, Oct. 21.

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

AG, Tue. 10/24/48, p. 3. **CANAL COMMERCE**
Cleared, Oct. 23.

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

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

AG, Thu. 10/26/48, p. 3. **CANAL COMMERCE**
Arrived, October 25.

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

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

Cleared.

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

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

AG, Fri. 10/27/48, p. 3. **CANAL COMMERCE**
Cleared, Oct. 26.

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

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

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

AG, Mon. 10/30/48, p 4. **CANAL COMMERCE**
Arrived, October 28.

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

AG, Tue. 10/31/48, p. 3. **CANAL COMMERCE**
Arrived, October 29.

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

Cleared.

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

Wed. 11/1/48, p. 3.¹² **Survey of the Shenandoah**
The Jefferson *Free Press* says: - The corps of Engineers under the direction of Charles B. Fisk, esq., have already completed the survey of the Shenandoah river from the highest point navigable down to near Front Royal, in Warren county. It is calculated that the survey will be completed to Harper's Ferry by the 1st of December.

AG, Wed. 11/1/48, p. 3. **CANAL COMMERCE**
Departed, Oct. 31.

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

AG, Sat. 11/4/48, p. 3. **CANAL COMMERCE**
Arrived, November 3.

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

Cleared.

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

¹² *Staunton Spectator and General Advertiser*, Staunton, Va.

AG, Mon. 11/6/48, p. 2. **The Shenandoah River Trade.** – The trade on the Shenandoah River has never been fully estimated and its importance fully appreciated. Whilst travelling along its borders a few days since, we were better enabled to judge of the quantity of produce borne on its bosom to the depots at Harper's Ferry. We counted at one time, eight large boats moored at Snicker's Ferry, in Clarke county, each of which were loaded with one hundred and forty barrels of flour, making nearly *twelve hundred barrels of flour*, in sight at one time! The flour was all from Page county, and bore evidence to the agricultural energy of the people of that section. If the improvements in navigation on the river should be made, there is no estimating the quantities of produce that will be boated down the Shenandoah, and the merchandize, plaster, coal and other commodities that will be taken up in the return loads. As friends of improvement, by land and water, we desire the success of this enterprise. – *Charles Town Free Press.*

Sat. 11/7/48, p. 4.¹³ **Salt** – JUST received and now unloading, from Canal Boat Hornet, 500 Sacks G. A. Salt. Also, 100 bbls. Mackerel, No. 3, for sale low, by

JOSEPH DOWLING

Harper's Ferry, Oct. 3, 1848.

AG, Tue. 11/7/48, p. 3. **CANAL COMMERCE**
Cleared, Nov. 6.

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

AG, Wed. 11/8/48, p. 2. **News of the Day.**
The Winchester *Republican* referring to the annual report made on Saturday last in that town of the Winchester and Potomac Railroad, says: - These represent the affairs of the Company in a favorable point of view, both as to increased business over the average of former years, and the greatly improved condition of the Road. The greater part of the track has been re-laid with heavy iron; and we feel no hesitation in saying

that the structure, with the exception of the trestle work at Harper's Ferry, is in better condition than it has ever been since the first day the cars were put upon it. Mr. Clark, the energetic and able President, has reason to look with pride and satisfaction upon this result – so little to be anticipated a few years ago. And the stockholders have now some right to anticipate a dividend at no distant day, and some return for the expenditure made by them in a proper public spirit.

AG, Thu. 11/9/48, p. 3. **CANAL COMMERCE**
Cleared, November 8.

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

AG, Fri. 11/10/48, p. 3. **CANAL COMMERCE**
Arrived, Nov. 9.

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

Cleared, [11/9]

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

AG, Mon. 11/13/48, p. 3. **CANAL COMMERCE**
Arrived, Nov. 11.

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

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

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

Departed.

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

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

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

¹³ *Spirit of Jefferson*, Charles Town, W. Va., newspaper.

AG, Tue. 11/14/48, p. 3. **CANAL COMMERCE**
Cleared, Nov. 13.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.
Boat Sarah Ellis, Harper's Ferry, plaster, salt and fish, from J. J. Wheat & Bros.

AG, Wed. 11/15/48, p 3. **CANAL COMMERCE**
Arrived, Nov. 14.

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

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

AG, Thu. 11/16/48, p. 3. **CANAL COMMERCE**
Cleared, Nov. 15.

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

AG, Sat. 11/18/48, p. 3. **CANAL COMMERCE**
Arrived, Nov. 17.

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

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

Cleared, Nov. 17.

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

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

AG, Mon. 11/20/48, p 3. **CANAL COMMERCE**
Cleared, Nov. 18.

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

AG, Wed. 11/22/48, p 3. **CANAL COMMERCE**
Arrived, Nov. 21.

Boat Phineas Janney, Harper's Ferry, nails to Lambert & McKenzie.

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

Boat Star, Cumberland coal to John L. Pascoe.

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

Cleared, Nov. 21.

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

AG, Thu. 11/23/48, p. 3. **CANAL COMMERCE**
Cleared, Nov. 22.

Boat Eagle, Hancock, plaster, from Lambert & McKenzie.

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

AG, Fri. 11/24/48, p. 4. **CANAL COMMERCE**
Cleared, Nov. 23.

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

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

AG, Tue. 11/28/48, p. 4. **CANAL COMMERCE**
Arrived, Nov. 27.

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

Boat Susan McCoy, Hancock, corn to Fowle & Co.

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

Cleared.

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

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

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

AG, Wed. 11/29/48, p.3. **CANAL COMMERCE**
Arrived, Nov. 28.

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

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

Cleared, [11/28]

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

Boat Conococheague, Williamsport, plaster from Fowle & Co.

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

AG, Thu. 11/30/48, p. 4. **CANAL COMMERCE**

Arrived, Nov. 29.

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

Cleared.

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

AG, Fri. 12/1/48, p. 1. **Advertisement.**

NOTICE is hereby given that application will be made to the General Assembly of Virginia, at its next session, for the passage of a law confirming the grant made to the Alexandria Canal Company by the Common Council of Alexandria, on the 16th of February, 1848, of the exclusive use of parts of Montgomery, Union and Water streets, as expressed in their resolution, a copy of which is subjoined, to wit: "*Resolved*, That the exclusive use of Montgomery, Union and Water streets, extended, so far as embraced within the limits of their present property, be granted to the Alexandria Canal Company for the term of thirty years from the completion of the Chesapeake and Ohio Canal to Cumberland; and it is hereby agreed, that if, at the expiration of that period, or at any time thereafter, this Corporation should take possession of said streets extended, any cost of filling them up, incurred by said Company shall be refunded to them."

JOS. EACHES.

Pres. Alexa. Canal Co.

AG, Sun. 12/3/48, p. 3. **CANAL COMMERCE**

Arrived, Dec. 2.

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

AG, Mon. 12/4/48, p. 4. **CANAL COMMERCE**

Arrived, Dec. 2.

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

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

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

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

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

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

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

Departed.

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

AG, Wed. 12/6/48, p. 2. **CANAL COMMERCE**

Arrived, Dec. 5.

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

AG, Thu. 12/7/48, p. 4. **CANAL COMMERCE**

Cleared, Dec. 6.

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

AG, Fri. 12/8/48, p. 2. **CANAL COMMERCE**

Arrived, Dec. 7.

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

Cleared.

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

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

AG, Sat. 12/9/48, p. 3. **CANAL COMMERCE**

Departed, Dec. 8.

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

AG, Mon. 12/11/48, p 3. **CANAL COMMERCE**

Arrived, Dec. 9.

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

Cleared, [12/9]

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

AG, Tue. 12/12/48, p. 3. **CANAL COMMERCE**

Arrived, Dec. 11.

Boat General Scott, Leesburg, corn to J. J. Wheat & bros.

Departed, [12/11]

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

Boat Neptune, Hancock, plaster from Wm. Fowle & Co.

AG, Fri. 12/15/48, p. 3. **CANAL COMMERCE**

Arrived, Dec. 14.

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

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

AG, Sat. 12/16/48, p. 2. **News of the Day.**

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

Freight on the Railroad.

The Baltimore and Ohio Railroad Company have raised the transportation of flour from Harper's Ferry to Baltimore, to 30 cents per barrel. This is

certainly a most injudicious move on the part of the Company, and will induce the opinion that, disappointed in obtaining the Right-of-Way desired, they are now visiting on unoffending citizens the crime, if such it be, of the Legislators of the State. Moreover, the Company had better be cautious in its prices, as it will be a matter of serious inquiry whether we had better not build a Virginia Railroad to Alexandria, rather than submit to onerous freight duties. – *Charles Town Free Press.*

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

Arrived, Dec. 15.

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

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

AG, Mon. 12/18/48, p 3. **CANAL COMMERCE**

Arrived, Dec. 16.

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

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

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

Cleared. [12/16]

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

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

AG, Mon. 12/18/48, p. 2. **Winchester Railroad.**

The Annual Report of the Winchester and Potomac Railroad Company, made on the 28th October, shows that the resources from freight, passengers and mails during the year, was \$84,927.23. This is less than the revenue of the previous year by \$5,643.83, caused principally by the reduced quantity of flour transported, there having been only 145,907 barrels of flour carried over the Road during this year. The whole road is now thoroughly renewed with substantial iron rails. The report says that the business of the Company has been conducted with a damage and

loss account of only one hundred and forty-seven dollars, and with one exception, in which no material damage was sustained, nor injury suffered by anyone, the whole business of the year has been conducted with perfect regularity and safety.

AG, Tue. 12/19/48, p. 3. **CANAL COMMERCE**
Arrived, Dec. 18.

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

AG, Wed. 12/20/48, p. 3. **CANAL COMMERCE**
Arrived, Dec. 19.

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

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

Cleared.

Boat Henry Clay, Williamsport, Md., with plaster and sack salt, from T. M. McCormick & Co., groceries, &c., from McVeigh, Bro. & Co. and dry goods from Gregory & Adams, for Hardscrabble, [Highland County] Va.

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

AG, Fri. 12/22/48, p. 3. **CANAL COMMERCE**
Arrived, Dec. 21.

Boat Hugh Smith, Harper's Ferry, whiskey and pig iron, to Thomas & Dyer.

Departed.

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

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

AG, Wed. 12/27/48, p. 2. **CANAL COMMERCE**

Arrived, Dec. 26.

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

Cleared.

Boat Buena Vista, Sharpsburg, Md. sundries, &c., from McVeigh, Bro. & Co.

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

AG, Fri. 12/29/48, p. 2. **News of the Day.**

The January interest on the preferred bonds of the Chesapeake and Ohio Canal, will be paid at the Merchants' Bank, in Baltimore.

AG, Sat. 12/30/48, p. 2. **Navigation of the Shenandoah** – The Survey of the Shenandoah river, which the Board of Public Works ordered to be made, has just been completed by those persevering engineers, Messrs. Coyle and Douglass, under the superintendence of the able chief, C. B. Fisk. A report will soon be made to the Board of Public Works.

It is very gratifying to the friends of the improvement, to learn that the river affords an abundant supply of water in the driest seasons, and that it is very susceptible of being improved by means of locks and dams and short canals.

It appears that from statistical information recently collected, there are at least two hundred thousand barrels of flour manufactured annually, along the river; the whole of which, would find its way to the Eastern Market, through this channel, if the improvement was made, and the quantity would in a very short time increase to at least double the present amount. It has also been satisfactorily ascertained that the mills on the river and its branches, could grind more than double the quantity they now grind. There is not the least doubt, but that in a very few years, after the improvement is made, the present quantity of wheat raised would be quadrupled, as the farmers could then get plaster at \$6 or \$7 instead of having (as at present) to pay from \$12 to \$15 per ton.

The correspondent further states that the river valley abounds in various kinds of mineral

substances, especially those of manganese, copper, coal and iron, but more particularly the latter, which abounds in inexhaustible quantities, and of the best quality in the world.

The article of lumber is also very abundant, and of a very superior quality, to which fact many of the Charles Town and Harper's Ferry carpenters can testify. It has been ascertained that not less than fifteen millions of feet are annually sawed in the river valley; besides, by no means an inconsiderable quantity is annually rafted down the river in the log during the spring freshets.

It is not yet known what the Engineers' estimate of the cost of the contemplated improvements will be.

The distance is 150 miles, and the amount of fall near eight hundred feet. – *Charles Town Free Press.*