In the above undated National Park Service photograph can be seen the coal trestles over Water street in Georgetown. The Canal is to the left and the Potomac is to the right. Notice on the trestle in the background the several coal cars. Coal was loaded, either by hand or with mechanical assistance, from the canal boat into the coal cars, which were then pushed across the trestle to a waiting vessel or to a coal yard, if no vessel was available. A description of this improvement to the Georgetown water front is provided by Charles B. Fisk, engineer, pages 18 - 23. It is unlikely that the above photograph was taken in 1850; however, we know the Georgetown water front was subsequently improved to take advantage of the coal trade, vice sending it all over the Alexandria Aqueduct to Alexandria, and so the above photograph is put in this report with the descriptive text.
A. PREFACE

In this compilation, all the Canal Trade articles were transcribed from The Alleganian, a Cumberland, Md. newspaper, The Sun, a Baltimore, Md. newspaper, Daily National Whig and Georgetown Advocate, two Washington, D. C. newspapers of the era, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. Some dates during the boating season were missing. The Alleganian newspaper was found on microfilm at the library at Frostburg State University, Frostburg, Md., all the others were found on-line. Articles from The Alleganian are preceded by CA, those from The Sun are preceded by Sun, those from the Daily National Whig are preceded by DNW and those from Georgetown Advocate are preceded by GA. The research continues because the reader may yet find a missing date or a missing newspaper.

Readers not familiar with historic Georgetown and those readers who do not have a map of historic Georgetown, may wish to skip over pages 18 - 23 where Charles B. Fisk, engineer, describes potential improvements to Georgetown relative to the coal trade.

This report has been edited by compiling all the boat names in an EXCELL spread-sheet, sorting them, and then editing the text for consistency in spelling. No boats were added, none were subtracted.

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
Revised November 2017
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Canal Trade 1849-50

Sun, Mon. 1/1/49, p. 2. **Froze to Death.** - A negro man, named Joseph Waugh, froze to death in escaping from a coal boat which sunk in the river, near Cumberland, last Friday night week.

The Freshet in the Potomac river swept away a temporary bridge which Messrs. Hunter, Harris & Co., (contractors,) had thrown across it, a short distance below Cumberland. The contractors were about to take it down.

The Canal. - The Cumberland Civilian says the work on the tunnel for the Chesapeake and Ohio Canal, is progressing rapidly, night and day. Six thousand bushels of cement, made chiefly on Wills Creek there, are consumed monthly.

Cumberland Coal - The late rains raised the water of the Potomac river, and advantage was taken of it to send large quantities of coal down from Cumberland on flat boats.

Sun, Sat. 1/6/49, p. 2. **Interesting Case.** - We learn from the Cumberland Civilian, that the case of the George's Creek Coal and Iron Company against C. E. Detmold, was recently decided in the High Court of Chancery of Maryland. They obtained an injunction against Detmold's construction of a railroad to connect the furnace and works at Lonaconing with the road of the Maryland Mining Company, and also against his erecting or running a saw-mill on the premises. The grounds of the injunction were that D. was wasting timber in the road necessary to be left as fuel for the Company, and increasing the danger by fire to the furnace, &c. Both of these allegations the defendant denied by his answer, and the proof in the cause, in the opinion of the Chancellor, fully sustained the defendant's answer. The Civilian rejoices in the injunction being thus dissolved, and says that such a road as that being constructed by the defendant, Mr. Detmold, unlocks the great wealth of the Lonaconing region.

Sun, Fri. 1/19/49, p. 1. **Williamsport and Georgetown Canal Trade.** - The Hagerstown Herald of Freedom has been furnished with the following statement of the amount of trade upon the Chesapeake and Ohio Canal, between Williamsport and Georgetown, from the 1st of February to the 30th December, 1848, by Mr. Elie Stake, Collector:

**From Williamsport to Georgetown** -
- 61,390 bbls. flour
- 1,057 bbls. whiskey
- 3,158 bushels wheat
- 7,043 bushels corn
- 47 tons iron
- 991 tons coal
- 583,471 feet plank
- 47,850 hoop-poles
- 20,800 bushels lime
- 100 tons apples, wool, rags, butter and eggs

**From Georgetown to Williamsport** -
- 5,278 sacks salt
- 559 bbls. fish
- 8,000 loose shad
- 137 sacks coffee
- 697 hides
- 483 bushels oysters
- 177,300 cypress shingles
- 6,230 melons
- 420 tons sundries
- 102½ tons merchandise
- 972 tons plaster

This statement shows the trade upon the canal, between these two points, to be very heavy, and also clearly demonstrates that the trade at Williamsport exceeds that at all other points upon the line of this great work.

CA, Sat. 1/20/49, p. 2. **Freshet.** - In the early part of this week, we had a rain and thaw, and as a consequence there was a considerable rise of the waters. The Potomac was pretty full, but not sufficiently to do any material damage along the line of the Canal.

Sun, Mon. 1/22/49, p. 1. **Freshet.** - We understand that there is a considerable freshet in the Potomac and Conococheague, particularly the latter, in consequence of the recent thaw. At Williamsport the Potomac was very high and blocked up with ice; and we understand that a portion of Witmer's
dam, on the western turnpike, has been swept away by the ice. If so, the damage on those streams may be great. - *Hagerstown Torch Light.*

*Sun, Tue. 1/30/49, p. 4.* *Chesapeake and Ohio Canal* - The Board of Directors of the Chesapeake and Ohio Canal Company was in session in Washington the greater part of last week. I am happy to learn that the result of a careful investigation into the condition and progress of the work was that it will be undoubtedly be completed by the time anticipated, and considerably within the means provided. The board had also under consideration the subject of a reduction of tolls, particularly upon coal from the Allegany mines.

Their decision is looked for with much anxiety here, as well as in the mineral region, and with the hope that they will be fixed so low as to bring into full operation the capacity and benefits of this great work and at the same time make it productive of a large revenue to the State, which in its whole extent, has done and suffered so much for it. The belief in Washington seems to be that 75 cents per ton for the entire distance would be the charge upon coal; a rate, which it is thought by persons well qualified to form a correct opinion, would produce both the desired results referred to. I doubt not that the very intelligent body to whom the direction of this great work is committed, will profit by the experience of other similar works and decide in favor of the lowest rate practicable. Surely, in the outset of the business of the canal, a high rate upon the Alleghany coal, which has such formidable competitors, would be a most suicidal policy in every point of view.

*CA, Sat. 2/3/49, p. 2.* *Chesapeake and Ohio Canal* - We learn that the Board of Directors of the Chesapeake and Ohio Canal Company, have decided that the toll upon coal shall be but 76 cents per ton for the entire length of the Canal. We have not a doubt that as soon as the canal is opened, the Cumberland coal will drive the Pictou entirely from the market.

*Sun, Thu. 2/8/49, p. 2.* *Canal and Coal Trade.* - The Hagerstown Herald of Freedom says that it has heard of one enterprising gentleman who, in view of the certain completion of the Canal by next Fall, designs to build and run 40 coal boats. Others are already beginning to make arrangements in anticipation of the event. It is confidently believed that such reduction will be made in the tolls as will bring Alleghany coal in successful competition with the cheapest article of coal in the Eastern markets.

*Sun, Tue. 2/20/49, p. 2.* *Improving the Upper Potomac* - The county court of Loudoun, Va., has appointed three gentlemen commissioners to examine the Potomac river at the base of Catoctin mountain, and thence to Berlin, with instructions to report to the court the expediency of constructing a lift-lock to communicate with the Chesapeake and Ohio canal, at any suitable point between the above named places.

*Sun, Wed. 2/28/49, p. 4.* *Accident to the Chesapeake* - The steamship Chesapeake, which sailed from New York on Saturday,
for Chagres, returned on Sunday, in consequence of her furnace bars having burned out, by using English bituminous instead of the Cumberland coal, which they were unable to obtain at the time of her departure. The defect will soon be remedied.

_Sun_, Thu. 3/1/49, p. 2. **Brisk Canal Trade Expected** – A letter from Williamsport, Md., dated Feb. 24th, says: - “We are in expectation of a brisk spring trade at this point on the canal, as the receipts of flour daily average about 1,000 bbls.; our warehouses are all full, as well as all the boats now lying in the several basins. – We understand that a very large stock of produce will be here as soon as navigation opens.”

_Sun_, Mon. 3/19/49, p. 1. **Virginia and the Chesapeake and Ohio Canal**. - The bill guarantying the bonds of the Chesapeake and Ohio Canal Company, for the sum of $200,000, has passed both branches of the Virginia Legislature and become a law. This will be an important aid in furtherance of the purposes of the canal. The following important amendment to the bill was introduced, during its passage, and is a part of the law:

_And provided further_, That no such guaranty shall be made by the treasurer until the Board of Public Works shall be satisfied that the Chesapeake and Ohio Canal Company have paid, or arranged to pay, out of any money or assets which they now have, or hereafter may have, applicable to such a purpose, or arranged to the best of their ability, all debts due to, and to comply with all contracts made with the Alexandria Canal Company, and shall grant, upon fair and reasonable terms, to said company (which shall have power to take, hold and enjoy the same) such reasonable proportion of water-rights and privileges required by the said company, which may be in the power of the Chesapeake and Ohio Canal Company to afford, without affecting previous contracts, or which may not injure the navigation of the said Chesapeake and Ohio Canal.

_Sun_, Mon. 3/26/49, p. 2. **Completion of the Canal**. - The Washington News says that the Chesapeake and Ohio canal will be finished to Cumberland by the first day of next November, according to contract - and by means of the $200,000 guaranty of Virginia, the old portion, in the meantime, will be put in perfect order for the immense business that is contemplated for it.

_Wed._ 3/28/49, p. 3. **Chesapeake and Ohio Canal** – The Alexandria Gazette states that the bill guarantying the bonds of the Chesapeake and Ohio Canal Company, for the sum of $200,000, has passed both branches of the Virginia legislature and become a law. This will be an important aid in furtherance of the purposes of the canal. The following important amendment to the bill was introduced, during its passage, and is a part of the law:

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Sun, Thu. 3/29/49, p. 2. **Good Boating on the Shenandoah** - Capt. Jacob Sype, of Page county, (Va.,) brought down the Shenandoah river a few days since, to Harper's Ferry, in one fleet, twelve gondolas, with 1,200 bbls. of flour on board, all in good order, where it was put on board canal boats bound for Georgetown, D. C.

CA, Sat. 3/31/49, p. 2. **The Canal Bonds**, those issued under the law for the completion of the work to Cumberland, are represented to be in demand in the stock market. A late number of the Washington News says - Sales have been made, to some extent at 80, and holders are now asking more. The original subscription price for these bonds was 60 cents in the dollar. - The interest on the bonds issued has been promptly paid, and the canal work has progressed rapidly, and all doubt of its completion to Cumberland vanished. In view of the state of affairs, the bonds have rapidly advance in value. From 60 they have risen to 80, in short space of time, and from the present demand the tendency is to rise still further. The bonds were first taken on speculation; they are now rapidly assuming the character of a solid interest paying stock, and appear to be sought after as a desirable investment.

Sun, Mon. 4/2/49, p. 1. **Canal Trade**

There appears to be a brisk business doing on the Chesapeake and Ohio Canal, from the up country to Georgetown. The Advocate, of Saturday, reports the arrival of 16 boats, laden principally with flour, but with some other produce also.

CA, Sat. 4/28/49, p. 2. **The Canal** - The Directors of the Chesapeake and Ohio Canal Company, held a meeting in Washington last week; and we learn from the Alexandria Gazette that all matters of difference between the Company and the Alexandria Canal Company, referred to in the proviso of the Act of the General Assembly of Virginia, guaranteeing a loan of $200,000 for the purpose of putting the Canal in order, below Dam No. 6, have been amicably and satisfactorily arranged between the two Companies.

CA, Sat. 5/5/49, p. 2. **THE CANAL BONDS**. - The Washington News of Saturday last, has the following article on the subject of the Preferred Bonds of the Chesapeake and Ohio Canal Company:

"There is a growing demand for these Bonds. The attention of capitalists and incorporated companies has been directed towards them as a safe and permanent investment, and the consequence is that the few bonds that get into the market are eagerly sought after and bought up. There are none for sale here at present at 80 which is an advance of 20 percent on the original subscription. Most of the bonds are delivered, when issued, into the hands of subscribers who are generally men of capital, who subscribed for investment, and who are able and desirous of holding them. These bonds never touch the market. Other subscribers on speculation, have sold out long since to men of capital who receive their bonds regularly and hold them. There are some few who retain their original subscription, receive their bonds according to the terms of the subscription, pay for them at sixty cents in the dollar, and offer them for the most that they can get. This latter is at present the only source of supply for the "outsiders," and it is a limited one. The bonds if they continue in favor must necessarily, under the circumstances, rise in value, simply because the demand is in advance of the supply, and the supply is not likely to increase, but rather to diminish. The canal will be finished by the first of November next - this is settled. The State of Virginia has provided means for its thorough repair from Georgetown, to dam No. 6. This puts the whole line in complete order for business and active operation. The work,
when complete is mortgaged for the payment of the preferred bonds, which in amount are under two millions, and redeemable, thirty-five years hence, with interest payable half-yearly."

We understand that the work on the unfinished portion of the Canal, is proceeding rapidly - the force now employed being larger than at any time heretofore. The principal contractors feel confident that by the first of November, the magnificent work will be completed.

Sun, Mon. 5/7/49, p. 2. **Georgetown and the Canal Trade** – The prospect, or rather certainty, of an early completion of the Chesapeake and Ohio Canal to Cumberland, Md., and the energy evinced by the Alexandrians in preparing for the accommodation and profitable reception of the increased trade of their town has stirred the people of Georgetown up to the necessity of adopting prompt and active measures to secure a fair proportion of the advantages expected to arise therefrom. A town meeting was convened by the Mayor on Thursday evening last, when Wm. H. Edes was called to the chair, and Wm. H. Tenny appointed Secretary. Propositions for a street on the south side, adjoining the Canal, outlet locks and a basin, were severally presented to the meeting and discussed. A committee was also appointed to investigate and report to a subsequent meeting upon the expediency of opening a landing to accommodate the Canal trade on the South side of the Canal, the expediency of constructing a Basin to accommodate the coal trade, and the consideration of outlet locks in the west end of the town. The Mayor was also requested to employ a suitable Engineer to make surveys and examinations in view of accommodating the expected increase of the Coal and produce trade on the completion of the Canal, and to report the result to an adjourned meeting of the citizens at the earliest day practicable.

DNW, Tue. 5/8/49, p. 2. **Chesapeake and Ohio Canal.** - The Cumberland Alleghanian of Saturday, says: "We understand that the work on the unfinished portion of the Chesapeake and Ohio Canal, is proceeding rapidly - the force now employed being larger than at any time heretofore. The principal contractors feel confident that by the first of November, the magnificent work will be completed."

DNW, Thu. 5/10/49, p. 3. **Chesapeake and Ohio Canal.** - The Cumberland papers reiterate the assurance that this work will be finished to that place by the first of November next. Our readers are generally aware that Virginia has recently appropriated $200,000 for the purpose of putting the line of the Canal from the District to dam No. 6 in complete repair. In anticipation of the renovation and extension of this work, as noted above, our neighbors of the District are taking measures to accommodate and enjoy the trade which is expected to flow through its channel. - Balt. Amer.

The Alexandria Gazette says:

We have no doubt that Alexandria will be the principal depot for the Coal Trade shortly to be opened, by means of the completion of the Chesapeake and Ohio Canal to Cumberland, and we have devoted a portion of our columns today to an article from Hunt's Merchants' Magazine, in relation to the subject. The article will be read with interest, as it gives many important facts concerning the Coal Region, and others bearing upon the anticipated Coal Trade. The Canal will, in all probability, be opened to Cumberland in October next. There is a region rich in Coal and other minerals, lying in Hampshire and the adjacent county, in Virginia, yet to be developed, and the riches of which must, also, flow into this Canal. Public attention has recently been drawn to this region by a correspondent of this paper. We hope to see the North Branch of the Potomac so
improved that the Coal from Hampshire will find its way readily to market.

The citizens of Georgetown held a meeting on the subject on Thursday last, at which a committee was appointed to report upon various measures looking to the accommodation of the Canal trade there.

CA, Sat. 5/12/49, p. 2.  **THE COAL TRADE** - The Georgetown Advocate published the proceedings of a meeting of the citizens of that town, held on the evening of the 3rd instant, upon the call of the Mayor, to adopt measures to secure a proportion of the lumber and coal trade that will follow the completion of the Chesapeake & Ohio Canal. A committee was appointed "to investigate and report to a subsequent meeting, upon the expediency of opening a landing to accommodate the Canal trade on the South side of the Canal, the expediency of constructing a Basin to accommodate the coal trade, and the consideration of outlet Locks in the West end of the town."

At Washington and Alexandria, as we learn from the Advocate, considerable progress has already been made in efforts to accommodate the business which is expected to spring up, and to draw it within their respective spheres.

AG, Mon. 5/14/49, p. 3.  **COMMUNICATION** – Among the various schemes which are now being projected for the improvement of Alexandria, there is one which I hope will not be over-looked. To some it may seem a small matter, of but little moment, but its importance is not duly appreciated. I mean the extension of the Canal into the Town, with a basin in some convenient and central location. The writer of this knows by personal experience that a large amount of Canal trade has been lost to the Town under the present arrangement of affairs. I do not deem it necessary to enter into a detail of the inconveniences and disadvantages which at present attend persons trading to Alexandria, by the Canal. They are seen and known by every one who gives the matter a moment’s thought, and those of our merchants who are directly concerned in receiving produce by the Canal, have been surfeited with complaints and remonstrances, on the subject, from their country friends. It has become indeed a difficult matter to induce the owners of boats to bring produce to Alexandria. Seven-eighths of them object to coming here and will not do so if they can possibly obtain freight elsewhere. – These persons frequently have the control of their cargoes and make use of every effort to dispose of them in Georgetown, even at prices slightly less, rather than bring them to Alexandria. Thus, we lose not only the receiving the produce, but a considerable amount of a much more profitable return trade.

If any curious person will but take the pains to pay a visit to our Canal basin, I venture to assert, that they will not return without a spell of the “horrors.” Every thing around it is so cheerless and desolate, that it is really heart-sickening. There are no accommodations for loading and unloading boats, no shelter for the men and horses, and what was supposed by some sanguine individuals would prove the nucleus of a considerable addition to the Town consists at present of a dilapidated wharf and two unoccupied warehouses. Thus, the few boats that come here are compelled, “nolens volens,” to lock down into the river, and discharge their cargoes at the wharves. This is accompanied, in boisterous weather, with considerable risk, and under the most favorable circumstances, with trouble and a loss of time. It is this, that the boatmen the most object to, and many of them who are consigned here, rather than submit to it, will not come through the Canal at all, but employ the Steamboat Salem to tow them down the river from Georgetown; and so the tolls are lost to the Canal Company. I have an instance, (among many others), in my mind, which occurred last week, of a boat
having been detained the greater part of two days in waiting to get from, and to the Locks. It was the Boatmen’s first trip to Alexandria and he sincerely hoped it would be his last. The great difference between the receipts of produce here and in Georgetown, so largely in favor of the latter place, is I have no doubt attributable in a great measure to this cause. There are other things, to be sure, which operate to produce this result, but this I believe to be the chief reason.

There is in addition to these things, another strong reason, indeed I may say an absolute necessity, why this extension of the Canal into town should take place. That is, that on the completion of the Chesapeake and Ohio Canal to Cumberland, and the consequent commencement of the large coal trade which Alexandria must derive from this source, the present basin and locks will not be sufficient for the accommodation of the coal and produce. The coal will of course be discharged at the wharves to be prepared for it on the river, but there must be an outlet into town by means of another lock and a lateral canal for the produce. Unless this is done, there will be a clashing between the two branches of trade, and they will retard each other, as has been the case heretofore on the Baltimore and Ohio Railroad. Some persons have made the expense of this work a “bug-bear,” but I will venture to assert that the expense will be but a trifle in comparison to the increase of business which we shall receive by it.

I know that there is a strong opposition to this matter; but if those who oppose it will only forget individual interests, and look alone to the general weal, their opposition will cease.

There is no doubt that a majority of the citizens of the town are in favor of it, as was proved by the vote sometime since taken, and I sincerely hope that those to whom the thing has been entrusted, will see to it and have the people’s wishes carried out.

AG, Tue.5/15/49, p. 2. **News of the Day** – On Monday of the May County court for Berkeley an application will be made to the Court in pursuance of a recent act of the General Assembly of Virginia, for the appointment of three Commissioners to select some point opposite to the County of Berkeley for the location of a lift lock for the accommodation of the Canal trade of that County. And, on Tuesday and Wednesday following, the said Commissioners are expected to meet Mr. Fisk, the Chief Engineer of the Chesapeake and Ohio Canal Company, to perform the duties prescribed by law.

**Sun, Wed. 5/16/49, p. 1. More Mineral Wealth in Pennsylvania.** - A rich bed of manganese, heretofore found in this country only in Vermont, has been discovered in Greenwich township, Berks county, on the farm of Mr. John Kohler, Jr. The ore is of the richest quality, yielding 90 percent of pure metal, and thus far has been obtained from eight to ten tons of ore daily. Manganese is much in use in the manufacture of porcelain ware and in coloring glass. - Phil. Ledger.

It is erroneous to suppose than manganese exists in the United States only in Vermont and Pennsylvania - large quantities of it are brought to Georgetown, D. C., down the Chesapeake and Ohio canal, which extends far into western Maryland. It is also found in Connecticut. Like most ores, there are different qualities of it, available for specific purposes. Manganese is, however, applied to no use in metallic form.

CA, Sat. 5/19/49, p. 2. **The Canal** - Tuesday last, was the pay day to the contractors on the Chesapeake and Ohio Canal for the work done in the month of April. We understand that the estimates amounted to considerably more than for any preceding month - and they will be still
larger for the present month. The work is rapidly progressing throughout the entire line.

CA, Sat. 5/26/49, p. 2. **CUMBERLAND COAL.** - The New York Herald notices the arrival, in Philadelphia, of five vessels from England, with bituminous coal - imported, it is said, use of the gas works near that city - and remarks, that this fact calls loudly for the construction of works of internal improvement, to intersect the inexhaustible beds of bituminous coal located in Maryland and Pennsylvania. The Herald adds: "The Cumberland coal is the best fuel for steamboats ever discovered, and our ocean steamers cannot get along without it. The Cunard boats, the Bremen line, and the steamers engaged in the Charleston, Savannah, New Orleans, Charges and California trade, use it, and have found it superior to all others. It is, therefore, highly important that measures should be immediately adopted to keep the market fully supplied."

The completion of the Chesapeake and Ohio Canal, in a few months, and the extension of the Baltimore & Ohio Railroad through the coal region, will afford facilities for keeping the market fully supplied.

Sun, Tue. 5/29/49, p. 1. **A Lift Lock.** for the accommodation of the trade of Berkley, Va., into the Chesapeake and Ohio Canal, is to be erected. The county commissioners met the chief engineer, Mr. Fisk, last week, for the purpose of locating it.

Sun, Thu. 5/31/49, p. 1. **Georgetown and the Canal.** - The corporation of Georgetown, D.C., has passed a resolution authorizing an additional emission of $7,000 corporation notes, which, in addition to what yet remains to be issued under the authority of former ordinances, will be sufficient to purchase the entire remainder of the corporation stock yet due to and now being called for in monthly certificates of $2,000 by the contractors for completing the Chesapeake and Ohio Canal.

CA, Sat. 6/2/49, p. 2. **The Corporation of Georgetown** have authorized a further emission of $7,000 corporation notes, to meet their subscription of stock for the completion of the Chesapeake & Ohio Canal.

DNW, Mon. 6/11/49, p. 5. **Chesapeake and Ohio Canal.** - It has been frequently assumed that the Chesapeake and Ohio Canal would be completed by the 1st of October, the time specified in the contract. - We have taken some pains to ascertain the present condition of the work along the entire line, and are enabled to present the following satisfactory facts as the result of our investigations.

The two cut-stone Locks, between Dam No. 6 and Cumberland, will be completed by the first of July. The thirteen composite locks, of which three are nearly completed, will be finished by the later part of August.

Aqueduct No. 9, over Fifteen Mile creek, will be completed by the first day of July. Aqueduct No. 10, over Town creek, which, next to the Tunnel, is the heaviest work on the line, will be completed in the month of September.

All the excavation along the line, will be completed on the 1st of August.

One third of the arching of the great Tunnel is finished. One half of the sidewalks on the berm and tow path side are already completed. The portal on the south end is ready for the spring of the arch. The work at the Tunnel is pushed night and day. The supply of bricks and cement is abundant. The whole of this magnificent work will be ready for the earliest letting of the water.

The stone for the dam at Cumberland has been quarried and is now being delivered. It is a very superior quality of sandstone. With a low stage of water, the
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dam can be finished in six weeks. The basins at the same place are already completed.

Many of the sections are entirely completed. Many of the culverts are completed, and all are in a state of forwardness.

The lock-houses have been contracted for, and the materials are ready for their construction. The timber for the lock-gates is now being delivered. The lock-iron, and iron for railings of aqueduct and tunnel, have been contracted for.

The road-bridge and waste-ways have been contracted for, and are in a state of forwardness.

A general cleaning up of the old sections finished some years ago is going on.

The fact is no single thing connected with the completion of the line has been neglected, and the work is of a character to challenge the highest admiration of all who are conversant with such matters. This information may be relied on. - Cumberland Civilian.

Sun, Thu. 6/14/49, p. 2. That Lift Lock - The Martinsburg Republican says, that the County Court of Berkley, Va., has decided that a lift lock into the Chesapeake and Ohio canal, in accordance with the $200,000 loan of Virginia to the company, is entirely unnecessary.

Sun, Mon. 6/18/49, p. 2. The Repairs on the Chesapeake and Ohio Canal, which were the condition of the $200,000 guaranty of Virginia, the Charlestown Free Press says, are postponed for one year. This is the result of Berkley county court releasing the canal company from the obligation to construct a lift lock at Down's mill.

Sun, Mon. 6/25/49, p. 1. Prospects of Cumberland. - The Cumberland Civilian, of Friday last, gives the following glowing description of the bright prospect ahead for Allegany county:

"The environs of our town have never before presented a more animated and stirring aspect than they do at present. In every direction, may be seen the evidence of a renewed vitality in the various enterprises designed or adopted to develop the mineral wealth of our county. The extension of the Baltimore and Ohio Railroad, westward from Cumberland, employs many busy hands, and is pressing forward, eager for the struggle with rival lines for the trade of the mighty West. The skill and energy which continue to characterize the prosecution of the great work of the Chesapeake and Ohio Canal, afford the most satisfactory evidence that it will be completed and open within the allotted time. The various extensions to the canal, of the railroads leading into the heart of the coal field, as well as the wharves, chutes and other necessary works, projected or in progress, at the canal basin, attest the confidence of the coal companies and individual proprietors, that a new era is about dawning upon Cumberland. The work on the railroad of C. E. Detmold, Esq., from Lonaconing, a distance of seven miles, to connect with the railway of the Maryland Mining Company, is also urged with augmented vigor, and will be finished in a few weeks. The various coal companies, without any exception, we believe, are actively employed in adding to their means of mining and transportation, building new cars, miners' houses, &c., preparatory to a large increase in their operations, during the approaching autumn. Contractors for transportation of coal on the canal from Cumberland to tide-water, are on the qui vive, perfecting their arrangements for boat building, and the purchase of mules, and concluding their agreements with the different companies. In fact, all is life and activity, and the citizens of our county have never before had so much reason to feel confident of the early future as now. To crown all, the general health of this region
was never better, and while the terrible epidemic which is now scourging the land is daily adding hundreds to its victims elsewhere, no symptom has yet discovered itself in this mountain atmosphere."

*Sun*, Sat. 7/14/49, p. 2. **Canal Navigation Suspended.** - We learn from the Alexandria Gazette that, for the purpose of cleaning out, the water has been drawn off from the Chesapeake and Ohio Canal, and that navigation will be suspended on it until about the first of August.

*Sun*, Mon. 7/23/49, p. 2. **Water Again in the Canal.** - The Alexandria Gazette states that the water will immediately be let into the lower level of the Chesapeake and Ohio Canal, when the Aqueduct crossing from Georgetown to the Alexandria Canal, will be filled, and all cause of complaint of bad effluvia or apprehension of danger be removed.

*Sun*, Thu. 7/26/49, p. 2. **Officers of the Canal Company.** - At the annual meeting of the stockholders of the Chesapeake and Ohio Canal Company, held in the city of Baltimore on Wednesday, the 18th instant, General James M. Coale was re-elected President, and William Cost Johnson, George Schley, Samuel P. Smith and John Pickell, of Maryland; Henry Dangerfield, of Va., and Wm. A. Bradley of Washington, were elected Directors for the ensuing year.

*Sun*, Fri. 7/27/49, p. 2. **Chesapeake and Ohio Canal.** - The millers, farmers, dealers in produce, merchants, manufacturers and mechanics of Berkeley county, Va., are signing a petition to the Legislature of Virginia, in reference to the guarantee of the State to the Chesapeake and Ohio Canal Company, and the construction of a lift lock near the mouth of the Opequon, by the company. The object of the petitioners is to release the company from that obligation, upon the ground that the finances of the company prevents a compliance with it; and to effect a further improvement in the canal by the State's guarantee of $200,000, which they consider of more importance than the erection of any number of locks, with the canal in its present weak, unsafe and imperfect condition.

CA, Sat. 7/28/49, p. 2. **CANAL COMPANY** - We learn that at the Annual Meeting of the Stockholders of the Chesapeake & Ohio Canal Company, held in the city of Baltimore, on the 18th instant, Gen. James M. Coale was re-elected President, and William Cost Johnson, George Schley, Samuel P. Smith and John Pickell of Maryland, Henry Dangerfield of Va., and Wm. A. Bradley of Washington, were elected Directors for the ensuing year.

CA, Sat. 8/4/49, p. 2. **Murder on the Canal.** - The Hagerstown Herald of Freedom states that one day last week, near Old Town, in Allegany county, a gang of infuriated Irishmen fell upon and beat two young men, named Clarke Finney and Morgan Craig, in a most shocking manner. Finney, who is a son of James Finney, Esq., of Frederick county, died soon after, and Craig is not expected to live.

We have made the necessary inquires, and have been assured that there is no truth in the story - there has been neither riot nor murder - near Old Town, nor at any point on the line of the Canal.

*Sun*, Mon. 8/6/49, p. 1. **Trip of the Governor of Virginia to Cumberland.** - The Civilian, of Friday last, gives the following account of the visit of Gov. Floyd, of Va., and party, to the Cumberland region, to view the present condition of the Chesapeake and Ohio Canal in which the State of Virginia, looking to the terminus at Alexandria and her rich coal fields near the mouth of Savage, has so important an interest:
His Excellency Gov. Jno. B. Floyd, of Virginia, accompanied by Col. C. Crozet, State Engineer, of Va., Gen. James M. Coale, President, and Henry Dangerfield, Esq., of Alexandria, one of the Directors of the Chesapeake and Ohio Canal, together with Geo. H. Smoot, Esq., President, T. Ch. Atkinson, Chief Engineer of the Alexandria and Orange Railroad, and Wm. H. Fowle, Esq., of Alexandria, arrived in Cumberland on Monday evening last. The object of the Governor of Virginia in visiting this region, was to examine the works.

Upon the arrival of the party, they were joined by Nathan Hale, Esq., of Boston, Charles B. Fisk, Esq., Chief Engineer of the Chesapeake and Ohio Canal, and James Hunter and Thomas G. Harris, Esqs., contractors to complete the canal. The party proceeded the same evening to the scene of operations at the dam across the Potomac at this place, which is rapidly progressing towards completion. The character of this work was very much admired, and it was acknowledged on all hands that no other in this country can surpass it, so far as permanence and durability are concerned. Twenty-five feet of solid masonry, united with the finest Alleghany cement, and resting on a solid stone foundation, will not easily be influenced by the effects of either "tide or time."

On Tuesday morning the party of distinguished visitors, with a number of gentlemen from Cumberland, left in an extra train of cars, provided by the Baltimore and Ohio Railroad Company as a mark of respect to the Chief Magistrate of the "Old Dominion," for the great tunnel at the Paw Paw Bend. Arrangements had been made by Messrs. James Hunter and Thos. G. Harris, who, as contractors, together with Mr. Solomon McCullough, are bringing it to a speedy completion, were enabled to examine every portion, from the opening on the river, to the deep cut with its polished rocky sides. - During the progress of the party, a number of blasts were set off, the reverberations of which, resounding through the arches, imparted a degree of sublimity to the scene.

Having fully explored the Tunnel, the party returned to the quarters of Messrs. Hunter & Harris, where a rich repast, prepared by order of those gentlemen, was in waiting for them. Toasts and sentiments succeeded, and the utmost hilarity prevailed. The Governor of Virginia, the Hon. Nathan Hale, the State Engineer of Virginia, the Contractors of the Canal, and the President of the Alexandria and Orange Railroad, were successively toasted, and responded in brief, but highly appropriate addresses.

At an early hour of the afternoon the party returned to the cars and reached Cumberland in safety, having passed a most one extremity to the other. It will be, when finished, with side walls and an arched roof of brick, laid in hydraulic cement, 24 feet in height to the crown of the arch, or 17 feet from the surface of the water, 19 feet wide at the surface of the water, or 24 feet including a tow path of 5 feet. The most elevated part of the ridge through which the tunnel passes is 360 feet above the canal.

Two double shafts were sunk during the original excavation of the work, each 8 feet in diameter, one pair of the 126 feet, and the other 187 feet in depth. A large portion of the rock removed in the excavation of the tunnel, was taken out through these shafts. The whole of the excavation to effect an opening, was through rock, viz; 70,690 cubic yards, at a cost of $228,000.

The Governor of Virginia, with the large party of gentlemen who accompanied him, passed through this splendid work, and conducted by Messrs. James Hunter and Thos. G. Harris, who, as contractors, together with Mr. Solomon McCullough, are bringing it to a speedy completion, were enabled to examine every portion, from the opening on the river, to the deep cut with its polished rocky sides. - During the progress of the party, a number of blasts were set off, the reverberations of which, resounding through the arches, imparted a degree of sublimity to the scene.
delightful day, for which they acknowledged with one voice their indebtedness to Messrs. Hunter & Harris.

During his stay in our county, Gov. Floyd and his party visited Frostburg and the Mineral region, and passing Mount Savage, by the valley of Jennon's Run, returned to Cumberland on Wednesday evening.

Sun, Mon. 8/6/49, p. 4. Chesapeake and Ohio Canal. - I observed in your paper of yesterday a statement taken from the Herald of Freedom, Hagerstown, with regard to a riot on the canal, near Old Town, causing the death of Finney, &c.

No riot has occurred along the line, and Clarke Finney I saw myself yesterday, and he is perfectly well. As these notices are calculated to produce bad effects along the line, I have written this for the purpose of correcting the false impression that the canal is riotous. I ride along the canal every day, and know that perfect order prevails along the line; the work is progressing rapidly to completion, and perfect harmony and quiet prevails.

Sun, Thu. 8/16/49, p. 2. Chesapeake and Ohio Canal - We learn from the Frederick Examiner that the Virginia Board of Public Works, at their regular meeting last week, took final action in regard to the condition of the act passed by the Legislature of said State, in March last, authorizing a guaranty to the extent of $200,000 to enable the company to put the canal, below dam No. 6, in good condition and repair, and released the company from the obligation to construct the lift lock opposite the county of Berkley. The other conditions of the act were satisfactorily complied with, and it has now become a law. Preparations will forthwith be made to carry it into effect. The aid afforded by this act comes most opportunely to the company, and will be productive of the most beneficial results.

Thu. 8/30/49, p. 2. Under the effects of the prevailing drought the waters of the Potomac and its tributaries are said to be lower at the present time than were ever before known. The Chesapeake and Ohio Canal trade is pretty nearly at a stand from this cause.

The Hagerstown Herald says that the water has been let into the Chesapeake and Ohio Canal at Williamsport and that in a very short time it will also be let further down.2

Sun, Tue. 9/4/49, p. 4. The contractors for cleaning our Canal, nothing daunted by the unfortunate freshet of Friday evening, have a large gang of hands employed today, with an intention to renew their labors vigorously, and prosecute the work with untiring energy. Much money and time will be lost, which, being beyond their control, may hereafter form a subject for the consideration of the city authorities.

In Georgetown there is but little business doing, and the trade must be moderate until the apathetic managers of the canal wake up. Immediate investigations into the causes of this embargo upon all kinds of produce should be made, the facts made known, and every unfaithful agent discharged. From the best accounts received today, the canal will once more be in floating condition on the 7th or 8th of the month.

Sun, Sat. 9/22/49, p. 2. Georgetown, Alexandria and the Cumberland Coal Trade. - A public meeting was held at Georgetown, D. C., on Thursday evening, to devise the best measures for the accommodation of such portion of the Cumberland coal trade as may accrue to that place on the completion of the Chesapeake and Ohio canal. The formation of large coal yards, one elevated above the other,

2 American and Commercial Daily Advertiser, Baltimore, Md.
extending from the higher banks of the canal to the river below, with railways, coal chutes, &c., for the conveyance of the coal either into the yards, or over them and through them, direct to vessels, seems to be a favorite plan. Outlet locks to be added at the same point are also proposed, with a basin at the river, enclosed by a pier, on which to erect large cranes, for the purpose of hoisting the bins of coal out of the boats into the vessels, the vessels lying outside and the boats on the inside of the pier. The ground at the point spoken of is particularly adapted to these arrangements. Thus, it would appear that no place could afford, if proper measures be taken, greater facilities for handling coal than Georgetown. The Alexandrians, however, it is said, have been far more prompt in carrying out their enterprises for the accommodation of the same trade.

Sun, Tue. 9/25/49, p. 4. Alexandria, Sept. 22, 1849. - Your editorial of 22nd inst., headed "Georgetown, Alexandria and the Cumberland Coal Trade," has been gratefully appreciated by your subscribers here. - The early completion of the canal to Cumberland and the coal mines, which now cannot be looked upon as but a few months distant, makes us look with more than ordinary interest to every line written upon the subject; and for your favorable mention of "Alexandria, and her enterprise," in connection with this trade, I have authority in the name of many of your readers, to "make you a low bow." W.

Sun, Fri. 9/28/49, p. 1. Chesapeake and Ohio Canal. - The president and board of directors of the Chesapeake and Ohio canal met on Wednesday in Baltimore. Messrs. Allen and Davis, the agents for the bondholders, and the contractors, were present. The Alexandria Gazette, of yesterday, says: "We learn that the chief engineer of the Chesapeake and Ohio canal contradicts the statement represented to have been made by him, relative to a delay in the time for the completion of the canal to Cumberland. The weather has been, and is now, most propitious for forwarding the work, and the contractors are confident in the opinion that it will be finished by the 1st of January next."

We learn that at the session of the directors, held at Barnum's Hotel, yesterday, (the State agents, as well as those of the bond holders, being present,) a definite time was fixed upon for the early completion of the canal. That object was first expected to be accomplished in October, but the contractors, Messrs. Hunter & Harris, have been allowed till the 25th of December next therefore. They, with the chief engineers of the work now in the city with them, are quite confident that the whole work will be completed by that time.

Sun, Mon. 10/1/49, p. 1. The Canal and Coal Trade. - The Alexandria Gazette, of last Saturday, after confirming our statement that the contractors on the Chesapeake and Ohio Canal have the means and ability to complete the work to Cumberland within the present year, says:

"Therefore, the coal trade on it may be certainly expected to commence in the Spring, of as soon as the weather will permit navigation after the Winter.

"We also learn that the arrangement for the accommodation of the Maryland Mining Company, for the shipment of their coal from the mouth of the Alexandria Canal, has been definitely agreed upon - and that the work will now proceed with energy.

"We also understand that the Frostburg, Allegany, and other companies, are making arrangements with the Alexandria Canal Company, for the same purpose."

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Cumberland Coal. - The Navy Agent for Washington has issued proposals for the delivery at Kittery, Maine, of seven hundred tons of the best quality Cumberland
coal, for the use of steamers, for which purpose it is highly esteemed. Though this is not "taking coal to Newcastle," yet it is taking it to the neighborhood of Nova Scotia.

Sun, Wed. 10/3/49, p. 2. **Georgetown and the Canal** – The sense of the people of Georgetown will be taken on Thursday, the 11th instant, on the subject of whether they are willing to incur an additional debt of $50,000, to accommodate the canal trade at that place, or whether they are unwilling to do so.

CA, Sat. 10/6/49, p. 2. **CHESAPEAKE AND OHIO CANAL.** The President and Board of Directors of the Chesapeake and Ohio Canal met on Wednesday in Baltimore. Messrs. Allen and Davis, the agents for the bond holders, and the contractors, were present. The Alexandria Gazette, says:

"We learn that the chief engineer of the Chesapeake and Ohio Canal contradicts the statement represented to have been made by him, relative to a delay in the time for the completion of the canal to Cumberland. The weather has been, and is now, most propitious for forwarding the work, and the contractors are confident in the opinion that it will be finished by the first of January next."

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Sun, Mon. 10/8/49, p. 4. **Drowned.** - Miss Catherine Crowley, daughter of Mr. John Crowley, of Washington county, Md., was drowned in the Chesapeake and Ohio Canal, about a mile above Harper's Ferry, on Tuesday morning last. It is supposed she was attempting to cross the canal on a board near the lock, when she fell in, and having no assistance to extricate her, was drowned. She was just 16 years of age. Her body was found a short time after. - *Charleston Free Press.*

Sun, Thu. 10/18/49, p. 1. **Boat Sunk** - A canal boat, loaded with coal, in tow of the steamboat *Salem*, in going from Georgetown to the navy yard in Washington, on Monday, sunk; and is a total loss.

Sun, Fri. 10/19/49, p. 4. **Flour by the Canal** - A day or two ago the Canal boat Horatio Allen brought down to Georgetown, D. C., 900 barrels of flour. This is one of the largest cargoes of flour ever brought down the Chesapeake and Ohio Canal in one boat.

Sun, Fri. 10/26/49, p. 1. **Steam on the Canal** - Maj. Thos. N. Harris is the name of the gentleman who has entered into a special partnership with the Chesapeake and Ohio Canal Company, for the purpose of testing the question of whether steam can be successfully used on the canal.

CA, Sat. 10/27/49, p. 2. **STEAM ON THE CANAL.** - The Washington News states that preparations are making to test the question as to whether steam can be properly and successfully used for the purposes of navigation upon the Chesapeake and Ohio Canal. A special partnership has been entered into between a gentleman living near Williamsport and the Canal Company with this object and the necessary machinery will soon ready to apply to the boat chosen for the experiment. If this should succeed to the satisfaction of the
company, other boats will be built upon the same principle, and the ordinary method of towing by horses in a great measure superseded. The trip from Cumberland to the District, it is thought, would not occupy more than two days, and with sufficient power of engine half a dozen boats could be towed.

Maj. Thomas G. Harris, one of the enterprising contractors engaged in the completion of the Canal, is the gentleman referred to, who is about testing the experiment, and he is sanguine that it will be successful.

*A Railroad is proposed from the Pennsylvania line to the Chesapeake and Ohio canal, below Clearspring, Md. The Sentinel says an improved road of some kind is greatly needed to carry produce to the canal.*

Cumberland Coal Trade - Among the arrangements which are being made at Cumberland, for the proper accommodation of the coal trade connected with the Canal, the Civilian announces the following:

"The Mount Savage Iron Company have entered into a contract with the owners of the Rose Hill Estate, (the Lynn family,) by which that company is to construct a railroad from the point where the Maryland Mining Company's road intersects the Baltimore and Ohio Railroad, on the west side of Wills' creek, to the Potomac River, reaching it a short distance above the dam where the natural channel of the river is deep and wide enough for a most extensive basin. The wharfs on the river are to be erected by the Messrs. Lynn, and the Mount Savage Company in conjunction, and will, we understand, extend for a distance along the river of nearly one thousand feet, with room, if necessary, for extensive docks. This route from the mines will be open to all the companies engaged in business in what is called the Frostburg region."


- We learn from the Hagerstown News, that there exists no special partnership between Major Thomas G. Harris, or any other person, and the Chesapeake and Ohio Canal Company, for the purpose of testing the question of whether or not steam can be successfully used on this great work. The News, however, adds:

"A proposition was made to the Board of Directors by Mr. Charles Embrey, of Williamsport, to try the experiment for which he asked, in case of his succeeding, to be exempted from toll. The Board of Directors declined entering into the arrangement, not having the power to make a contract exempting anyone from toll.

"Major Thomas G. Harris is, however, upon his own responsibility, we understand, constructing a boat at Mercerville, in this county, with the object of testing the practicability of the matter. In this experiment the canal company are in no manner whatever connected with him."

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Georgetown, Nov. 3, 1849.

Having been favored with a perusal of the following able and interesting letter, which is of absorbing interest to every resident of the town and its vicinity, the Mayor has kindly permitted me to take a copy for insertion in your almost universally read journal.

On Monday evening, the Board of Aldermen and Board of Council will be convened for the purpose of taking the communication into consideration, and it is earnestly hoped that every member will be present, and prepared to act promptly thereon.

Yours, &c. Mercury.

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Cumberland, 29th Oct. 1849.

To H. Addison, Esq., Mayor of Georgetown:

Sir: - In compliance with your request, I have the honor to submit the following views upon the improvements that may, in my opinion, be advantageously made in
Georgetown for the accommodation of the canal trade.

Several of the canal bridges in town, are entirely too low. Above Georgetown the established height of bridges on the Chesapeake and Ohio Canal, is 17 feet in the clear, above water surface. (There are some, it is true, that are as near to the water as ten and twelve feet, but they are regarded as of a temporary character, and may be easily raised to a greater height whenever occasion requires.) While in Georgetown, some of the bridges are not more than 7, 8, 8¼ and 9 feet above the water, and the market house over the canal with the full depth of water in the canal, would not be more than 7¾ feet. Even now, with less than 5 feet water in the level above lock No. 4, there are boats in the canal that cannot, when unloaded, pass under some of the bridges in Georgetown. This evil should be remedied. No bridges in town should have a less height in the clear, above canal water surface, than ten feet, and the one over Rock Creek basin, that the city of Washington is now building, should have at least one foot greater height, viz; 11 feet to allow for the occasional use of water in the canal.

The width of the canal through Georgetown is only about 45 feet at water surface. This is too little for the convenient loading and unloading of boats in town, and the free passage of boats up and down the line of the canal. And there is no place in town where boats that unload above lock No. 4, can turn. To do so, they must back up as far as the Alexandria aqueduct.

These inconveniences may be obviated in the following manner:

First, Move the place of changing the tow path from Frederick street, up to a point not far above the Alexandria aqueduct.

Second, Widen the canal on its North side, from the Alexandria aqueduct down to Frederick street, sufficiently to obtain for that distance, a width of canal at water surface, of from 60 to 65 feet.

Third, Widen the canal on its South side, from Frederick to Market street, to say 100 feet water surface at the former, and 120 feet at the latter.

Fourth, Widen the canal on its South side, for a distance of 120 feet from Market towards Potomac street, to a width of 75 feet at water surface.

Fifth, Widen the canal on its South side, between High and Congress streets, for a distance of 230 feet to an average width, at water surface, of about 135 feet.

In connection with these improvements above lock No. 4, there should be a street in place of the alley on the south side of the canal, between Frederick and Potomac streets; also, one on the south side of the proposed basin, in place of the alley, between High and Congress streets; and if the basin between Frederick and Market streets should not be used for the coal trade, there should also be a street along the south side of that basin.

These improvements would place the entire tow path through town on the north side of the canal, and give ample room on the south side for the carrying on of a large business, without the slightest interference with the passage of boats up and down the canal - and the basins between Frederick and Market, and between High and Congress streets, would be convenient places for the turning of boats after unloading them.

There is another place where the canal could easily be widened, on its south side, about 15 feet, for some 2 or 300 feet in distance, between Potomac and High streets.

I would further propose that a basin should be made between lock No. 4, on Jefferson, and lock No. 3, on Washington street, having a width of 60 feet, and extending out at right angles to the canal, a distance of about 300 feet. This basin would accommodate boats that now unload in the short level between the locks referred to, and which will be inadmissible with a large trade upon the canal.
The basin, besides, will be of service to the navigation generally, by enlarging the water surface between the locks, which are but a short distance apart.

Basins may also be made that would afford large accommodations to the canal trade, between green and Washington, and between Washington and Congress streets; but before proceeding to speak of them more particularly, I will briefly describe certain improvements that the canal company will probably make in Rock creek basin, to get rid of the inconvenience occasioned by the heavy deposits made therein by the creek.

It is proposed to run a bank from Water street to the mole, in the direction of and in a line with Greene street extended, that shall rise above the highest waters of Rock creek, and that will exclude all deposits from the western part of the basin thereby cut off from the creek. Through this bank an opening will be left for the passage of boats, unless the basin south of Water street, to be spoken of, should be constructed; in that event the bank from Water street to the mole will be continuous, and the water surface of the part of the basin cut off by and lying west of it, will be raised, say four feet, and connected with the basin south of Water street. But, in either event, a tow-path will probably be made from lock No. 1, along the east margin of the creek to Water street, under Water street bridge, in front of its west abutment, and along the bank crossing the present basin from Water street to the mole, and thence to the tide lock.

There will, also, probably be made another bank on the Washington side of Rock creek, sufficiently far to the east of the one on the Georgetown side to allow room for a channel of uniform width for Rock creek to its mouth at the tide lock. This bank, also, will be raised above high water.

If these improvements should be made by the Canal Company, it is believed that most of the difficulties at present in the way of boats entering the river from the canal will be done away. If they are made, a basin may be constructed between Water street and the river, extending from Washington to Congress street, that will have a length of nearly 500 feet and an average width of say 135 feet, that may be connected with the part of Rock creek basin cut off from the creek, by the canal company, in the manner described. This basin, may be entered through a branch canal, leaving the main canal between locks Nos. 1 and 2. This branch canal may be a part of the way between Greene street and Rock creek, and then cross, obliquely, that and Water streets, near the intersection of the two, where it may drop down by a lock of say four feet lift into the basin. Across the tail of this lock a bridge may be placed for the accommodation of Water street. The above plan of entering the basin south of Water street requires the discontinuing of a part of Greene street, next north of Water street. If discontinued, a cross street may be made from Greene to Washington street along the north side of the basin which may be made 100 feet wide from the branch canal to the latter street, the length of which basin would be about 220 feet. If Greene street is not, in part, discontinued, the connection between the canal and the basin may nevertheless be made, but upon an inferior plan and at greater cost. A basin south of Water street, upon the plan above described, would have its water surface four feet lower than that of the canal above lock No. 1, rendering necessary, of course, the lock of four feet lift, spoken of, at the crossing of Water street, to connect the two. Now, if the basin should be constructed and used for the accommodation of the coal trade, it may be worthy of consideration whether the basin should not be raised four feet higher, and the lock dispensed with. If the basin should not be used for the coal, but for the general trade, the lower level is the preferable one.

A few words now, in reference to the outlet locks. There are some, perhaps many,
who advocate the construction of outlet locks from the upper level of the canal, direct, or nearly so, to the river. I have given the subject some attention, but, as yet, no plan of outlet locks (as regards their lift and location) that could be constructed above lock No. 4, at any reasonable cost, has occurred to me, that the canal company would, in my opinion, be justified in approving of and agreeing to. Outlet locks would be admissible from either of the two lower levels of the canal in Georgetown, and if the basin south of Water street should be constructed, an outlet or tide lock might easily be constructed at or near its southwestern angle, at the foot of Congress street. The construction, however, of an outlet lock, even at that point, it might be well to postpone, until it shall have been ascertained, whether or not, the improvements of Tock creek basin, to be made by the canal company, remove sufficiently the difficulties in the way of boats now entering the river, to render unnecessary the construction of an additional outlet or side lock.

One of the main objects, as I understand, of Georgetown, in taking up the subject of affording additional accommodations to the canal trade, at this time, is to have in readiness, upon the completion of the canal to Cumberland, such facilities as will accommodate a large coal trade. These facilities, the widening of the canal from the Alexandria aqueduct to Market street, at the western end of the town, and the construction of the basin south of Water, and east of Congress street, at the eastern end, are well calculated to afford.

The modes of transshipping coal at the two places would somewhat differ. At the former (between the aqueduct and market street) railroads may be constructed from the canal to the river, over Water street, at no greater elevation than necessary to prevent obstructing the ordinary use of the street. This elevation, which will be several feet lower than that of the canal, may be made such as to suit the unloading of coal into vessels lying at the wharves, and the space between them and Water street that may be formed of the materials obtained in widening the Canal. Upon this plan the coal may be taken from the canal boat by machinery and lowered upon the railroad cars standing within a few feet of the boat, or may be transferred to them by means of chutes, and thence across Water street to the vessel, of to the coal yards if the vessel is not there to receive it.

At the basin south of Water street, the plan would be to raise the coal from the boat by machinery to cars standing upon a railroad immediately alongside, elevated some 12 feet or more, to such height as may be necessary to facilitate the dumping of coal into the vessel and upon the wharves.

In reference to both these plans there are many matters of detail, that cannot be entered into in a communication of this kind, nor until a precise location shall have been made upon the ground of the proposed improvements.

I would here, however, remark that, with a view to increase to the utmost extent the capacity of the space between Water street and the river, above Market street, to store coal, a wall should be built along the south line of Water street, raised to a height sufficient to sustain the river end of the railroad tracks over that street. Space, also, may be obtained in places to deposit coal on the north side of Water street, close alongside of an near to the canal.

A general view of the proposed improvements is presented on the accompanying map of a part of Georgetown. (This map, neatly framed, is placed in the mayor's office, subject to the inspection of every citizen.)

On tracing out these plans, upon the ground, it will, no doubt, be found that, in some of these details, they may, for various reasons, be modified and changed to advantage.
The estimate which follows, is merely an approximate one. It is based upon levels and measurements that, with many others, were taken and made by Mr. Bryan, for the purpose of enabling me to determine upon the general plan of the improvements that I could recommend. Additional levels and measurements, with special reference to those now recommended are necessary to the making out of a full and satisfactory estimate of their probable cost.

The proposed widening of the canal, on its south side, from the aqueduct to Frederick street, and a new tow path along the same; the basin, between Frederick and Market streets, and leveling off all the ground, between it and Water street, down to within two feet of canal water surface; the widening of the canal between Market and Potomac streets; the small basin between locks Nos. 3 and 4; also, inner walling along the whole extent of the widened canal, and of the sides of the basin and along the back of the new toe-path, I estimate at $14,000.

The branch canal, between Greene street and Rock creek, from the canal to Water street; the basin, between Greene and Washington streets; also, the inner walling of both, I estimate at $5,500.

The basin, south of Water street; the lock at Water street; the bridges on Water and Washington streets; the raising and leveling off of the ground between the basin and the river; the basin and the grading of the new street south of the basin; between High and Congress streets, (the excavation from which will furnish a large part of the embankment required for the basin and other work south of Water street;) also, the inner walling of the tow basins, I estimate at $26,000. $45,500.

No allowance is made for the purchase of property on which improvements are to be made.

I have made no estimate of the cost of the wharves, railroad tracks, &c., required for the accommodation of the coal trade.

The little time I have been able to give the subject, I thought could best be used in arranging the plans, and arriving at the probable cost of the basins and other improvements immediately connected with the canal, necessary to facilitate the transshipment of coal, and accommodate the coal trade generally.

I can now arrange, if it is desired, to have a more full and careful estimate made than the one now presented, of all the suggested improvements, to which I would add an estimate of the cost of the wharves that the coal trade may require. In preparing the latter, I thought it advisable to obtain the assistance of some experienced wharf-builder, who should make careful examinations of the river bed and ground along which the wharves would be constructed.

The Railroads and fixtures that the transshipment of coal will require should also be provided for in an estimate of the entire expense of the works intended to accommodate the coal trade; but I do not think it would be desirable to adopt any general plan for them, for the present, at least. Shippers of coal will no doubt prefer this course, as they will then have, each for himself, an opportunity of adopting his mode of transshipment. The cost of raising the bridges, &c., is not estimated. It will be comparatively inconsiderable, and in most cases may be effected without any material or injurious changes in the grade of the streets.

Arrangements will have, of course, to be made with the Canal Company in relation to most, if not all, the suggested improvements. These, I have supposed, cannot be effected upon term satisfactory to both Georgetown and the Company.

It may be asked, whether all the improvements spoken of, are necessary for the accommodation of the canal trade at Georgetown. They may not all be, for some years to come, but that they will, ultimately, I have not much doubt. The ground that
most of them occupy is, now, comparatively, unoccupied. It may be otherwise hereafter, and therefore it is worthy of consideration, whether economy, in the end, would not be promoted by undertaking them all, at as early a day as practicable. But, whatever man be the decision upon this point, the making and construction of the following ought not, in my opinion, be postponed: 1st, the raising of the bridges in town; 2nd, the moving of the tow-path bridge up to a point above the aqueduct; 3rd, the widening of the canal from the aqueduct to Frederick street; 4th, the making of the basin between Frederick and Market streets; 5th, the widening of the canal between Market and Potomac streets; 6th, the making of the basin between locks No. 3 and 4; and 7th, the making of the branch canal east of Greene street, and the basin between that and Washington streets.

Even is there should be no transshipment of coal above Market street, the advantage to the general trade of the canal and the business of Georgetown that would follow from the construction of the basin and widening of the canal above that street, would, in my opinion, amply compensate for their cost. - But, when it is considered that the enlargement of this part of the canal, in the manner proposed, would give a water front of about 800 feet - along which coal boats might unload - it can hardly be otherwise than that individuals, if the corporation of Georgetown should not, would construct the necessary wharves and railroads, and prepare the requisite fixtures to render the greater part available for the transshipment of coal.

The construction of the basin between High and Congress streets I would only advise, in case the basin is made south of Water street. The former would not be a costly basin if the latter were made, as nearly all the excavation of one would go into the embankment of the other. It would, otherwise, be an exclusive basin.

The basin south of Water street, would be well calculated to accommodate either the coal or the general trade of the canal, and even if appropriated mainly for the use of the coal trade, its northern margin elevated some three feet above Water street, would suit well for the unloading of boats engaged in the general trade, and especially when circumstances might not permit them to enter the river and run up alongside of the wharves.

In conclusion, I would express the opinion, that all of the improvements spoken of in this communication ought to be made at once, if means can be readily had for the purpose; but, if they cannot, I incline to think it would be best, for the present, at least, to postpone the construction of the basin south of Water street, and of that between High and Congress streets. The other improvements spoken of can be accomplished for a sum so small in comparison with the advantages that will result from them that I do not think there should be any hesitation in undertaking them all, at the earliest practicable day.

With great respect, your ob't serv't.

(Signed) Charles B. Fisk, Engineer.

Sun, Thu. 11/8/49, p. 2. Large Boat Load.
- Among the arrivals by the Chesapeake and Ohio Canal on Monday last was the boat Phineas Janney, Gibson, from Harper's Ferry, with nine hundred and eleven barrels of flour, all of which was delivered in perfect order in Georgetown. This the Intelligencer understands, is the largest boat load ever brought down the canal. The boat was built in Washington city by Capt. W. Easby.

Sun, Fri. 11/16/49, p. 1. The Franklin Railroad.
- The Hagerstown News says that there is a probability of the reconstruction and revival of business on the Franklin Railroad, from Pennsylvania to that place. A company of Northern capitalists have the matter in contemplation, and if the necessary...
arrangements can be made, it will be carried into effect. Several gentlemen connected with this company have already traveled over and examined the road and expressed their satisfaction with its location and ability to do business. It will more than likely be extended to the Chesapeake and Ohio Canal at Williamsport, or to intersect the Baltimore and Ohio Railroad, at Hancock, if once in the hands of this company.

Sun, Fri. 11/23/49, p. 4. **Canal Trade** –
Arrived – Boats Edward Payson, limestone; Boston, firewood; Isabel, 630 barrels of flour, nails, &c.; T. Charlton, 710 bbls. flour and apples; Benj. Franklin, 782 barrels flour; William Jackson, flour & limestone; General Butler, limestone; Hornet, coal; Scow B, stone; Harrison, firewood; Experiment, corn, rye, wheat & oats; Susan Harris, large load of flour.

Sixteen boats have left, well loaded with plaster, lumber, salt, groceries, &c.

The condition of the canal is daily improving – vessels of 90 tons pass along easily.

Sun, Mon. 11/26/49, p. 4. **The Canal**. - The Alexandria Gazette says:

"The fine weather of the last few weeks, we understand, has materially contributed to advance operations on the line of the Chesapeake and Ohio Canal near Cumberland. We also learn that if the weather continues favorable, the water will not be drawn off from the Canal, probably, until early in January."

Steam on the Canal. - Mr. John H. King, of Harper's Ferry, writes us he has great confidence in having discovered the principle by which steam may be applied to the propulsion of boats on Canal. He has made a model to explain his plan, and thinks, if it is fairly tried, a boat can be made to travel from ten to twenty miles an hour. Not having the means to put his plan into operation, he proposes to any capitalist who will unite with him, to give one-fourth of the benefits to be derived from the discovery. - **Cumberland Civilian.**

We should presume Mr. King to be very far from his object, if he has not learned better than to expect twenty or ten miles per hour on canal, as at present constructed. We have no doubt that steam will eventually be adopted for canal navigation, and if a speed of three or four miles per hour is obtained without injury to the banks, it will be quite sufficient for all practicable purposes.

Tue. 12/4/49, p. 2. **Steam on the Canal.** - We have recently paid a visit to Mr. Thomas G. Harris's busy and interesting establishment at Mercerville, Washington County, Md. - Our object was to learn from personal inspection what had been done towards maturing the enterprise so spiritedly undertaken by Mr. Harris in his effort to test the use of Steam on the Chesapeake and Ohio Canal. We found the boat chosen for the experiment in readiness to receive the engine, which is on the spot, having been lately brought down from the Cumberland foundry, where most of the necessary machinery we made. The engine is of six horse power, but the boilers would answer for an engine of double that force.

Not more than a week's work is required to put every thing in order for the first trial, which is expected to come off about the 10th of next month.

The paddle-wheels of recent invention and but just patented - are placed within three feet of the stern, and are of very peculiar construction, each paddle entering and leaving the water perpendicularly.

The inventor and patentee is Mr. Horatio Blasdell, who is also the Machinist in this experiment, and shares with Mr. Harris the risks of the enterprise. Should the effort succeed, as we cordially hope it may, two very important improvements will have been made at once. The whole valley of the Potomac would quickly feel the effects of it
in an increase of population, and a rise in the value and price of lands.

We remarked also, three large barges on the stocks and nearly ready for launching. They are of 125 tons burden each, & are intended for the transportation of coal.

The aspect of affairs at Mercerville was very pleasing, and shows how much the spirit and intelligent enterprise of one mind might effect, even in a comparatively short period.3

Sun, Thu. 12/6/49, p. 2. **Recommendations of the Governor of Virginia - Alexandria** - In the message of Governor Floyd, he speaks approvingly of the munificence of the Legislature of the State towards Alexandria since its reannexation, by which the completion of the Chesapeake and Ohio Canal has been expedited, with a view of speedily bringing to that place the great Cumberland coal trade, which he thinks "will not only resuscitate her, but must give such impulse to all her interests as cannot fail to raise the city to a high degree of prosperity and advancement." He then declares deserving the patronage and support of the Commonwealth "the works undertaken and proposed by her enterprising citizens, leading into the interior."

CA, Sat. 12/8/49, p. 3.

[Transcriber's Note: The above Ad first appeared on Dec. 8, 1849 and then ran weekly for 4 months, usually on page 3 but sometimes on page 1 or another page.]

Sun, Fri. 12/14/49, p. 1. **Superiority of Cumberland Coal for Steamships** - The New York Herald of Wednesday says:

It appears from recent experiments made on the Camden and Amboy road, that Cumberland coal had fully sustained its character as a superior fuel for the use of railroads; and following the example of the Camden and Amboy, similar experiments are in progress on the Reading road. It has been ascertained that Cumberland coal will create more steam than any other species of coal, and when compared to wood, the difference in point of economy is not less satisfactory. The official reports of the Baltimore and Ohio and Camden companies have proved that a ton of Cumberland coal is equal to two and a half cords of wood; consequently, coal at six dollars would result in a saving of fifty percent, wood being at four dollars the cord. It is not, however, very probable that the Erie company will use Blossburg coal for several years, as wood will be abundantly supplied

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3 The Register, Shepherdstown, Va.
at a price not to exceed one dollar and twenty-five cents.

To the above we may also add, that E. K. Collins, Esq., has made several valuable experiments, with and without blowers, which have resulted in the conviction that Cumberland coal is the best fuel for steam purposes.

Sun, Mon. 12/17/49, p. 4. Georgetown Affairs - As the weather during the last night moderated, the ice on the canal, a considerable distance above, yielded to the exertions of the boatmen, and several canal boats arrived today, loaded with flour, grain, iron, &c.

Sun, Thu. 12/20/49, p. 4. Georgetown Affairs – Canal open, and weather fine.
Arrived boats Hornet, coal; Frances, flour and Offal; D. & H. Clagett, flour; Oregon, flour; Susan Harris, flour; Virginia, flour & wheat; Horatio Allen, 800 barrels flour; Hugh Smith, flour & whiskey; Mill Boy, flour & offal; Harper, coal; C. Smith, wood; Glenn, flour & meal; General Washington, wheat & flour.

Sun, Sat. 12/22/49, p. 4. Canal Trade
Arrived, boats Johnson, Hayward, pork; Harrison, wood; Scow B, stone; Scow -, hay & pork; Experiment, corn & pork; P. F. Thomas, flour; General Jackson and Boston, wood; Allegany, coal. Twenty-three boats have left since Monday, freighted with fish, oysters, lumber, groceries and hardware.

Saturday, 12/29/49, p. 2. Steam on the Canal. - We are informed upon the best authority that an experiment has recently been made on the Chesapeake and Ohio Canal, near Shepherdstown, has proven to the satisfaction of all the parties concerned that canal boats may be propelled by steam. The experiment was made upon a boat of the largest class belonging to Major Thomas G. Harris, and bearing his own name, and the name of the operator is Blasdell. We have it not in our power to describe the character of the wheel which has been thus employed, but upon the authority of a letter now before us, we are enabled to publish the following particulars. The boat was propelled at the rate of one mile in seventeen minutes, or three and a half miles per hour, and in regard to the action of the wheels the inventor has expressed himself as perfectly satisfied. It is said not to displace any water, or rather causes no swell upon the banks of the canal, which is undoubtedly the important feature of the invention. The power of the engine is rated at that of six horses, the boat draws three feet of water, and in making the distance of eighteen miles the quantity of wood consumed, and that of poor quality, was less than half a cord. A gentleman who witnessed the experiment alluded to, but was at the time a disbeliever, is now so sanguine of the practicability of propelling boats by steam on the Chesapeake and Ohio Canal that he would willingly wager upon it his reputation as a scientific man. It is confidently believed that with an engine of 29 horsepower, five boats, drawing four feet of water, could be made to travel at the rate of three and a half miles per hour.

In chronicling the above experiment, it may not be considered out of the way to mention, that, within six miles of the place where it occurred, James Rumsey, in the year 1782, made his first experiments, whereby he endeavored to prove to the world that boats could be propelled by the power of steam, and that fragments of the boat with which he operated are now preserved as relics in Shepherdstown. [National Intelligence].

GA, Tue. 1/1/50, p. 3. Canal Trade
Belle, 73 miles, flour and cement.
Hugh Smith, 61 miles, flour.
Scow B, 23 miles, flour.
Boston, 10 miles, wood.

4 See also, The Register, Shepherdstown, Va.
20 boats have departed since the last report.

We read the following advertisement:

**NOTICE** – Proposals will be received until the 15th day of January next for building twenty canal boats, to be delivered in the District of Columbia, or at Cumberland, Maryland, on or before the 15th of March next.

“Specifications will be furnished by personal application, or by letter, at the office of Hunter, Harris & Co., Cumberland, Maryland.

THOS. G. HARRIS

“Agent and General Superintendent of the Chesapeake and Ohio Canal Transportation Company.

“Cumberland, Maryland, Dec. 24, 1849.

“(National Intelligencer, Alexandria Gazette, Baltimore American and Baltimore Sun will publish until the 10th January next.)

“Dec 27 – dt 10 Jan.”

[Transcriber’s Note: This ad actually first appeared on 12/27/1849 and then ran daily in the newspapers until January 10, 1850.]

GA, Tue. 1/3/50, p. 2. The Canal – The last few days would have closed the Canal with ice, which might have proved of some inconvenience, if it had not been already known that it was determined to draw off the water at this period for the purpose of repairs, which, we hope will be thoroughly made, so that when the Canal be again opened, it may be ready for the Cumberland Trade. A thorough repair to the whole canal will be of essential advantage in every point of view.

Sun, Mon. 1/14/50, p. 2. Petitions to the Legislature. - A petition to the General Assembly of Maryland, to grant a charter to construct a macadamized or plank road from the Pennsylvania line to the Chesapeake and Ohio Canal, is being signed at Clearspring, Md. Also, one in favor of the chartering of a Savings Institution in Clearspring.

Sun, Wed. 2/6/50, p. 4. Messrs. A. S. Abell & Co.: As your valuable paper is the medium of the great mass of news that transpires in our State, and indeed the country generally, I have no doubt that you would be glad to be informed, from time to time, of any circumstances of moment, even from the most obscure section.

Several fatal accidents and affrays have of late taken place within the limits of this election district, of which I have seen no published account, and were it not in hopes that the exposure of the horrible consequences of the use of ardent spirits might do some good, as a warning to others, I should be glad that they should forever remain unknown.

At Edward's Ferry, on the Potomac, about six miles from the village of Poolesville, and the same distance from Leesburg, Virginia, there is being kept one of the country shops where small wares are sold, but principally for the sale of whiskey, and where those in the immediate vicinity so disposed meet to drink, gamble and frolic. Some six weeks ago, two of the ferry-men, named Newman, who lived on the Virginia shore, came over to this shore in company with two or three others to procure whiskey; and, after getting pretty well drunk, started about sunset for home, and in their drunken frolic, awful to relate, overturned the boat and two of them (Newman and Nicholson) were drowned - the other very narrowly escaping with their lives.

At this same Edward's Ferry, on Sunday evening, some three weeks since, during the heavy fall of snow, a general melee occurred between four Irishmen employed on the repairs now being done on the Chesapeake and Ohio Canal, and several negroes belonging to the neighboring farmers. No serious injury appears to have been done to either whites or negroes in the affray; but on their way home, near the

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5 *Daily Union*, Washington, DC, newspaper, Wednesday, 1/2/1850, p. 2.
mouth of Seneca, two of the Irishmen froze to death during the night. A jury of inquest was held over their bodies and resulted in a verdict of "Death from intemperance and exposure."

One week later, on Sunday, a negro man belonging to Mr. Coleman Offutt, residing near Bakersville, whilst riding across the Monocacy, on the aqueduct of the Canal, on the upper wall, was thrown over, together with the horse, and drowned immediately. His body has not yet been recovered. The horse swam out. The crossing on horseback, on this upper wall of the aqueduct, a distance of some 450 feet, only about 4 or 5 feet wide, without railing on either side, and some 25 feet above the water, is a most dangerous and foolhardy act, and it is to be hoped this fatal result will be sufficient to deter others from it. It is to be greatly regretted that others, in their fits of intemperance, have set the horrid example by performing this desperate feat.

Potomac.

Sun, Sat. 2/9/50, p. 1 Chesapeake and Ohio Canal. - The Cumberland Civilian says that upon the few unfinished portions of the Chesapeake and Ohio Canal, the Messrs. Harris, Hunter & Co. have as many hands at work as can be employed to any advantage; and, had there been good weather, the work would have been ready for letting in the water by this time. With a favorable season, it says, the canal will be ready for navigation by the first of April, beyond a doubt.

Sun, Wed. 2/27/50, p. 1. Chesapeake and Ohio Canal Navigation. - A letter from Harper's Ferry to the Shepherdstown Register, says:

I have learned from Mr. Elgin that the water will be let in the canal at his place on the 1st proximo, without fail; but it will be the 8th probably before boats can pass to Georgetown.

The Shenandoah is in fine navigating order, and nearly every day I notice the arrival of from 500 to 800 barrels of flour in flat boats, in addition to the large quantity per railroad for Winchester.

Fri. 3/1/50, p. 4. Chesapeake and Ohio Canal Navigation – A letter from Harper’s Ferry to the Shepherdstown Register says: “I have learned from Mr. Elgin that the water will be let in the canal at his place on the 1st proximo, without fail; but it will be the 8th probably before boats can pass to Georgetown.

“The Shenandoah is in fine navigating order, and nearly every day I notice the arrival of from 500 to 800 barrels of flour in flat boats, in addition to the large quantity per railroad for Winchester.”

Tue. 3/5/50, p. 3. The Tunnel. - The great Tunnel - some three fourths of a mile in length - on the Chesapeake and Ohio Canal is completed. The arching is closed, the side walls finished, and the only masonry remaining to be done, is a small portion of the tow-path, which will be done in eight days. The deep cut at the east end of the Tunnel is rapidly progressing to completion. The way the work progresses leaves no doubt of its being ready for navigation by the 1st of April. - Cum. Civilian.

CA, Sat. 3/9/50, p. 2. Launch - Two beautiful Canal Boats, built for the Chesapeake & Ohio Canal, by our enterprising citizen, Mr. John W. Clark, were launched on Thursday last, in fine style. The first launch of the season.

Sun, Wed. 3/13/50, p. 4. At Georgetown, the water was let in on that level on Sunday night, starting everything in the shape of machinery, in full operation.

I understand that Mr. Parker, of Norfolk, Va., proposes to put on, as soon as the canal is open to Cumberland, two steam-propelling vessels, each capable of drawing

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6 Daily National Intelligencer, Washington, D. C.
7 The Register, Shepherdstown, Va.
ten boats from 90 to 100 tons, or the full capacity of the canal. Also, that Mr. Thos. G. Harris, of Mercersville, has already launched a steamer for the same purpose. F. M. Engineer Fisk expresses the opinion that the canal to Cumberland will be in navigable order between the 1st and 15th April next.

CA, Sat. 3/16/50, p. 2. **The Canal Prospects.** - There has been no little excitement in our community, during the past week, in consequence of the announcement that the defeat of the bill by the Legislature, to authorize a further waiver of the State's liens on the Canal, in favor of Messrs. Hunter & Harris, the Contractors for the completion of the work, put it out of the power of these gentlemen to meet, for the present at least, their outstanding obligations for the work done.

When the work was undertaken by those gentlemen, as our readers are aware; Messrs. Hall, Allen and Davis, of Mass., were appointed to disburse the funds received from the sale of bonds, authorized for the completion of the work - they retaining a certain amount of each estimate to secure a fulfillment of the contract. It now appears that the proceeds of the bonds will be insufficient to pay for the work already done, and still required to be done to complete the Canal. Under these circumstances, the contractors have made an assignment of their horses, carts, fixtures, &c., to the said Trustees; who will go on and complete the work - they having as we are informed, retained in their hands, a sufficient sum to do so. The postponement of the payment of claims for work done, has created an uneasiness along the line, which may and probably will postpone the completion of the work for a short time.

The credit of the Canal was at so low a point, when it was taken hold of by the present Contractors, that a considerable loss was necessarily sustained upon the bonds - and it is said that they were required to do much work not contemplated in the contract.

Whether Messrs. Harris & Hunter may or may not ultimately able to meet their outstanding obligations, out of the contract, we are not prepared to say. But the energy, zeal and perseverance they have displayed, and the excitement and labor endured by them, in the prosecution of the work - all will admit have richly entitled them to a **handsome profit** instead of **ruinous losses**.

GA, Sat. 3/16/50, p. 3. **CANAL TRADE**

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<td>Boston</td>
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11 boats have departed with cargoes of plaster, lumber, hardware, &c., for various points along the canal.

Sun, Mon. 3/18/50, p. 4. **Georgetown, D. C., Saturday Night** - Up to this morning, twelve boats from various points on the canal reached here, bringing 4,952 barrels of flour. Today, eleven more arrived, eight of these have reported an additional 3,372 barrels. The other three have probably on board 1,000 barrels more, making in all upwards of 9,000 barrels. These boats are returning well loaded with plaster, lumber, oysters, dry goods, and various other descriptions of merchandize, from which your readers may judge that there is no small amount of activity in the trade of the town.
Tuesday, 3/19/50, p. 2. - I understand that Mr. Parker, of Norfolk, Va. proposes to put on, as soon as the canal is open to Cumberland, two steam-propelled vessels, each capable of drawing ten boats from 90 to 100 tons, or the full capacity of the canal. Also, that Thos. G. Harris, of Mercersville, has already launched a steamer for the same purpose. - *Sun's Corr. 'Mercury.)*

Sun, Tue. 3/19/50, p. 4. *Georgetown, D. C., Monday afternoon.* - My canal report of Saturday night showed receipts during two days of 9,324 barrels of flour, besides other merchandize. The following boats from various points along the canal, have reported today:

- Lady of North Bend, 600 barrels; O. M. Linthicum, 368 barrels and 75 barrels whiskey; Star, firewood; W. H. Harrison, ditto; Belle, 400 barrels; Oregon, 702 barrels and 16 barrels whiskey; Susan Harris, 750 barrels; A. D. Smith, 405; Louisa, 557; T. Charlton, 685; W. Altenfer, 56; John Hetzer, 675; Potomac, 600; Oliver Twist, 700; Ohio, 20 barrels and 2,300 bushels wheat; J. Lambie, 562 bbls., 100 bbls. whiskey; Capt. Walker, [69 miles], limestone; Horatio Allen, 850 barrels; R. Hall, 250 ditto; D. & H. Claggett, 706 barrels and apples; Charlotte, [108 miles], 650; B. Franklin, 752; Union, 650, 38 barrels whiskey; Experiment, 461 barrels and oats; John C. Calhoun, 100 barrels; General Butler, limestone; Wm. Jackson, 240 barrels; Hugh Smith, 771; Reel, 450 - total, 12,975 barrels of flour; several other boats in sight, making our receipts of flour since last Thursday about 25,000 barrels!! besides other articles of trade. Four gondolas loaded with iron.

I am happy to learn that recent alleged difficulties between the Canal Company and the Contractors will not interrupt the progress of the work, but that it will continue to be prosecuted with the utmost vigor. The weather is cloudy, damp and anything but agreeable. *Mercury.*

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GA, Tue. 3/19/50, p. 3. **CANAL TRADE**
- Jacob Snively, 61 miles, 981 bbls. flour.
- Frances, 23 miles, 550 bbls. flour, 250 bu. bran.
- Gondola, 31 miles, 110 bbls. flour & bran.
- Gen. Jackson, 22 miles, wood.
- 2 Gondolas, 61 miles, 250 bbls. flour.
- J. P. Garrett, 57 miles, hay.
- Charles, 100 miles, 590 bbls. flour.
- Mill Boy, 31 miles, 621 bbls. flour.
- Diana.
- J. C. Calhoun, 62 miles, 100 bbls. flour & limestone.
- Wm. Jackson, 62 miles, 240 bbls. flour & limestone.
- B. Franklin, 100 miles, 752 bbls. flour.
- Experiment, 31 miles, 461 bbls. flour, wheat, &c.
- Gondola, 61 miles, flour.
- Wm. H. Harrison, 20 miles, 30 cords wood.
- Star, 20 miles, 24 cords wood.
- Reel, 108 miles, 450 bbls. flour.
- Charlotte, 108 miles, 650 bbls. flour.
- Union, 100 miles, 650 bbls. flour, 38 bbls. whiskey.
- D. & H. Claggett, 81 miles, 706 bbls. flour and apples.
- Capt. Walker, 69 miles, 60 perches limestone.
- Susan Harris, 81 miles, 750 bbls. flour.
- Oregon, 77 miles, 702 bbls. flour, 16 bbls. whiskey.
- Conococheague, 100 miles, 405 bbls. flour.
- John Hetzer, 100 miles, 675 bbls. flour.
- T. Charlton, 100 miles, 685 bbls. flour.
- John Lambie, 107 miles, 562 bbls. flour & 100 bbls. whiskey.
- Horatio Allen, 31 miles, 850 bbls. flour.
- Oliver Twist, 100 miles, 700 bbls. flour.
- Belle, 73 miles, 800 bbls. flour.
- Lady of N. Bend, 106 miles, 600 bbls. flour.

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8 *The Register*, Shepherdstown, Va.
Ohio, 73 miles, 2,300 bus. wheat.
O. M. Linthicum, 107 miles, 365 bbls. flour & 75 bbls. whiskey.
Louisa, 89 miles, 552 bbls. flour, rags, &c.
Hugh Smith, 61 miles, 771 bbls. flour.
Potomac, 100 miles, 600 bbls. flour.
14 boats have departed since the last report with cargoes of plaster, lumber and groceries for various points along the canal.

Sun, Wed. 3/20/50, p. 4. GEORGETOWN.

The Board of Control yesterday determined not to make the tow-paths under the bridges at Four-and-a-half, Seventh and Twelfth streets, but decided to narrow the canal, between Sixth and Seventh streets, 36 feet, on a line with the northern abutment.

In Common Council, resolution was adopted, instructing the joint committee appointed to attend to the interests of this corporation in the Chesapeake and Ohio Canal, to inform, at an early day, what steps have been taken, if any, in relation to cleaning out, and rendering navigable, the basin of said canal, at Georgetown.

Georgetown, D. C., Tuesday Afternoon. - The wind prevents the arrival of vessels at our wharves.

I have nothing additional to report in reference to the Canal trade, further the remark that the quantity of flour received is rather over my estimate. The boats are now returning, laden with various articles of merchandise for the interior. From rough calculation, I imagine that the receipts at the Canal office, during the last two days, cannot be less than one thousand dollars.

Mercury.

Sun, Thu. 3/21/50, p. 2. Chesapeake and Ohio Canal. - The Georgetown Advocate, referring to the announcement at Cumberland of the failure of the contractors for the completion of the Chesapeake and Ohio Canal, says:

"Upon inquiring at the office of the company, here, we learn that arrangements are already making to continue the work, and that there will be but little if any delay in the completion of the canal."

Ibid, p. 4. Georgetown, D. C., Wednesday afternoon. - Our citizens are in fine spirits on the passage of a bill yesterday, in the Senate, authorizing them to make sundry improvements, with a view to the accommodation of the coal trade. It is thought that it will pass through the House of Representatives at a very early day.

Canal Trade - Arrived, Gen. Scott, 504 bbls. flour; Elizabeth, limestone; Gondola, 120 bbls flour. Mercury.

CA, Sat. 3/23/50, p. 2. The Work on the Canal is rapidly progressing to completion, under the direction of Messrs. Hale, Allen and Davis, who are the trustees of the bondholders and assignees of Messrs. Hunter & Harris. Under the new arrangement, the laborers are paid every Saturday evening.

Preparations for the Coal Trade

In reference to the "New York and Maryland Steamship Company" - an act to incorporate which was passed by the Maryland Legislature, at its recent session, - the N. Y. Post has the following:

An act to incorporate a company under the title of the New York and Maryland Steamship Company, with a capital of $500,000, has been obtained from the Legislature of the state of Maryland, during its recent session, by Horace B. Tibbetts and others, prominent merchants of this city, for the purpose of establishing a line of steam propellers from Baltimore and Alexandria, via Norfolk, to New York and Boston. These ships are to be one thousand tons register, their estimated cost fifty thousand dollars each, and to be built in the best manner for large cargoes of freight of every description.

The main object of this line is to meet the growing demand of the Atlantic and Pacific lines of steamships for the Cumberland coals. When in operation, the
The company expects to be able to supply vessels in New York, Boston and Baltimore directly from the boats, without the expense of storage and incidental wear and tear, or of demurrage at market. They will also be able to furnish the eastern railroads with this favorite coal upon far more favorable terms than they can now be supplied with that or other kinds.

The Post adds that contracts will be immediately entered into for the building of the ships.

Sun, Sat. 3/23/50, p. 4. **Canal Trade.** -
Arrived, P. F. Thomas, corn & oats; Henry Clay, 600 bbls. flour; General Jackson, wood; Mill Boy, 625 bbls. flour & offal; Frances, 600 bbls. flour; De Witt Clinton, 637 bbls. flour; John L. Pascal, flour, clover seed, &c.; Gen. Washington, 565 bbls. flour; Rambler, wheat & oats; Wm. H. Harrison, wood; Star, wood; total flour 3,027 bbls.

Twenty boats have departed, freighted with lumber, plaster, hardware - one boat took 50 bbls. molasses, fish, &c.

Mercury.

GA, Sat. 3/23/50, p. 3. **CANAL TRADE** -
P. F. Thomas, 31 miles, corn, oats, &c.
Elizabeth, 69 miles, limestone.
H. Clay, 86 miles, 600 bbls. flour.
Gen. Jackson, 22 miles, wood.
Mill Boy, 31 miles, 625 bbls. flour & offal.
Frances, 23 miles, 600 bbls. flour & offal.
D. W. Clinton, 100 miles, 637 bbls. flour.
J. L. Pasco, 61 miles, flour, clover seed, &c.
Rambler, 42 miles, wheat, oats, &c.
W. H. Harrison, 20 miles, wood.
Star, 20 miles, wood.
20 boats have departed since the last report with cargoes of lumber, plaster and merchandise for various points along the canal.

Tue. 3/26/50, p. 3. **The Canal.**
The people of Alleghany seem to be very unfortunate. From the earliest recollection to the present moment, they have been constantly meeting with severe losses.

Firstly, they were swindled upon a large scale, in the matter of Canal Scrip.

Secondly, they were robbed to the extent of thousands, by the Kreb's failure.

Thirdly, they were plunged into difficulty by the bankruptcy of the original Mount Savage Company, and also by the sudden explosion of the Forbes' speculation.

We are now called upon to lament another and no less serious pecuniary disaster. We understand, that Hunter, Harris & Co., who contracted and undertook at a recent date, to complete the unfinished portion of the Canal to this place, have thrown up the work and appointed a Trustee. We also understand that this result was brought about by imposing upon these gentlemen the necessity of doing a vast quantity of extra work - work not embraced by their contract - and that, therefore, they are not to be blamed for the step which they have taken. We apprehend evil consequences to many, from this course of action, no matter how it may have been produced, for we know the fact that acceptances to the amount of $90,000 at least, are held by our citizens, and cannot now be paid. We are therefore, extremely sorry that the Legislature refused to make some provision to relieve these gentlemen from the unpleasant dilemma in which they were unjustly placed, and thus enable them to reap the fruits and to realize the benefits which their vast undertaking and grand and noble enterprise entitled them to expect, and we hope that their exertions to finish this great work will not forever go unrewarded. - Cumb. Mountaineer.⁹

GA, Tue. 3/26/50, p. 3. **CANAL TRADE**
Gondola, 61 miles, 171 bbls. flour.
Edward Payson, 62 miles, limestone.
John Glenn, 31 miles, flour & wheat.

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⁹ *The Register*, Shepherdstown, Va.
Henrietta, 31 miles, 221 bbls. flour, 1,730 bu. of wheat.
Texas, 71 miles, flour.
Susan Harris, 81 miles, 750 bbls. flour.
Oregon, 77 miles, 730 bbls. flour & whiskey.
Charles, 100 miles, 500 bbls. flour.
Capt. Walker, 69 miles, limestone.
F. Thomas, 89 miles, 519 bbls. of flour, 387 bu. wheat.
Ph. Janney, 61 miles, 600 bbls. flour.
Gondola, 61 miles, lumber.
H. Allen, 31 miles, 850 bbls. flour.
12 Boats have departed since the last report with cargoes of lumber, plaster, &c., for various points along the Canal.

GA, Thu. 3/28/50, p. 3. CANAL TRADE
Isabel, 124 miles, 2,500 bu. wheat, etc.
John Hetzer, 100 miles, 100 bbls. flour.
Charlotte, 108 miles, 636 bbls. flour.
Henrietta, 100 miles, 700 bbls. flour.
Susan, 119 miles, 500 bbls. flour & lumber.
Star, 20 miles, wood.
Union, 100 miles, 600 bbls. flour & whiskey.
Gondola, 31 miles, wheat & flour.
Frances, 23 miles, 500 bbls. flour & offal.
D. & H. Clagett, 81 miles, 717 bbls. flour & apples.
Wm. Jackson, 62 miles, flour & limestone.
Diana, 80 miles, 570 bbls. flour.
Ph. Janney, 61 miles, 600 bbls. flour.
Boats have departed since the last report with cargoes of fish, plaster, &c., for various points along the Canal.

Sun, Fri. 3/29/50, p. 4. Canal News –
Arrived Mill Boy, 631 bbls. flour; Gondola, flour; Gondola, wheat; Boston, wood; Tip & Tyler, wood; Harper, 500 bbls. flour; Gondola, 98 bbls. flour. Mercury

GA, Sat. 3/30/50, p. 3. CANAL TRADE
Scow, 8 miles, wood.
W. A. Harper, 61 miles, 500 bbls. flour.
Gondola, 61 miles, 98 bbls. flour.
Boston, 10 miles, wood.
Col. Crocket, 61 miles, coal.
B. Franklin, 100 miles, 788 bbls. flour.
Scow B, 23 miles, stone.
2 Gondolas, 22 miles, flour, &c.
Wm. Jackson, 62 miles, stone & flour.
Tip & Tyler, 20 miles, wood, etc.
Gen. Jackson, 22 miles, wood & corn.
Mill Boy, 31 miles, 631 bbls. flour & offal.
13 boats have departed since the last report with cargoes of salt, plaster, lumber, etc.

Sun, Wed. 4/3/50, p. 4. Canal Trade –
Yesterday and today about twenty boats from different points have arrived, heavily laden with flour, wheat and other produce, and several have returned with merchandize.

GA, Thu. 4/4/50, p. 3. CANAL TRADE
O. M. Linthicum, 107 miles, flour & whiskey.
Lady of North Bend, 107 miles, 620 bbls. flour.
Frances, 23 miles, 425 bbls. flour, 700 bu. offal.
Horatio Allen, 31 miles, 850 bbls. flour.
J. Snively, 61 miles, 90 tons hay.
Gondola, 31 miles, wheat & offal.
J. L. Pasco, 61 miles, flour, coal &c.
Charles, 108 miles, 574 bbls. flour.
Tip & Tyler, 20 miles, 45 tons hay.
Jane Ann, 108 miles, merchandise.
Dan Webster, 62 miles, limestone.
Scow B, 23 miles, stone.
Mill Boy, 31 miles, 625 bbls. flour & offal.
18 boats have departed since the last report with cargoes of salt, fish, plaster &c., for various points along the canal.

Sun, Sat. 4/6/50, p. 4. Georgetown, D. C., Friday, 4½ o’clock, P. M. - A party of Baltimoreans, some 30 or 40 in number, came on this morning, and, with a band of
music, proceeded on board the fine boat General Taylor, thence started on an excursion to the Great Falls. A boat just in met the party at Barrett's Lock, some nine miles distant, about noon - all in fine spirits, despite of the incessant rain.

Canal News Today - Arrived, boat Boston, wood; Charlotte, [108 miles], 600 bbls. flour; Gondola, wheat, rye and corn; Gondola, flour, corn and oats; Edward Payson, limestone; Gen. Taylor, 2,100 bushels wheat; Rough & Ready, flour, wheat, corn and offal; Victoria, wheat, corn, oats, Bacon, &c.; Star, wood and lumber; Gondola, corn; John Hetzer, (just in) 725 bbls. flour, T. Charleston, (arrived 4 P. M.,) 725 barrels of flour. Mercury.

GA, Sat. 4/6/50, p. 2. CANAL TRADE
Victoria, 34 miles, corn, wheat & oats.
Rough & Ready, 55 miles, flour, corn & offal.
Gen. Taylor, 55 miles, 2,100 bu. wheat.
Ed. Payson, 62 miles, limestone.
Gondola, 31 miles, flour & corn.
Boston, 10 miles, wood.
Star, 20 miles, wood.
Gondola, 31 miles, corn.
Gondola, 31 miles, wheat & corn.
9 boats have departed since the last report with cargoes of fish, plaster, salt, &c., for various points along the canal.

Sun, Tue. 4/16/50, p. 2. Coal Trade on the Chesapeake and Ohio Canal. - We learn from the Washington Republic that a number of canal boats, recently employed on the Schuylkill Canal, are now waiting for the coal trade to commence on the Chesapeake and Ohio Canal to begin operations to the District of Columbia.

GA, Tue. 4/16/50, p. 2. Chesapeake and Ohio Canal – The impression that this improvement will be completed by the 1st of July next grows stronger every day. The Hagerstown News says: - It is the intention of the chief engineer, we understand, to recommend to the Board of Directors the drawing off of the water on or about the 18th of May, for the purpose of making the necessary repairs for the summer trade, and to accommodate the large trade anticipated after the opening of the line through to Cumberland.

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Ibid, p. 3. CANAL TRADE
Col. H. Clay, 62 miles, limestone.
M. Frances, 62 miles, limestone.
Capt. Walker, 69 miles, limestone.
Scow B, 23 miles, stone.
D. & H. Clagett, 81 miles, 601 bbls. flour.
Tip & Tyler, 22 miles, wood.
P. F. Thomas, 109 miles, 619 bbls. flour.
Virginia, 31 miles, meal, flour, &c.
Dan Webster, 62 miles, limestone.
E. Payson, 62 miles, limestone.
Jane Ann, 73 miles,
Susan Harris, 81 miles, 630 bbls. flour.
Henrietta, 31 miles, 600 bbls. flour & 1600 bu. offal.
T. Charlton, 100 miles, 735 bbls. flour.
J. Hetzer, 100 miles, 725 bbls. flour.
5 boats have departed since the last report with cargoes of salt, plaster, fish, &c. for various points along the canal.

Sun, Fri. 4/19/50, p. 1. **Shenandoah Steamboat Company** - The river Shenandoah, which empties from the Virginia side into the Potomac at Harper's Ferry, it seems, is to be navigated by steamers. A company has been formed called the Shenandoah Steamboat Company, and at a meeting of stockholders on the 8th instant, its president, James Castleman, Esq., was appointed to collect the subscriptions, and to contract for a steamboat to be run on the Shenandoah. The Winchester Virginian says:

"What kind of boat it is to be, or on what portion of the river it is to run, we are not informed. If built east of Harper's ferry it will have to be a propeller or fitted with a stern wheel, as the locks of the canal are but sixteen feet wide. A steamer can be built to carry a considerable load without drawing more water than the river will afford for eight or nine months of the year. A flour boat from Warren went to Harper's Ferry the other day, carrying two hundred barrels of flour, and drawing fourteen and a half inches."

Sun, Sat. 4/20/50, p. 4. **Alexandria, Va., April 19.** - A large quantity of flour in canal boats was this morning brought down by the Salem.

**Georgetown, D. C., Friday Afternoon** - A new boat, (not yet named,) built and owned by Mr. Otho Baker, of Mercersville, Washington county, Md., arrived here today - first trip - with 1,112 barrels of flour, being the largest load ever brought down the canal. This boat is 125 tons burthen, and draws less than five feet of water. Mr. B has two more of the "same sort" for sale. Canal trade lively.

Our townsman, Mr. J. Newton Harper, has just invented a new boat, which, with its admirably adapted fixtures, can navigate the Chesapeake and Ohio Canal with ease. His model is 22 feet long, 3 feet 8 inches beam, and 14 inches in depth. The steam engine is also a very pretty contrivance.

GA, Sat. 4/20/50, p. 3. **CANAL TRADE**
Victoria, 31 miles, corn, &c.
Gen. Jackson, 22 miles, wood.
Scow B, 23 miles, stone.
Mill Boy, 31 miles, flour & offal.
Star, 20 miles, wood.
Hugh Smith, 61 miles, 700 bbls. flour.
B. Franklin, 100 miles, 750 bbls. flour, 25 bbls. whiskey.
John Glenn, 31 miles, flour.
Sarah Ellis, 48 miles, hay.
D. W. Clinton, 100 miles, 600 bbls. flour.
Ph. Janney, 61 miles, 800 bbls. flour.
Gondola, 61 miles, coal.
Frances, 23 miles, 420 bbls. flour, 800 bu. offal, &c.
11 boats have departed since the last report with cargoes of salt, fish, plaster, lumber, &c., for various points along the Canal.

GA, Tue. 4/23/50, p. 2. **CANAL TRADE**
Whale, 81 miles, 112 bbls. flour.
Capt. Walker, 69 miles, 60 perches limestone.
Experiment, 31 miles, 1,200 bu. corn, etc.
John L. Pasco, 61 miles, 509 bbls. flour.
Rambler, 42 miles, corn, oats, etc.
W. C. Johnson, 62 miles, hay & corn.
J. C. Calhoun, 62 miles, flour & limestone.
O. Twist, 100 miles, 725 bbls. flour.
M. Frances, 62 miles, limestone.
Henry Clay, 86 miles, 640 bbls. flour.
13 boats have departed since the last report with cargoes of fish, plaster, salt, &c., for various points along the canal.

Sun, Wed. 4/24/50, p. 4. **Canal Trade**
Arrived, boat Wm. H. Harrison, 20 miles, stone and wood; Tonoloway, 102 miles, lime; John Hetzer, Williamsport, 750 bbls. flour; Thomas Charlton, 100 miles, 775 bbls. flour; Henry Clay, 86 miles, 640 bbls. flour & sundries.

Thu. 4/25/1850, p. 4. A new canal boat arrived here yesterday from Mercersville, Washington county, Maryland, with 1,112 barrels of flour, to Fowle & Co., being the largest cargo ever brought down the canal. - Alex. Gazette.10

GA, Thu. 4/25/50, p. 3. CANAL TRADE
Col. Crocket, 61 miles, 550 bbls. flour.
Isabel, 107 miles, flour.
Tonoloway, 102 miles, lime.
Wm. H. Harrison, 20 miles, wood.
John Hetzer, 100 miles, 750 bbls. flour.
T. Charlton, 100 miles, 775 bbls. flour.
Diana, 127 miles, 400 bbls. cement.
E. Payson, 62 miles, limestone.
Belle, 73 miles, flour & wheat.
Scow B, 23 miles, stone.
Mill Boy, 31 miles, flour.
Several boats have departed since the last report with fish, plaster, salt, groceries, etc., etc., for various points along the Canal.

Thu. 4/25/50, p. 4. A Large Load – A friend informs us that there arrived in Georgetown on Saturday last a canal boat, named “The Whale,” laden with eleven hundred and twelve barrels of flour. This is said to be the largest cargo ever conveyed to market on the Chesapeake and Ohio canal. The boat in question was built by Mr. Otho Baker, at Mercerville, Maryland, and with the above cargo drew four feet of water. It is said that Mr. Baker has recently completed a boat which will carry fourteen hundred barrels of flour or one hundred and fifty tons of coal.11

GA, Tue. 4/30/50, p. 2. CANAL TRADE
Neptune, 124 miles, bark
Scow B, 23 miles, stone.
Union, 100 miles, 763 bbls. flour, &c.
Susan, 119 miles, flour & lumber.
Hornet, 61 miles, 560 bbls. flour.
Gondola, 61 miles, 100 bbls. flour.
Charlotte, 108 miles, 650 bbls. flour.
P. F. Thomas, 109 miles, 675 bbls. flour.
Gondola, 31 miles, corn & wheat.
Virginia, 31 miles, 102 bbls. flour, 1120 bu. corn, etc.
J. C. Calhoun, 62 miles, limestone.
Mill Boy, 31 miles, 514 bbls. flour, 600 bu. offal.
Capt. Walker, 69 miles, limestone.
William, 107 miles, pig iron & lumber.
M. Frances, 62 miles, limestone.
D. W. Clinton, 100 miles, flour & castings.
10 boats have departed since the last report with cargoes of fish, plaster, lumber, salt, etc., etc., for various points along the canal.

GA, Thu. 5/2/50, p. 2. CANAL TRADE
H. Allen, 31 miles, 700 bbls. flour.
B. Franklin, 100 miles, 800 bbls. flour.
Gen. Cass, 57 miles, hay.
P. Janney, 61 miles, 786 bbls. flour.
Gondola, 61 miles, flour.
Scow B, 23 miles, stone.
12 boats have departed since the last report.

Sun, Sat. 5/4/50, p. 4. Georgetown, May 3, 1850. - Arrived by canal boat Belle, 73 miles, 850 barrels flour; Thomas Charlton, 100 miles, 775 bbls. flour; John Hetzer, Williamsport, 750 bbls. flour; Ohio, of Shepherdstown, loaded at Harper's Ferry, where there were several boats loaded with limestone. Mercury.

CA, Sat. 5/4/50, p. 2. Preparations for Coal Trade - The Alexandria Gazette, says: - "We have already announced that the Allegany and Frostburg Mining Companies

10 Daily Globe, Washington, D. C.
11 Daily National Intelligencer, Washington, D.C.
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had leased from the Alexandria Coal Company, all their land north of the outlet lock at this place, for the purpose of building extensive wharves to accommodate the coal and other tonnage brought down the Chesapeake & Ohio and Alexandria Canals. We now have the [illegible] Company, one of the wealthiest and most extensive Mining Companies in the Frostburg Valley have recently united with the other companies in this arrangement. The timber and other materials for constructing the works, are now collected, and the contract for building the wharves will be closed on the 1st of May, as advertised."

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Disturbances on the Canal.
Sheriff Barnard, in compliance with a demand upon him, on Saturday morning last summoned a posse, and repaired to the Great Tunnel on the canal to suppress a riot. In the evening the Sheriff's posse returned with twenty-five of the alleged rioters. Twenty-three of them had an immediate hearing before the County Court, and were severally required to give security in the sum of $250, for their good behavior, in default of which they were committed to jail. Subsequently they gave the required security. The remaining two had a hearing on Monday, and were acquitted.

It appears that the parties held to bail, had been laborers on the Canal, under the late Contractors, against whom they held claims for work done. - They imagined that by refusing to work themselves, and by persuading and deterring others from working, they would secure payment of their claims; and hence their riotous conduct, which extended no further, we believe, than to excite alarm among those disposed to work, and thereby postpone the period of the completion of the Canal. Whilst most persons sympathize with the laborers, on account of their losses, no friend of good order can approve their mode of asking redress.

We learn that the work on the unfinished portions of the Canal is again progressing.

Sun, Sat. 5/4/50 p. 4. It is now said that the water is to be let into the Chesapeake and Ohio Canal in June, and that it is to be in navigable order for boats propelled by steam, from Cumberland to Georgetown and Alexandria, early in July next. Some arrangements have been made for coal depots at Alexandria, where shipments will be made to the North and East - in propellers. I do not see what Washington is to gain by the Canal, as there is no depot here. There might be one, it is said, at Greenleaf Point, where there is sufficient water.

GA, Sat. 5/4/50, p. 2. CANAL TRADE
Star, 20 miles, wood.
Wm. Jackson, 62 miles, limestone.
E. Payson, 62 miles, limestone.
Dan Webster, 62 miles, limestone.
Tip & Tyler, 62 miles, limestone.
Elizabeth, 62 miles, limestone.
Diana, 77 miles, 610 bbls. flour.
Oregon, 77 miles, 615 bbls. flour.
Belle, 73 miles, 850 bbls. flour.
John Hetzer, 100 miles, 750 bbls. flour.
Thomas Charlton, 100 miles, 775 bbls.
flour.
14 boats have departed since the last report with cargoes of fish, plaster, etc., for various points along the Canal.

Sun, Mon. 5/6/50, p. 4. Georgetown, D. C. - Cargo of wheat by the boat Isabel, from Hancock, Md. - say 300 bushels of white and 2,100 red - of prime quality, exchanged hands this evening at $1.20 round.

Canal Arrivals - Scow B, 23 miles, stone; Gondola, wood; Experiment, from Edward's ferry, corn; John Lambie, 107 miles, pig iron; W. A. Harper, Harper's Ferry, flour, coal, &c., and Harrison, wood.

The water will be drawn off on the 18th inst. and will remain out a month, or at
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farthest, six weeks, at the expiration of which time the navigation will be opened all the way to Cumberland. Mercury.

GA, Tue. 5/7/50, p. 2. CANAL TRADE
Gen. Taylor, 55 miles, wheat & corn.
Isabel, 107 miles, wheat.
2 Gondolas, 61 miles, pig iron.
Mill Boy, 31 miles, flour, corn & bran.
M. Frances, 62 miles, limestone.
Charles, 69 miles, limestone.
P. F. Thomas, 31 miles, hay.
W. H. Harrison, 20 miles, wood.
W. A. Harper, 61 miles, flour, corn, etc.
John Lambie, 140 miles, pig iron.
Experiment, 31 miles, corn.
Ohio, 73 miles, wheat.
11 boats have departed since the last report with various articles of merchandise for different points along the Canal.

Sun, Sat. 5/11/50, p. 4. Georgetown, D. C., Friday Afternoon - Canal News - Arrived -
Thomas Charlton, Williamsport, 775 barrels flour; Ben. Franklin, Williamsport, 325 barrels flour; Gondola, Harper's Ferry, flour; Wm. Henry Harrison, 17 miles, wood; Scow B, 23 miles, stone.

During the week 35 boats have left for various points along the canal, with merchandize, &c. Mercury.

GA, Sat. 5/11/50, p. 3. CANAL TRADE
Wm. Jackson, 62 miles, flour & limestone.
Frances, 23 miles, flour & offal.
Hornet, 61 mile3/19/s, 544 bbls. flour.
Potomac, 100 miles, 638 bbls. flour.
Sarah Ellis, 69 miles, nails & iron.
W. H. Harrison, 20 miles, wood.
T. Charlton, 100 miles, 775 bbls. flour.
B. Franklin, 100 miles, flour.
Gondola, 61 miles, flour.
Scow B, 23 miles, stone.

7 boats have departed since the last report with cargoes of salt, plaster, fish, &c., &c., for different points along the Canal.

Sun, Mon. 5/13/50, p. 2. The Canal. - The Cumberland Civilian says that it is regarded as certain that the Chesapeake and Ohio Canal will be fully open for navigation about the 1st of July.

CA, Tues. 5/14/50, p. 3. Steam on the Canal. Correspondence of the Cumberland Civilian Alexandria, April 25, 1850.

Mr. Editor. - Much has been said lately with regard to new inventions to propel boats by steam on Canals. Several projects have been tried lately in various places, but none seem to fasten conviction on the mind, and to their practicality, and, therefore, are not put into practical use. It has been the studied purpose of inventors to produce a boat to answer every wish desired in navigating our Canals.

The time is now approaching when such a power could be applied upon the waters of the Chesapeake and Ohio Canal, successfully affording facilities for travel and transportation, or towing, which would not fail to pay well upon the investment. Without dilating upon this subject further, I would call the attention of your readers to an invention, which for simplicity of construction would astonish the most skeptical at the result attained by recent experiments. I refer to a boat invented and patented by a young man of Alexandria, a working model of which I have seen exhibited and tried with infinite success. This gentleman has spent much time on his invention, and will no doubt receive the rich reward of his genius. The plan of his boat consists in the usual simple construction of a Canal boat, with a well in or near the center of the boat, in which is inserted a wheel of the usual construction. The wheel does not reach the bottom of the boat, but is elevated sufficiently to clear all obstructions, such as sand bars, logs, &c., which may be in the Canal.
The working model exhibited here is propelled by clock work, upon a scale of \(\frac{3}{8}\) inches to the foot. The boat is 30 inches long, 5 inches wide, 1\(\frac{1}{4}\) inches deep, and the artificial canal 10 feet long, 11 inches wide and 3 inches deep. The experiments have been so far successful as to induce the inventor to construct a boat 22 feet long to be propelled by steam.

This is to make an experimental trip up the Canal, as soon as completed. The motion of the water produced by the paddles is confined to the well or chamber, and the boat in passing over tends to smooth it, thereby preventing the ripple usually in steam vessels. I trust this notice may elicit the attention of capitalists, and those interested in the commerce of our Canal. Any information respecting it, will be cheerfully given by the patentee, Mr. J. Newton Harper, of Alexandria.

It has been given out in this neighborhood that the water is to be left out of the Canal on Saturday next, the 18th inst., but by a communication in yesterday's *Baltimore Sun* it seems probable that it will be deferred to some more distant day, of which due notice will of course, be given.

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**GA, Thu. 5/16/50, p. 2. CANAL TRADE**

John Glenn, 31 miles, flour & meal.
John Lambie, 107 miles, 70 tons pig iron.
Charlotte, 108 miles, 660 bbls. flour.
Virginia, 31 miles, flour, wheat, corn, etc.
Star, 20 miles, wood.
D. & H. Clagett, 81 miles, 800 bbls. flour.
Geo. Town, 100 miles, 687 bbls. flour, 21 bbls. whiskey.
Gen. Taylor, 55 miles, wheat.
John L. Pasco, 61 miles, flour, etc.
Susan, 119 miles, 500 bbls. flour, 1000 bu. wheat.
Scow B, 23 miles, stone.
21 boats have departed since the last report with cargoes of fish, salt, lumber, plaster, etc., for various points along the Canal.

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**GA, Sat. 5/18/50, p. 2. CANAL TRADE**

Gondola, 31 miles, flour, wheat, etc.
Mill Boy, 31 miles, 500 bbls. flour, 428 bu. wheat.
Capt. Walker, 69 miles, 60 perches limestone.
Ohio, 73 miles, 2300 bu. wheat.
Wm. Jackson, 62 miles, 60 perches limestone.
J. C. Calhoun, 62 miles, flour & limestone.
Diana, 73 miles, 600 bbls. flour.
Col. Crocket, 61 miles, flour.
Oregon, 77 miles, flour & whiskey.
Belle, 73 miles, 887 bbls. flour, etc.
Isabel, 124 miles, 678 bbls. flour.
Potomac, 100 miles, 457 bbls. flour.
T. Charlton, 100 miles, 780 bbls. flour.
Col. H. Clay, 73 miles, flour, wheat & whiskey.
Hugh Smith, 61 miles, 668 bbls. flour, etc.
Victoria, 31 miles, wheat, oats, corn, etc.
Rambler, 42 miles, hay, bark, etc.
19 boats have departed since the last report with lumber, plaster, fish, salt, etc., for different points along the Canal.

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12 *The Register*, Shepherdstown, Va.
Sun, Mon. 5/20/50, p. 4. Georgetown (D. C.) Saturday Night. - Canal Trade - Arrived - Boats Wiley, Harper's Ferry, 511 bbls. flour; Frank Thomas, 89 miles, 240 bbls. flour and 1,550 bushels wheat; Scow B, 23 miles, stone; Gondola, Harper's Ferry, sundries; Louisa, 89 miles, 408 bbls. flour and 1,000 bushels wheat; Daniel Webster, dam No. 3, limestone.

A telegraphic dispatch today confirms my statement of last Tuesday, that "the water above Harper's Ferry will be drawn off on Sunday. On this side it may remain until the first of June."

GA, Tue. 5/21/50, p. 2. CANAL TRADE
Louisa, 89 miles, flour & wheat.
Francis Thomas, 89 miles, 234 bbls. flour, 1700 bu. wheat.
Dan Webster, 62 miles, limestone.
Scow B, 23 miles, stone.
W. A. Harper, 61 miles, flour.
Gondola, 61 miles, empty hhds.
Susan Harris, 81 miles, 600 bbls. flour.
P. F. Thomas, 31 miles, wheat, etc.
Experiment, 31 miles, corn, etc.
E. Payson, 62 miles, limestone.
Henrietta, 31 miles, 763 bbls. flour.
Lady of N. Bend, 107 miles, flour & whiskey.
John Glenn, 31 miles, wheat, etc.
Gen. Jackson, 22 miles, wheat, etc.
15 boats have departed since the last report.

GA, Sat. 5/25/50, p. 2. CANAL TRADE
The Canal – One of the lock gates of the Canal having broken and being now in course of repair, prevents any boats from coming down. It will be finished in a few days at furthest.

On the first of June, the water will be let out for repairs, and by about the middle of July, it is earnestly hoped that the whole Canal will be navigable.

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CANAL TRADE
Buena Vista, 69 miles, limestone.
Gondola, 61 miles, 135 bbls. flour.
Hornet, 61 miles, 481 bbls. flour.
J. L. Pasco, 61 miles, 501 bbls. flour.
Wm. Jackson, 62 miles, flour & limestone.
Gen. Scott, 45 miles, hay & offal.
Mill Boy, 31 miles, 612 bbls. flour.
Star, 20 miles, wood.
W. C. Johnson, 45 miles, corn & hay.
Tip & Tyler, 62 miles, limestone.
W. H. Harrison, 20 miles, wood.
Scow B, 23 miles, stone.
H. Allen, 81 miles, 633 bbls. flour.
P. Janney, 61 miles, 826 bbls. flour.
Hugh Smith, 61 miles, 720 bbls. flour & whiskey.
Frances, 23 miles, flour, offal, etc.
11 boats have departed since the 25\textsuperscript{th} inst. with cargoes for different points along the Canal.

GA, Thu. 5/30/50, p. 2. CANAL TRADE
Boston, 11 miles, wood.
Allegany, 61 miles, coal.
Gondola, 31 miles, wheat & corn.
Henrietta, 31 miles, 750 bbls. flour.
Scow B, 23 miles, stone.
M. Frances, 62 miles, limestone.
Jacob Snively, 61 miles, flour & iron.
14 boats have departed since the last report with cargoes of lumber, plaster, fish and various articles of merchandize for different points along the canal.

GA, Sat. 6/1/50, p. 2. The Canal – On today the water is to be let off of the Canal for the purpose of repairs which will probably occupy a month or six weeks. When it is again opened we hope that our trade will reach as far as Cumberland.

CANAL TRADE
Rambler, 45 miles, hay, wood, etc.
E. Payson, 62 miles, limestone.
Col. H. Clay, 62 miles, flour, cement, etc.
Hornet, 61 miles, flour & coal.
Gondola, 61 miles, wheat.
John Glenn, 31 miles, flour.
Gondola, 31 miles, flour & wheat.
W. H. Harrison, 20 miles, wood.
Gondola, 23 miles, wheat & corn.
6 Gondolas, 61 miles, 75 tons pig iron.
Star, 20 miles, corn staves, etc.
Virginia, 31 miles, flour, corn, etc.
J. L. Pasco, 61 miles, 508 bbls. flour.
Mill Boy, 31 miles, flour wheat, etc.
Boston, 11 miles, wood.
12 boats have departed since the last report with cargoes of fish, salt, plaster, lumber, etc. for different points along the Canal.

CA, Sat. 6/8/50, p. 2. The Canal. - We understand that the water will be let into the first level of the Canal - extending from this place to the Narrows, some seven miles - on Monday next. In a few weeks, we hope to have the pleasure of announcing that the water has been let into the Canal its entire length.

"WATER FIRST LET INTO THE CANAL.

"On June 11, 1850, water was first let into the canal at Cumberland. At 5 o'clock p.m., Mr. Chas. B. Fisk, the chief engineer, opened the wickets and the feed gates and the waters of the Potomac River rushed into the canal. Crowds of people gathered at the locks to witness the ceremony.

"When the canal was filled, a crowd went to Mr. J. H. Clark's boat yard at Will's Creek, above the Baltimore street bridge, and secured a canal boat in which they floated down to the canal lock. Here Mayor Thos. G. Harris was requested to name the boat. The Mayor responded in a short speech and named the boat "Cumberland." Amid great enthusiasm, the "Cumberland" was passed through the lock into the canal, the first boat to enter from the Potomac. Several thousand people were present on this occasion."[14]

Sat. 6/8/50, p. 4. PROGRESS OF THE CANAL – The Cumberland Civilian of Friday says: “On Monday next it is understood the water will be let into the Canal for the distance of some seven or eight miles – the length of the first level, commencing at this place – with the view of trying the bank. In a short time, the experiment will be continued further down the line until the water communication becomes continuous to dam No. 6. This is, indeed, an earnest of speedy completion! We have also been informed, since the above was written, that on tomorrow (Saturday) the water will be let in on the levels near locks 69, 70, & 71, in the neighborhood of Oldtown.”

The water has been let off the lower part of the Canal, for the purpose of repairs, which will probably occupy some five or six weeks. When it is again opened we hope that the trade will extend as far as Cumberland.

The Civilian also says that, in anticipation of the completion of the Canal, there is an unusual activity among the

Mining Companies of the Cumberland Coal field. All the companies are preparing to do a large business, and many which heretofore have had but limited facilities for transportation to market, are making extensive arrangements for the opening of the regular coal trade.

Sun, Mon. 6/10/50, p. 2. Completion of the Canal. - The Cumberland Civilian states that on this day the water will be let into the Chesapeake and Ohio Canal for the distance of some seven or eight miles - the length of the first level commencing at that place - with the view of trying the bank. In a short time, the experiment will be continued further down the line until the water communication becomes continuous to dam No. 6. This is, indeed, an earnest of speedy completion! It also states that on Saturday last the water was to be let in on the levels near locks 69, 70, 71, in the neighborhood of Oldtown.

The Civilian also says that, in anticipation of the completion of the canal, there is an unusual activity among the mining companies of the Cumberland coal field. All the companies are preparing to do a large business, and many which heretofore have had but limited facilities for transportation to market, are making extensive arrangements for the opening of the regular coal trade. When the water, which is now out of the lower part of the canal for repairs, and may be so for five or six weeks, is again let in, it is to be hoped the trade will extend as far as Cumberland.

CA, Sat. 6/15/50, p. 2. Canal Appointment. - We learn that Mr. A. L. Wilkins has been appointed lock-keeper on the Canal, for the locks at Cumberland.

Sun, Sat. 6/15/50, p. 2. Water in the Canal. - The Cumberland Civilian chronicles the letting off of the waters of the Potomac, for the first time from the head of navigation, into the Chesapeake and Ohio Canal, which was performed on Tuesday by Charles B. Fisk, Esq., chief engineer of the work. A large number of citizens had assembled at the lock, and when the wicket was turned, and the pure stream started on its downward career, there was an expression of exultation and gratification in every face that certainly told the rapid approach of those "better timed," that have been so long and so patiently waited for by the people of this region.

CA, Sat. 6/22/50, p. 2. Death by Drowning. - On Saturday afternoon last, Mr. D. H. Klein, of this city, was drowned in the Canal, near the Locks. He was bathing in company with another young man, and, though a swimmer suddenly sank near the shore. It is supposed he was seized with cramp. Some time elapsed before the body was recovered; when the usual means to restore animation were resorted to, but it was too late - the vital spark had fled. This should be a warning to all - particularly the youth - during the bathing season. The water in the Canal, as well as in the Basin, is deep - at some points 8, 10 and 12 feet.

Sun, Sat. 6/29/50, p. 2. Opening of the Canal. - On Monday last, says the Cumberland Civilian, that water was let into the canal as far as Oldtown, a distance of fifteen miles from Cumberland. In a few days it will be continued on to Town Creek, a distance of five miles further. If nothing occurs to retard the present rate of progress of the unfinished work, the whole line will be opened to Dam No. 6 by the 15th of July,
Canal Trade – 1849 - 50

at which time the water will be again let into the lower portion of the canal. Navigation will then be continuous from Cumberland to Alexandria.

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Damage by Storm - At Cumberland, Md., on Thursday evening, during a thunder storm, the back building of the large new hotel at the railroad depot, which has been carried up to the rafters, was blown entirely down, falling upon the depot and crushing it in for some distance. A brick house, on what is called the island, opposite the canal locks, was deprived of its roof and had a portion of its walls blown down. The family inhabiting it took refuge in the cellar, and were uninjured. The house belonged to Colonel Thomas J. McKaig.

Sun, Mon. 7/8/50, p. 4. The Cumberland coal trade attracts great attention. Great activity now prevails at Cumberland and Frostburg, in preparation for sending coal down the Canal, which will be opened on the 20th. The demand for Cumberland coal exceeds the supply at least ten fold. The locomotives in the Eastern states alone, will afford a market for all the coal that can be supplied by Frostburg. Ion.

Sun, Wed. 7/17/50, p. 4. Paw Paw, July 13

Messrs. Editors - Having a leisure hour at hand, I know not a better or more profitable way to employ it than to give you a short description of the great tunnel through which the Chesapeake and Ohio Canal passes at this time. The tunnel line was selected in preference to a very heavy rock section of about four miles in length, and it being less than a mile long, you will at once perceive the great advantage derived by selecting the tunnel line, producing not only a saving in a financial, but also in the more important item of time.

The tunnel is approachable at either end by heavy deep cuts, the lower or northern one being about three-quarters of a mile long, and from 50 to 110 feet in depth. The tow-path in this cut will be constructed of timber bolted down to the rock, and will be 4½ feet wide at its narrowest point; the whole will be capped by a heavy wooden railing. This work is now in the course of erection, and will be completed in about three weeks.

The upper cut is a great deal shorter, it being only 200 feet long and 75 in depth.

So much for its approaches, now let us take a view of the tunnel. The portals are constructed of the most durable sandstone, and are built after the most approved plans, having two pilasters supported by a beam faced and capped with a durable water table. The key stones are of the best Baltimore county marble, and are ornamented with the names of the president and engineer of the company. The stone arching extends under about 25 feet, which precaution I suppose is necessary to prevent the exposure of the bricks to the sun. The total length of the tunnel is 3,118 feet, is 24 feet in diameter, and will have a boat-way in the clear of 17 feet. The tow-path is to be 5 feet wide, and will be surmounted by an iron railing 4 feet high, running the entire length of the tunnel.

When completed, this will be the largest tunnel in America, and, for good and substantial workmanship cannot be surpassed by any similar work of art in the world. It has been from its commencement, and still continues to be under the management of Jos. Piper, Esq., who deserves great credit for the able manner in which he has prosecuted the work to this stage of its completion. When this important link of communication between Cumberland and Georgetown is completed, and the boats commence their regular trips, carrying the black diamond's of the noble Alleghenies to market, and returning laden with the products of foreign countries, will it not prove a rich harvest to the mercantile as well as the farming portion of our country; and my wish is that the noble citizens of Baltimore, who have contributed so largely
to the completion of this work, may have a full share of the blessings of coal trade. Z.

CA, Sat. 7/20/50, p. 2. **The First Canal Trip.** - On Wednesday last, a party of our citizens, took an excursion some six miles down the Canal, in Messrs. Wheeler & Mong's canal boat, in pursuit of pleasure and blackberries. The party returned in the evening, delighted with the trip; and if we may judge from the over supply of the fruit in market on Thursday morning, they found berries as well as pleasure.

**Sun**, Mon. 7/22/50, p. 1. **The Canal.** - The Alexandria Gazette has the following, but whether it refers to any damage done by the late storm, we cannot say:

"We understand from reliable authority, that the interruption of the work on the line of the Chesapeake and Ohio Canal, for a few days, will cause but little delay in its completion, as the work is now going on under the direction of a most energetic and responsible contractor. The work to be done is reduced to a small amount, with ample means in hand to complete it."

Sun, Sat. 8/3/50, p. 2. **The Canal.** The amount which the Board of Directors of the Chesapeake and Ohio Canal have agreed to give Mr. Michael Byrne for finishing the work is $23,000. As Mr. Byrne is an old and experienced contractor, and possessed of ample means, there can be little doubt that the work will be finished at the time designated, 1st of September.

Sun, Thu. 8/8/50, p. 4. On a brief visit, yesterday afternoon, to Alexandria, I obtained the following: The new canal wharf, except the draw, is now completed. It extends from the shore 392½ feet; an additional platform, which connects as the south side, is 140 feet. Within a short distance Messrs. Crampton & Bradshaw are vigorously at work in the construction of a new wharf for the Frostburg Mining Company. Everything looks brisk in the way of preparation for the coal trade.

Sat. 8/10/50, p. 3. **The Coal Trade** – The opening of the canal to Cumberland will vastly augment the canal trade of this District, and in an especial manner by the introduction of coal as an abundant article of commerce. In Alexandria ample preparations are being made. The new wharf at the outlet of the canal, except the drawer, is said to be completed. It extends from the shore three hundred and ninety-two and a half feet, and an additional platform, which connects at the south side, is one hundred and forty feet. Within a short distance, Messrs. Crampton & Bradshaw are vigorously at work in the construction of a new wharf for the Frostburg Mining Company.  

Sun, Wed. 8/14/50, p. 4. **Georgetown, D. C., Tuesday Afternoon** - The large canal boat "Atlantic," built in Alexandria, and there heavily laden with merchandize, arrived yesterday, and today is in the canal, up-country bound. She reflects credit on the Alexandria mechanics. But little produce as yet received by canal.

Mercury.

Mon. 8/19/50, p. 4. The Alexandria Canal has been thoroughly repaired by deepening it, and raising and widening its banks. It will admit a depth of six feet of water when the Chesapeake and Ohio Canal shall be in a situation to supply it. The coal wharves at the outlet of the canal, constructed for the use of the Maryland Mining Company, are complete, with the exception of a draw, which will require but a short time to construct. The works for the accommodation of the coal trade, now being constructed by the Alleghany, Frostburg and Borden Mining Companies, are in a state of forwardness.

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15 *The Republic*, Washington, D. C.
The water will be let into the Alexandria Canal on Tuesday, the 20th instant, and we anticipate a brisk produce trade this fall. Should the Chesapeake and Ohio Canal be completed to Cumberland at as early a date as expected, we shall also have considerable receipts of coal this season. *Alexandria Gazette.*

CA, Sat. 8/24/50, p. 2. **The Canal.** - A Correspondent of the Patriot, writing from Frederick, August 17th, says: "Mr. Byrne is going on well with the work, and expects to have the Canal ready for the admission of water about the 1st of September. It will have to be filled slowly, however, the whole fifty miles receiving its water from the Cumberland dam, and probably may not be navigable before the middle of September. It will take at least ten days or two weeks to fill it judiciously."

GA, Sat. 8/31/50, p. 2. **CANAL TRADE**  
Experiment, 31 miles, corn, oats & wheat.  
D. W. Clinton, 100 miles, 500 bbls. flour & 80 bbls. cement.  
Union, 100 miles, 600 bbls. flour & 67 bbls. whiskey.  
O. Twist, 100 miles, 706 bbls. flour.  
T. Charlton, 100 miles, 680 bbls. flour.  
Belle, 73 miles, 754 bbls. flour.  
Oregon, 77 miles, 600 bbls. flour.  
Potomac, 100 miles, 600 bbls. flour.  
B. Franklin, 100 miles, 715 bbls. flour, 20 bbls. whiskey.  
Wm. Jackson, 62 miles, 28 bbls. flour & 60 perches limestone.  
Charlotte, 100 miles, 650 bbls. flour.  
John L. Pasco, 61 miles, 50 tons coal.  
John Lambie, flour, cooper stuff, &c.  
John Hetzer, 100 miles, 650 bbls. flour.  
William, 108 miles, 600 bbls. flour.  
Capt. Walker, 69 miles, 60 perches limestone.  
M. Frances, 62 miles, 57 perches limestone.  
W. C. Johnson, 45 miles, wood.  
P. F. Thomas, 89 miles, wheat.  

North Bend, 107 miles, 550 bbls. flour.  
Boston, 11 miles, wood & oats.  
E. Payson, 62 miles, limestone.  
Rambler, 42 miles, bark, oats, corn, &c.  
Scow B, 23 miles, stone.  
17 boats have departed since the 29th instant with cargoes of fish, plaster, lumber and various articles of merchandise for different points along the canal.

Tue. 9/3/50, p. 3. **Chesapeake and Ohio Canal.** - The last report of the President and Directors of the Chesapeake and Ohio Canal (June 3rd, 1850) shows a considerable increase of revenue. The tolls during the year ending on the 21st of December last amounted to $61,823.17, exceeding those of the preceding year by the sum of $7,676.96. Articles equivalent to 102,041 tons were transported during the year; being an increase of 15,601 tons over the tonnage of 1848, and of 30,601 tons over the tonnage of 1847. The report says:  
"The total ordinary revenues amounted to $65,438.03, and the total expenses incurred, apart from those appertaining to the completion of the canal and the repairs under the Virginia act, amounted, according to the treasurer's statement to $50,899.03, showing a surplus of revenue over ordinary expenses during the year to the amount of $14,497.75. The company has never before been able to present so favorable a result as this. - *Georgetown Advocate.*"

Sun, Sat. 9/7/50, p. 4. **Georgetown, D. C., Friday Afternoon** - On the canal, twelve boats have arrived with flour, grain, limestone, &c. Several have returned loaded with groceries and other merchandise.  

At Alexandria. - Last evening two canal boats, the "H. G. Phelps" and "L. A. Phelps," completely iron bound, and 120 tons each, in tow of the propeller "Virginia," arrived here from New York, and proceeded at once to the canal wharves. *Mercury.*

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16 *Daily National Intelligencer*, Washington, D.C.  
17 *The Register*, Shepherdstown, Va.
Cumberland, Sept. 4, 1850.

Messrs. Editors: This town, within the last few days, has presented quite a busy aspect, owing to the great number that are preparing to attend the several camp-meetings now being held near this place. On last Sabbath morning, notwithstanding the heavy and continued rain, two or three boats, crowded with passengers, left for the meeting near Oldtown. One of the boats (I learned upon inquiry) was the Jenny Lind—a handsome packet, owned in this place, and intended as a passenger boat to ply between Cumberland, Georgetown and the intermediate points, when the canal is completed, which I suppose will not be a great while, for, on Monday, the water was up nearly to its proper height as far down as the tunnel, which is thirty miles below this place.

Through the politeness of a friend, I was invited to accompany him upon a short visit to the large and commodious wharf now building on the Potomac, for the accommodation of the coal trade. The coal will be conveyed down from the mines to the wharf by the railroad, where it will be transferred to boats, and thence to the District cities. The wharf is constructed of wood, and all appears very firm to the eye with the exception of the earth-filling back of the timbers, which appears gradually to sink—caused, I suppose, by the late rains. As a casual observer, it struck me that the sinking might be obviated by placing broken slate next to the timber, and decreasing the slate in size as the distance is increased from the timbers. Yours

Z.

GA, Sat. 9/7/50, p. 2.  **CANAL TRADE**

Whale, 81 miles, 890 bbls. flour.
Wm. Jackson, 62 miles, flour & limestone.
W. H. Harrison, 20 miles, wood.
Eagle, 124 miles, limestone, hoop poles, &c.
Gen. Jackson, 22 miles, wood & oats.

M. Frances, 62 miles, limestone.
Edward Payson, 62 miles, limestone.
Hugh Smith, 61 miles, 776 bbls. flour.
Frances, 23 miles, 424 bbls. flour, 200 bu. corn.
Rambler, 40 miles, corn & wheat.
Rough & Ready, 55 miles, 2900 bu. wheat.
Margaret Moore, 22 miles, wood & etc.
William, 100 miles, 600 bbls. flour.
Potomac, 100 miles, 600 bbls. flour.
10 boats have departed since the last report with cargoes of fish, salt, plaster, guano, &c., for various points along the canal.

Sun, Mon. 9/9/50, p. 4.  The new wharves, now in course of construction for the “Frostburg Mining Association,” are attracting considerable notice. From the water’s edge, to an extent of 200 feet in length and 230 in width, there will be a firm foundation formed by closely driven piles and filling in. The main projecting pier is 330 feet in length, and is now ready for the plank. From the south side of this pier there will be two slips projecting each 147 feet in length. Messrs. Bradshaw & Crampton have already proved themselves workmen of a superior order.

Captain D. B. Smith is building a new canal boat, of large dimensions, for the coal trade. There is a probability that the same gentleman will soon have several more on the stocks.

**Canal Trade -** Arrived today, boats

Tom Charlton, 100 miles, 675 bbls. flour;
John Hetzer, Williamsport, 650 bbls. flour;
Margaret Moore, Seneca, wood; Scow B, 23 miles, stone; Mill Boy, 31 miles, flour; and Tip & Tyler, 62 miles, limestone. Ten boats left today for various sections of the canal.

Mercury.

GA, Tue. 9/10/50, p. 2.  **CANAL TRADE**

Scow B, 23 miles, stone.
D. W. Clinton, 100 miles, 635 bbls. flour.
Mill Boy, 31 miles, flour.
P. F. Thomas, 89 miles, flour & wheat.
Atlantic, 31 miles, 500 bbls. flour, meal, &c.
Henry Clay, flour.
Maryland, 124 miles, lumber, &c.
John Hetzer, 100 miles, 650 bbls. flour.
Thos. Charlton, 100 miles, 675 bbls. flour.
Margaret Moore, 22 miles, wood, &c.
Rambler, 42 miles, corn, wheat, &c., &c.
Victoria, 31 miles, corn, tobacco, &c.
Capt. Walker, 69 miles, limestone & lime.
P. F. Thomas, 31 miles, tobacco, & wheat.
John Lambie, 107 miles, 620 bbls. flour.
Buena Vista, 69 miles, limestone.
Tip & Tyler, 62 miles, limestone.
14 boats have departed since the last report with cargoes of fish, &c., for different points along the Canal.

GA, Thu. 9/12/50, p. 2. CANAL TRADE
Maryland, 124 miles, lumber, hay, &c.
John Lambie, 107 miles, 620 bbls. flour.
John Van Lear, 100 miles, flour.
B. Franklin, 100 miles, flour.
Jacob Snively, 62 miles, limestone.
Col. H. Clay, 73 miles, 400 bbls. cement.
Scow B, 23 miles, stone.
John P. Garrett, 45 miles, hay, &c.
Star, 20 miles, wood.
Wm. H. Harrison, 20 miles, wood.
Charlotte, 108 miles, 601 bbls. flour.
W. H. Harrison, 20 miles, wood.
Star, 20 miles, wood.
M. Frances, 62 miles, limestone.
Wm. Jackson, 62 miles, flour & limestone.
Edward Payson, 62 miles, limestone.
Rambler, 45 miles, corn.
D. & H. Clagett, 81 miles, 641 bbls. flour.
Susan McCoy, 119 miles, 400 bbls. flour, 1300 bu. wheat.
J. C. Calhoun, 62 miles, limestone.
Rough & Ready, 55 miles, 2500 bu. wheat.
Belle, 73 miles, 835 bbls. flour.
Union, 100 miles, 700 bbls. flour.
Phineas Janney, 61 miles, 841 bbls. flour.
14 boats have departed since the last report with cargoes of salt, fish, plaster, guano, for different points along the Canal.

CA, Tue. 9/17/50, p. 2. For Cumberland, Md. - The steam tow boat Virginia, brought round from New York, a few days ago, via the Canals, the Canal boats H. G. Phelps and L. A. Phelps. These boats are intended for the coal trade on the Chesapeake and Ohio Canal, and will take their departure for Cumberland, it is expected, as soon as they take in their cargoes of plaster and sundries, which they are now doing.

The steam tow boat Virginia will tow up the Canal, and if found to answer, will be regularly employed in that business. We shall welcome heartily the first direct arrivals at this port of the BLACK DIAMONDS' from the Cumberland region, and hope soon that a successful and prosperous business will commence. - Alex. Gazette. 18

Ibid, p. 3. The Canal. - It gives us great pleasure to have it in our power to state that the water is now passing through the great tunnel, and that in the course of 8 or ten days, it will be in the entire line from

GA, Sat. 9/14/50, p. 2. CANAL TRADE
Lady of North Bend, 107 miles, flour & whiskey.

Ibid, p. 3. The Canal. - It gives us great pleasure to have it in our power to state that the water is now passing through the great tunnel, and that in the course of 8 or ten days, it will be in the entire line from

Ibid, p. 3. The Canal. - It gives us great pleasure to have it in our power to state that the water is now passing through the great tunnel, and that in the course of 8 or ten days, it will be in the entire line from

18 The Register, Shepherdstown, Va.
Cumberland to Dam No. 6. - *Clearspring Whig.*

GA, Tue. 9/17/50, p. 2. **CANAL TRADE**

Potomac, 100 miles, flour.
Diana, 127 miles, cement.
Pennsylvania, 124 miles, 60 cords bark.
Neptune, 124 miles, 48 cords bark.
Capt. Walker, 69 miles, limestone.
Henrietta, 31 miles, flour, &c.
T. Charlton, 100 miles, 700 bbls. flour.
John Hetzer, 100 miles, 675 bbls. flour.
Star, 20 miles, wood.
M. Moore, 22 miles, wood & rails.
Tonoloway, 102 miles, lime.
W. A. Harper, 61 miles, flour & pig iron.
John L. Pasco, 61 miles, coal & fish

18 boats have departed since the last report, with cargoes of salt, plaster, guano, &c., &c., for different points along the Canal.

Sun, Tue. 9/17/50, p. 4. **Georgetown, D. C., Monday Afternoon** - We understand that the first canal boat, loaded with coal for this town, left Cumberland this morning.


Sun, Mon. 9/23/50, p. 2. **Celebration of the Completion of the Canal.** - We learn from the Cumberland Civilian that the celebration of the opening of the Chesapeake and Ohio Canal will probably take place early in October. It is expected that the State's Agents, the Canal Directors, and a large number of distinguished gentlemen, will come up the line from Dam No. 6 to Cumberland. The 9th of October will probably be the day.

The Civilian suggests to its fellow citizens the propriety of holding a town meeting this week, to determine in what manner they will receive their distinguished guests.

*Ibid*, p. 4. **Georgetown, D. C., Saturday Night** - Canal boat Charlotte, from Clearspring, and Belle, from Shepherdstown, with flour and wheat, arrived today.        Mercury.

Sun, Sat. 9/28/50, p. 1. **Opening of the Canal.** - The Cumberland Civilian says that its citizens are making arrangements for a proper participation in the ceremonies of the formal opening of the Chesapeake and Ohio Canal, on the 9th of October. A large number of distinguished gentlemen, including the President of the United States and the Governors of Virginia and Maryland, have been invited by the Canal Board to be present, and it is confidently expected that the majority of them will attend. The Civilian adds:

"The Canal, so far as navigation is concerned, is completed! The water was started from this place for Dam No. 6 five days ago. The process of filling will be completed in the course of a few days."

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**The First Coal by Canal** - We learn from the Cumberland Civilian that the canal boat Southampton, belonging to the transportation line of Messrs. McKaig & Agnew, is now loading with coal from the mines of the Frostburg Coal Company at the wharf of the Maryland Mining Company, and will depart for Alexandria in a few days.

CA, Sat. 9/28/50, p. 2. **Steam on the Canal.** - On Friday last, the *steam* boat Virginia, having in tow three other boats, containing about three hundred tons of Merchandise, left Alexandria for Cumberland via the Chesapeake & Ohio Canal. - A correspondent of the Baltimore
Sun, writing from Alexandria on that day, thus describes the important advent of a steamer on the Chesapeake & Ohio Canal:

During the afternoon, a large concourse of citizens assembled on the canal wharves, to witness the first departure for Cumberland. At seven o'clock, the steam tow boat Virginia, ahead of canal boats, C. J. [L. A.] Phelps, H. G. Phelps, and Atlantic, of Alexandria, moved off from the basin in fine style, amid the cheers of the spectators. The three boats contain about three hundred tons of merchandise, such as groceries, limestone, fish, &c., and the whole is under charge of Capt. McCoffery, a skillful and persevering gentleman, admirable qualified for the service. These boats will stop for a brief period at Harper's Ferry, on their upward trip. Availing myself of an invitation to proceed a few miles in the Virginia, I was struck by the interest and curiosity evinced by the residents along the line, and, indeed, for some miles remotely, to see the operation of the first steamboat drawing such immense burdens - so quietly - so smoothly, and with such rapidity - on the placid bosom of their canal. The movements of the cattle, too, evinced that they had "an idea" that there was something strange, as they beheld the dark smoke-pipe moving along. Their first impulse was to advance - then they would look at each other knowingly, and by a simultaneous movement, would run off, cutting a variety of antics, to the great amusement of the boatmen.

The whole of this gratifying spectacle was by moon-light; nevertheless, my observation was attracted to the increased interest and beauty of that section of country within a few years. Along the line of the canal are many neat and pretty cottages, and some residences of large dimensions; all of which are surrounded with well cultivated grounds.  

GA, Sat. 9/28/50. p. 2. CANAL TRADE

20 See also, The Register, Shepherdstown, Va.

Scow B, 23 miles, stone.
M. Moore, 22 miles, wood.
W. J. Knott, 62 miles, limestone.
D. & H. Clagett, 81 miles, flour.
M. Frances, 62 miles, limestone.
Wm. H. Harrison, 20 miles, wood.
W. A. Harper, 61 miles, flour, &c.
Oregon, 77 miles, flour.
John Lambie, 107 miles, 650 bbls. flour.
John Hetzer, 100 miles, 675 bbls. flour.
Thomas Charlton, 100 miles, 750 bbls. flour.

Experiment, 31 miles, flour, wheat, corn, &c.
E. Payson, 62 miles, limestone.
Lady of N. Bend, 107 miles, flour, &c.
14 boats have departed since the 20th instant with cargoes of fish, plaster, guano, salt, &c., for different points along the canal.

Tue. 10/1/50, p. 2. Completion of the Canal. - This great work is now completed, and Boats are now being ladened with Coal for transportation to the District and Alexandria. We may soon expect to see them on their downward trip.

The Canal Board were in session in Cumberland last week, and the question of a reduction of tolls was before them. We have not heard the results of their deliberations. There is much room for the proposed reduction. They are far above the tolls paid on the Erie Canal, N. Y., and other Northern works.  

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Canal Celebration at Cumberland.
We learn from the Cumberland papers, that the event of the opening of the Canal to that place will be marked by a grand celebration, &c. The completion of the Canal to the Mountain City has been looked forward to with a great deal of anxiety by its citizens, and we doubt not a degree of joy commensurate with that anxiety, will be exhibited on the interesting occasion. The

21 The Register, Shepherdstown, Va.
celebration, we believe, will not take place until after the Gubernatorial Election.22

Sun, Thu. 10/3/50, p. 1. **The Canal.** - The formal opening of the Chesapeake and Ohio Canal, it is now stated by the Frederick Examiner, is fixed for the 10th of the present month.

GA, Sat. 10/5/50, p. 2. **CANAL TRADE**

- Star, 20 miles, wood.
- Edward Payson, 62 miles, limestone.
- M. Moore, wood.
- M. Frances, 62 miles, limestone.
- Wm. Jackson, 62 miles, flour, &c.
- Ohio, 73 miles, wheat.

8 boats have departed since the last report with assorted cargoes for different points along the Canal.

Sun, Mon. 10/7/50, p. 2. **Cumberland Coal.** - The Alexandria Gazette is informed that no coal boats will leave Cumberland for Alexandria before the 9th instant. On that day several boats will depart, and may be expected on the 12th.

Sun, Wed. 10/9/50, p. 1. **Celebration at Cumberland** - The celebration of the opening of the Chesapeake and Ohio Canal from Cumberland to tide water, will take place at Cumberland on tomorrow. The Independent Blues' Band, Capt. Holland, has been engaged on the occasion, and will leave for their destination in the cars this morning. They will give the mountain folks some choice specimens of music.

Sun, Thu. 10/10/50, p. 2. **The Canal.** - This day the opening of the Chesapeake and Ohio Canal to Cumberland will be celebrated at Cumberland.

GA, Thu. 10/10/50, p. 2. **CANAL TRADE**

- Henrietta, 31 miles, flour & wheat.
- Frances, 23 miles, flour, oats, corn & mill offal.
- H. Smith, 61 miles, flour.
- Union, 100 miles, flour & whiskey.
- Scow 5, 9 miles, flour & paper.
- J. L. Pasco, 61 miles, flour & paper.
- Scow B, 23 miles, stone.
- M. Moore, 22 miles, corn, oats & wood.
- Wm. H. Harrison, 20 miles, oats & wood.
- Mill Boy, 31 miles, flour.
- Belle, 73 miles, flour & wheat.
- Diana, 127 miles, cement.
- J. Hetzer, 100 miles, flour.
- Thomas Charlton, 100 miles, flour.

CA, Sat. 10/12/50, p. 2. **The Chesapeake & Ohio Canal.** - This great work, commenced nearly a quarter of a century ago, is at length so far completed, as to be in a navigable condition from Cumberland to tide-water. The opening was celebrated in our city on Thursday last.

On Wednesday evening, the President and Directors of the Canal Company, the State's Agents, and a number of guests from several counties of Maryland, Virginia and the District cities, accompanied by the Independent Blues' Band of Baltimore, arrived in our city, via the Railroad, to participate in the opening ceremonies.

On Thursday morning at 8 o'clock, Col. Davidson's Company of Light Artillers from the Eckhart Mines, arrived; and about one hour after, a Procession - made up of the Military, the Canal Board and guests, the corporate authorities and citizens - was formed in Baltimore Street, under the direction of Col. Pickell, of Baltimore, and marched to the head of the Canal. On arriving at this point, and after the firing of a salute by the Artillers, William Price, Esq. on behalf of the corporate authorities and citizens, in a neat speech, welcomed the Canal Board and their guests, and congratulated them upon the

22 Ibid.
Canal Trade – 1849 - 50

occurrence of the event so long looked for -
the opening of the Canal to Cumberland.
Gen. James M. Coale, President of the Canal
Company, responded in appropriate terms;
and embraced the occasion to briefly review
the history of the progress of the work.

About 11 o'clock, the several boats
fitted up for the occasion, pretty well
crowded, proceeded down the Canal in the
following order:

Way's excursion boat, Jenny Lind, having
on board the Canal Board and their guests
from abroad;

The Charles B. Fisk, with the Baltimore
Band and a large number of citizens;

Mr. Clarke's boat, with the Eckhart
Artillerists and the Mechanics' Band of
Cumberland;

These were followed by
Southampton, Delaware and Ohio, (of
Messrs. McKaig & Agnew's Merchant's
Line,) and Freeman Rawdon (of the
Cumberland Line) all bound for Alexandria,
laden with coal; and Mr. Mong's Elizabeth,
with coal for Harper's Ferry.

The Canal Board and their guests
landed about nine miles below Cumberland,
where they partook of an abundant collation,
prepared for the occasion, on board the
Charles B. Fisk. The company returned to
Cumberland about 8 o'clock in the evening,
delighted with the excursion.

The proceedings of the day closed
with a Supper and Ball in the evening, given
by citizens, at Heffelfinger's Hotel.

GA, Sat. 10/12/50, p. 3. CANAL TRADE
Union, 100 miles, flour & whiskey.
Henrietta, 31 miles, flour.
Scow B, 23 miles, stone.
W. H. Harrison, 20 miles, wood.
M. Moore, 22 miles, wood.
Boston, 12 miles, wood.
Star, 20 miles, wood.
Rough & Ready, 55 miles, corn.
Scow No. 2, 9 miles, stone.
Neptune, 124 miles, bark.
Tip & Tyler, 69 miles, limestone.

Martha Frances, limestone.
E. Payson, limestone.
John Lambie, 107 miles, flour.
Victoria, 31 miles, wheat.

Sun, Tue. 10/15/50, p. 4. Washington, Oct.
14, 1850 - We've been talking and writing
about Alexandria and Georgetown, in
connection with the Cumberland coal, but
the First Ward of Washington is equally
prompt in her arrangements. I have just
seen a letter, announcing that the boat Ohio -
one of the very first - deeply laden with
screened coal, comes to William T. Dove,
Esq., merchant, First Ward. Mercury.

Tue. 10/15/50, p. 2. The Steam Tow-Boat
Virginia - Passed this place last week en
route for Cumberland, for the purpose of
towing Coal Boats on the Canal, in which
trade it will hereafter engage. It will ply
between Cumberland and Alexandria. 23

GA, Tue. 10/15/50, p. 3. CANAL TRADE
P. Janney, 61 miles, flour, &c.
Belle, 73 miles, flour, wheat, &c.
Col. H. Clay, 73 miles, flour.
Susan Harris, 81 miles, flour.
Mill Boy, 31 miles, flour, offal, &c.
Capt. Walker, 69 miles, limestone.
Five boats have departed today with cargoes
of fish, salt, plaster and various articles of
merchandize for different points along the
Canal.

Sun, Wed. 10/16/50, p. 1. The
Cumberland Coal Trade - The National
Intelligencer, in noticing the formal opening
of the Chesapeake and Ohio Canal, says:
"Already the coal of the mountains
has reached the tide-water, in boats
averaging probably each one hundred tons
burden; one of which at least was
constructed, as we learn, of timber from
trees which were in full vigor of growth on
the top of the mountain not more than five

23 The Register, Shepherdstown, Va.
weeks before the boat was under way in the canal, laden with coal.

"These facts announce the spring of enterprise at the entrepot of the coal region, and the arrival there of practical builders and boatmen, who have been taught their vocation on the New York canals, through whose labors we may expect to see our canal alive with boats this fall for a period of navigation prolonged for weeks beyond the time when the canals of the North are closed by the earlier winter in that region.

GA, Thu. 10/17/50, p. 3. CANAL TRADE
Maryland, 124 miles, wheat.
D. W. Clinton, 100 miles, flour.
Tonoloway, 102 miles, lime.
Scow B, 23 miles, stone.
Frances, 23 miles, flour, offal, &c., &c.
Five boats have departed since the last report.

Sun, Fri. 10/18/50, p. 2. Washington, Oct. 17 – 9 P. M. - First Arrivals of Cumberland Coal - The canal boats Freeman Rawdon and Southampton, laden with Cumberland coal, passed Georgetown for Alexandria at 6 o'clock this evening. At 8 o'clock their arrival at that city was announced by salutes of artillery and a brilliant display of fireworks.

The boats Ohio and Delaware are momentarily expected. These arrivals produced considerable excitement at Georgetown and Washington. Mercury.

Sun, Sat. 10/19/50, p. 4. Georgetown, D. C., Friday Afternoon. - No other canal boats have arrived. Mercury.

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Cumberland Coal Wharves - The Cumberland Civilian states that the Mount Savage Iron Company have completed their railroad to the extensive wharves which, in connection with the Messrs. Lynn, they have recently erected on the banks of the Potomac. The road is a solid structure, and is laid with the new rail which the company have been manufacturing at their rolling mill at Mount Savage. These wharves are sufficiently extensive to accommodate the largest amount of trade that can be offered by the coal companies of the county. They present over 3,000 front feet, and are constructed in the most superior style.

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A Race on the Canal - We learn from the Clearspring Whig that two canal boats, the "Southampton" and "Freeman Rawdon," started from Dam No. 6, at five o'clock on Tuesday last, on a trial of speed to Georgetown, (131 miles) both running with double sets of horses. They will run day and night, and are expected to be in Georgetown some time today. They are Cumberland boats - one built on the Pennsylvania plan, the other after the New York model. It is said that from two to five hundred dollars has been bet on the race.

GA, Sat. 10/19/50, p. 2. CANAL TRADE
Star, 20 miles, wood.
Susan McCoy, 119 miles, flour, wheat & bark.
M. Moore, 22 miles, wood.
Wm. Jackson, 62 miles, limestone.
M. Frances, 62 miles, limestone.
Charlotte, 108 miles, flour, whiskey & apples.
Tip & Tyler, 69 miles, flour & apples.
F. Bowdon, Cumberland coal.
Southampton, Cumberland coal.
J. Hetzer, 100 miles, flour & apples.
Thomas Charlton, 100 miles, flour & apples.
J. P. Garrett, 58 miles, corn.

Sun, Mon. 10/21/50, p. 4. Georgetown, D. C., Saturday night. - The westerly wind, which has prevailed all day, prevents any arrivals. Our canal trade, however, has been active, as may be imagined from the fact that no less than three thousand barrels of flour have today been inspected. Other
boats from Cumberland are hourly looked for.

Mr. Robert Hunter is constructing a new, large canal boat, and everybody is fully alive to the prospective prosperity.

Our enterprising citizens, Messrs. Hunter & Dowling, have the following canal boats - M. P. Davidson, Eckhart, Mount Vernon and Colyer, laden at Cumberland with coal from the Eckhart mines - Mr. John Dickson also has a cargo. Their arrival is hourly looked for, and all are ready to give them an enthusiastic welcome.

Alexandria, Va., Saturday night. - Well! the boat Freeman Rawdon, freighted with every description of groceries and other merchandize, sailed today for Cumberland and the intermediate points.

Mon. 10/21/50, p. 2. COMMUNICATED
You neglected to state in your notice of the arrival of the Coal boats, that the “Freeman Rawdon” entered the Canal basin about one hour ahead of the “Southampton,” with flags flying, (which were presented by citizens of Cumberland) firing of cannon from on board and a display of fireworks. Efforts were made at Georgetown to induce her to stop there; but as she was bound here, her commander refused to make any stop. As she crossed the aqueduct, however, she gave a few rounds with her cannon and sent up some rockets. The “Freeman Rawdon” belongs to Ward’s Cumberland line. The timber in her was cut out of the wood, and the boat built in thirty-six days. This great dispatch shows the energy and enterprise of Mr. Ward, who has had great experience in boating on the Northern Canal.

Sun, Tue. 10/22/50, p. 1. Navigation of the Canal. - The difficulties attending the filling of the new Canal, for the first time, will be properly appreciated by those who are conversant with such matters. It is calculated, for instance, that it requires as much water to fill the various levels between Cumberland and Dam No. 6 - a distance of 50 miles - as would be needed for seventy miles of Canal of uniform width and depth. Such being the fact, it may readily be conceived that the opening of navigation on the Chesapeake and Ohio Canal has been attended with many difficulties and embarrassments. In the first place the original plan of the work always contemplated a dam across the Potomac river below the Great Tunnel, and a feeder at the South Branch. In fact, the law under which it has been completed, provides for these improvements, and gives the Company the power to construct them with the revenues of the Canal. As yet, however, they have not been constructed, and while the Dam at Cumberland is No. 8, there is at this time no dam No. 7 in existence. In the absence of these facilities for supplying the Canal with water, it was necessary at the opening of navigation to rely on the supply obtained at Cumberland. Even this, in consequence of the unusual low state of water in the Potomac, from a long continuance of dry weather, had to be used with the greatest care and precaution.

AG. Tue. 10/22/50, p. 2. CANAL TRADE
Experiment, 31 miles, flour & wheat.
Henrietta, 31 miles, flour, corn & offal.
J. L. Pasco, 61 miles, flour & apples.
Gen. Scott, 62 miles, wood, corn, &c.
Star, 20 miles, wood.
Buena Vista, 69 miles, limestone.
Capt. Walker, 69 miles, limestone.

Sun, Thu. 10/24/50, p. 4. That the cleaning and improvement of the canal below Third street should be suspended so long is a matter of general regret. With the favorable weather of the last few months, that work could have been completed, and then our Navy yard neighbors also could have had some specimens of the Cumberland coal,
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besides the facilities to many in conveying their produce to our markets.     Mercury.

GA, Thu. 10/24/50, p. 3. CANAL TRADE
J. P. Garrett, 57 miles, corn.
P. F. Thomas, 89 miles, wheat.
Rough & Ready, 55 miles, 2,500 bu. wheat, 800 bu. corn.
William, 100 miles, flour.
Hugh Smith, 61 miles, flour, &c.
Texas, 71 miles, bark, &c.
Eagle, 124 miles, wheat & lumber.
Gondola, 61 miles, bark.
Scow B, 23 miles, stone.
M. Frances, 62 miles, limestone.
Margaret Moore, 22 miles, wood.
10 boats have departed since the last report with cargoes of plaster, lumber, salt and merchandize for different points along the Canal.

Sun, Fri. 10/25/50, p. 1. The Effect - Cumberland Coal - The Hagerstown News, of yesterday, says:
"The completion of the Canal to Cumberland has had the effect of materially reducing the price of coal, and consequently of greatly increasing its use. A few months since the price paid at Williamsport was sixteen cents per bushel, now it can be had at that place for ten or twelve cents per bushel. Many persons in this place have almost entirely dispensed with the use of wood as a fuel, and commenced the use of coal, finding it much cheaper and of less trouble as well as being attended with less danger."

CA, Sat. 10/26/50, p. 2. Opening of the Canal. - The arrival of the boats "Freeman Rawdon" and "Southampton" at Alexandria, on the evening of the 17th instant, via. the Chesapeake & Ohio Canal, laden with coal - was made the occasion of considerable public rejoicing. Cannon were fired in commemoration of the event, and there was a display of fireworks. The Alexandria Gazette, in noticing the event, remarks:

"For many years we have had our attention steadfastly directed to the completion of this work, as the sure harbinger of better and more prosperous days, and have watched with anxious eye, its slow but steady progress to its western terminus, and now that we are privileged to chronicle its completion in connection with an arrival direct from the mines, we shall be excused if in the buoyancy of our hopes and expectations we yield to the excess of our joy. For many years we have labored faithfully in behalf of this great work, and whenever doubt or uncertainty have attended the operations of the Company we have never failed to lend our feeble efforts in support of its claims. But all doubt and uncertainty must now give way. This great Giant has stretched forth his long arm and unlocked the long buried treasures of the mountains, and laid them at our feet. It now becomes us to unite in making the best disposition possible, of the advantages secured to us by its completion. The great Potomac Valley, with the Agricultural and Mineral resources with those immense and inexhaustible Coal drifts on the eastern slope of the Alleghenies, are now spread out before us and brought within our reach. Let us, then, in view of these great advantages, "go forward and possess the land." Let us band together in a united effort, and our word for it, the hum of active trade will soon be heard again in our streets, and the long prostrate energies of our citizens be re-invigorated. It is not enough that these new avenues of trade are open to us - they will fail without our aims and efforts are judiciously directed. We must enter the lists with our more active neighbors, and like them unitedly labor for our common good. The, and not till then, shall we reach that point of commercial prosperity to which we have a right to aspire, in view of our local advantages. We say then in conclusion, to our fellow-citizens, let us join in hand and heart, and unitedly labor Shoulder to shoulder in every enterprise. Let us imitate
the example set us by our sister cities, and leave 'no stone unturned' to reach the full and entire consummation of our hopes. To promote an end so much to be desired, shall be our constant aim."

Some six or eight boats have arrived here from tide water, and are loading with coal. The business on the Canal will fairly commence as soon as we have a good fall of rain, which there is now a prospect.

GA, Sat. 10/26/50, p. 2. **CANAL TRADE**

- Wm. Jackson, 62 miles, limestone.
- E. Payson, 62 miles, limestone.
- Conococheague, 136 miles, bark.
- Frances, 23 miles, flour, corn, &c.
- Louisa, 89 miles, flour & wheat.
- Ohio, 73 miles, flour & wheat.
- Victoria, 31 miles, corn, potatoes, &c.

Sun, Mon. 10/28/50, p. 4. *Georgetown, D. C., Saturday night* - Large quantities of flour, grain, &c., are on their way down the canal; and it is confidently expected that a heavy business will be done during the present week.

*Alexandria, Va., Saturday night* - A gentleman from Cumberland reports that about thirty miles down from there, he saw seven canal boats heavily laden with coal, waiting for sufficient water. Owing to this embargo, the ship Jane Parker, bound for California, is detained longer than was anticipated.

Mon. 10/28/50, p. 3. **The Canal** – We are not yet able to commence a regular report of the arrivals and departures of canal boats from this place. With the exception of a slight rain on Wednesday night, the weather has continued dry, and the supply of water is still inadequate for regular navigation. We notice, however, that seven canal boats, intended for the coal and other trade, have arrived at Cumberland from below. Two of these boats are from the Erie canal, in New York, and have successfully pushed their way to the foot of the Allegany mountains. The most of these boats, will, we suppose, load at once with coal and bide their time for water. We notice that the Southampton and Freeman Rawdon have left Alexandria for Cumberland, loaded with goods for various points on the line. – *Cumberland Civilian of Friday.*

GA, Tue. 10/29/50, p. 2. **CANAL TRADE**

- Victoria, 31 miles, corn, potatoes & apples.
- Tip & Tyler, 62 miles, limestone.
- Frances, 23 miles, flour, potatoes, mill offal & apples.
- J. Van Lear, 100 miles, flour & cord wood.
- Oregon, 77 miles, flour & apples.
- Scow B, 23 miles, stone.
- P. F. Thomas, 89 miles, flour & wood.
- Henrietta, 31 miles, flour & wheat.
- Two Scows, 9 miles, stone.

The late rains have raised the river at Cumberland and enable the boats to pass with good loads of coal.

GA, Thu. 10/31/50, p. 2. **CANAL TRADE**

- Delaware, Cumberland coal.
- Ohio, Cumberland coal.
- John Hetzer, 100 miles, flour & apples.
- Wm. Jackson, 62 miles, limestone.
- M. Frances, 62 miles, limestone.

Sun, Fri. 11/1/50, p. 1. **Alexandria Canal** - The Alexandria Gazette, of yesterday, says:

"In consequence of the sinking of the embankment of the Alexandria Canal, at Four Mile Run, the water has been drawn off the canal, for the purpose of making the necessary repairs, and strengthening the work at that place. The water will be off, it is thought, for some two or three weeks. In the meantime, the coal boats and freight boats for this place will be towed down by steamboats from Georgetown."
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Ibid, p. 2. **Georgetown, Oct. 31, 8 P.M.** - The canal boats Ohio and Delaware, with Cumberland coal, arrived here today.

Sun, Sat. 11/2/50, p. 4. **Washington, Nov. 1, 1850.** - Well, the two boat loads of Cumberland coal mentioned in my telegraphic dispatch - Ohio and Delaware - came to our fellow citizens, Dove, of the 1st ward, and today that gentlemen entered into contract for *eight hundred tons* of that article for the Philadelphia navy yard. The boats of Hunter & Co., of Georgetown, having loaded lightly, on account of the scarcity of water, returned, on its increase, for larger cargoes - and in a few hours - the supplies will be abundant.

**Georgetown, D. C., Friday Afternoon** - Canal Trade - Arrived, boat Star, 20 miles, wood; Rough & Ready, Berlin, wheat; Wm. Cost Johnson, 45 miles, corn, wood, &c.; General Scott, 67 miles, bark, wood and corn; Scow B, 23 miles, stone; Margaret Moore, 22 miles, wood; Experiment, 31 miles, corn, apples, &c.; D. & H. Claggett, 80 miles, flour; Frank Thomas, 89 miles, flour and wheat; John C. Calhoun, 62 miles, limestone; P. Janney, from Harper's Ferry, 766 bbls. flour.

**Alexandria, Va., Friday afternoon** - The water is out of the Alexandria Canal, and will not be let in for two or three weeks, owing to a settling at the five mile run.

Sat. 11/2/50, p. 1. **FIRST CANAL BOAT FROM CUMBERLAND.** - An incident has just occurred in the history of our city which has looked forward to with hope and anxiety by our citizens for almost a quarter of a century, and yet it is suffered to "overcome us like a summer cloud, without our special wonder." The first boat laden with coal has reached the city, direct from Cumberland! Who that was present can ever forget the scene that took place on the 4th of July, 1828, when the Chief Magistrate of the Republic "broke ground" on the Chesapeake and Ohio Canal, amid all the pomp and circumstance of a splendid civic festival, and the hearty zeal and enthusiasm with which our then worthy Mayor (who never does any thing by halves) entered into the matter, determined to make the display worthy of the occasion. And so it was. The glorious work, commenced under such favorable auspices, after encountering and surmounting numerous difficulties, is consummated. All the anticipation in which we then indulged are about to be realized - a vast and exhaustless source of wealth and prosperity is at last opened up to us; and yet we hail its advent with no rejoicing, and welcome the event with no shout of joy. On the contrary, the ultimate completion of a great work in which we have so long felt the deepest interest has found us utterly unprepared to reap the advantages which might reasonably have been expected to flow from it. The outlet of the Canal at Georgetown it was a misnomer to call a basin, for it is dry land; our city canal is but little better, and not in a navigable condition; and thus, after the early, uniform, and constant support which the city has given to the great work, its citizens, it would seem, are to calmly look on, while its chief benefits are to inure to others.

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Ibid, p. 5. **COAL DIRECT FROM CUMBERLAND.** - The canal boats *Ohio* and *Delaware*, consigned to our enterprising fellow-citizen, Wm. T. Dove, arrived at this city on Wednesday last, direct from Cumberland. Owing to the bad condition of our city canal, the *Delaware* could not pass through that portion of it between the Basin and the terminus of the Chesapeake and Ohio Canal at 17th street, and had to be locked through and towed around to the Navy Yard by the steamer *Salem*. The *Ohio* was landed at the yard of the consignee, on the canal, in the rear of the residence of the late Gen. Van Ness. The first shipment of Cumberland coal, under contract, will be immediately made from this city by Mr.

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Dove, in fulfillment of an order for some eight hundred tons, to be sent to Philadelphia.

GA, Sat. 11/2/50, p. 2. **CANAL TRADE**

E. Payson, 62 miles, limestone.
Star, 20 miles, wood.
Rough & Ready, 55 miles, 2,900 bu. wheat.
W. C. Johnson, 45 miles, offal, wood & corn.
Gen. Scott, 67 miles, corn, wood & bark.
Scow B, 23 miles, stone.
M. Moore, 22 miles, wood.
Experiment, 31 miles, corn, apples & meal.
D. & H. Clagett, 81 miles, flour.
J. C. Calhoun, 62 miles, limestone.
P. Janney, 61 miles, 776 bbls. flour.
8 boats have departed since the last report.

GA, Tue. 11/5/50, p. 3. **CANAL TRADE**

Frances, 23 miles, flour, oats, offal, &c.
Belle, 73 miles, 844 bbls. flour, 97 bbls. apples, &c.
Otho Baker, 81 miles, 925 bbls. flour.
B. Franklin, 100 miles, 100 bbls. flour.
Tip & Tyler, 62 miles, limestone.
Union, 100 miles, 644 bbls. flour & 20 bbls. apples.
John Lambie, 100 miles, flour, &c.
Egin, 62 miles, flour.

GA, Thu. 11/7/50, p. 3. **CANAL TRADE**

Boston, 11 miles, wood.
Wm. Jackson, 62 miles, limestone.
W. A. Harper, 61 miles, flour.
D. W. Clinton, 100 miles, flour & apples.
John Glenn, 31 miles, wheat, corn &c.
Louisa, 89 miles, wheat & flour.
E. Payson, 62 miles, limestone.
Scow B, 23 miles, stone.
Capt. Walker, 69 miles, limestone.
Star, 20 miles, wood.

CA, Sat. 11/9/50, p. 2. **New Canal Boats.** - Mr. John H. Clark, one of our enterprising boat builders, launched from his yard into its destined element, on Monday last, the new and magnificent Canal Boat "American Flag." She is ninety feet in length, about fourteen feet four inches in width, and calculated to carry one hundred and fifteen tons burden.

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**Messrs. J. & H. Korns**, also worthy and enterprising boat builders of our city, launched from their yard on the Potomac, on Tuesday last, the new and splendid Canal Boat "Oregon." The Oregon is also ninety feet in length, fourteen feet four inches in width, and intended to carry one hundred and fifteen tons burden. Both of the above neat and substantial Boats, we learn, have been built by the proprietors for sale.

Sun, Sat. 11/9/50, p. 1. **Franklin Railroad.** - The Clearspring (Md.) Sentinel doubts not that the New York Company who lately purchased the Franklin Railroad, intend to continue said road to the Chesapeake and Ohio Canal or Baltimore and Ohio Railroad. It thinks that a connection with either of the above improvements would render the road productive. As it is, it is almost a dead investment.

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**The Canal.** - The Cumberland Civilian says that there is not a particle of truth in the rumors of last week, that a break had occurred on the new portion of the Chesapeake and Ohio Canal. There was only a slight leaking near Orleans, the banks being as firm as ever. The delay in boats from Cumberland was caused by their being overloaded.

Sun, Mon. 11/11/50, p. 2. **New Canal Boats** - Mr. John H. Clark launched at Cumberland, Md., last week, a magnificent canal boat, the American Flag, and Messrs. J. & H. Korns one called Oregon - both 90
Canal Trade – 1849 - 50

<table>
<thead>
<tr>
<th>Arrived boats</th>
<th>Tons of Coal</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eckhart, Cumberland</td>
<td>104 tons coal</td>
<td>boyfriend</td>
</tr>
<tr>
<td>M. A. Davidson, Cumberland</td>
<td>104 tons coal</td>
<td>boyfriend</td>
</tr>
<tr>
<td>W. T. Hamilton, 95 tons</td>
<td>Mountaineer, 96 tons</td>
<td>boyfriend</td>
</tr>
<tr>
<td>Th. Charlton, 100 miles, 730 bbls. flour, &amp;c.</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Southampton, 185 miles, 85 tons coal</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Cumberland, 185 miles, 83 tons coal</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Salem, 185 miles, 85 tons coal</td>
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<td>boyfriend</td>
</tr>
<tr>
<td>F. Rawdon, 185 miles, 105 tons 3 cwt coal</td>
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<td>boyfriend</td>
</tr>
<tr>
<td>Westmoreland, 185 miles, 82 tons coal</td>
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<td>boyfriend</td>
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<tr>
<td>M. A. Davidson, 185 miles, 104 tons coal</td>
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<td>boyfriend</td>
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<tr>
<td>Eckhart, 185 miles, 104 tons coal</td>
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<td>boyfriend</td>
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<tr>
<td>W. S. Hamilton, 185 miles, 96 tons coal</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Mountaineer, 185 miles, 95 tons coal</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Col. H. Clay, 73 miles, flour, cement, &amp;c.</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Charlotte, 108 miles, flour &amp; whiskey</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Oregon, 77 miles, flour, &amp;c.</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Scow B, 23 miles, stone</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>Gen. Scott, 45 miles, corn &amp; wood</td>
<td></td>
<td>boyfriend</td>
</tr>
<tr>
<td>J. C. Calhoun, 62 miles, limestone</td>
<td></td>
<td>boyfriend</td>
</tr>
</tbody>
</table>

**Sun, Wed. 11/13/50, p. 4. Canal Trade**

John Van Lear, Williamsport, wood and flour; Tip & Tyler, Seneca, wood; Potomac, Williamsport, flour & whiskey; Rough & Ready, 55 miles, corn & wheat; Pacific, Cumberland, 100 tons coal; Atlantic, Cumberland, 100 tons coal; - the last two just arrived. Hugh Smith, form 61 miles, with 830 bbls. flour; and Henry Clay, 86 miles, expected in this evening.

**GA, Thu. 11/14/50, p. 2. Canal Trade**

H. G. Phelps, 185 miles, coal & bricks.
L. A. Phelps, 185 miles, coal.
Pacific, 185 miles, coal.
Atlantic, 185 miles, coal.
Tip & Tyler, 22 miles, wood.
John Van Lear, 100 miles, flour & wood.
Potomac, 100 miles, flour.
H. Clay, 86 miles, wood.
Hugh Smith, 61 miles, flour.
Rough & Ready, 55 miles, corn & wheat.
Star, 20 miles, wood.
Ohio, 73 miles, wheat.
Victoria, 31 miles, wood & corn.
Ed. Payson, 62 miles, limestone.
Enterprise, 62 miles, limestone & flour.

Sun, Fri. 11/15/50, p. 4. The Coal Trade
Several arrivals with coal from Cumberland have reached here, which have not been noticed in the Sun. This is owing to the remissness of their Captains to leave their way-bills at the Canal office, Georgetown, as they passed there.

Sun, Sat. 11/16/50, p. 1. New Canal Boat
On Saturday last, a beautiful new canal boat, called the "G. W. Riggs, Jr.,” was launched at Cumberland, Md. She is of the full size of the locks, will carry 150 tons, and was built at Mr. Ward's yard, by J. Hildreth, who has an experience of 22 years in building canal boats on the New York canals.

Ibid, p. 4. Canal Trade – Arrived, boat Elizabeth, Cumberland, coal, to W. T. Dove, Washington; Victoria, 31 miles, wood, grain, &c.; Martha Frances, 62 miles, limestone; General Butler, 62 miles, limestone; Captain Walker, 69 miles, limestone; W. H. Harrison, 22 miles, wood; Frances, 23 miles, flour, offal, &c.; Eagle, Hancock, wheat; Belle, Shepherdstown, flour and wheat; John Glenn, wheat, &c.; Wells A. Harper. Harper’s Ferry, flour.

GA, Sat. 11/16/50, p. 2. CANAL TRADE
Elizabeth, 185 miles, coal.
M. Frances, 62 miles, limestone.

Victoria, 31 miles, wood, oats, &c.
Capt. Walker, 69 miles, limestone.
Wm. H. Harrison, 20 miles, wood.
Frances, 23 miles, flour & offal.
Eagle, 124 miles, whiskey, apples, &c.
B. Franklin, 100 miles, flour.
Belle, 73 miles, flour & wheat.
John Glenn, 31 miles, wheat, apples, &c.
W. A. Harper, 61 miles, flour, &c.

Sun, Mon. 11/18/50, p. 4. Georgetown, D. C., Saturday night - By Canal - Boat Mill Boy, 31 miles, 500 barrels of flour.

Sun, Tue. 11/19/50, p. 4. Georgetown, D. C., Nov. 18. - Canal Trade - Arrived, boat Julia A. Elgin, Harper's Ferry, flour, sundries, &c.; Virginia, Cumberland coal, for Washington, Scow B, 23 miles, stone; General Scott, Noland's Ferry, offal, corn, wood, &c.; Lieut. Thomas, 89 miles, flour, wheat, apples; Gen. Jackson, Seneca, corn; Margaret Moore, Seneca, wood and hay; Union, Williamsport, flour, whiskey, clover seed, apples, &c.; Gen. Cass, Noland's Ferry, corn and wood.

GA, Tue. 11/19/50, p. 2. CANAL TRADE
J. A. Elgin, 61 miles, flour, &c.
Virginia, 185 miles, coal.
Scow B, 23 miles, stone.
P. F. Thomas, 89 miles, flour & wheat.
Gen. Scott, 45 miles, corn, offal, wood, &c.
M. Moore, 22 miles, hay & wood.
Gen. Cass, 45 miles, corn, wood, &c.
Gen. Jackson, 22 miles, corn.
Union, 100 miles, flour, whiskey, &c.

Sun, Wed. 11/20/50, p. 1. Steamboat on the Shenandoah - The Charlestown (Va.) Spirit of Jefferson says that Col. Castleman, president of the Shenandoah Steamboat Company, is now in Washington, and expects to launch the beautiful steamer built for the company in the waters of the Shenandoah, at Harper's Ferry, on Friday.
next. The boat will at once start on its upward trip, going so far as the condition of the river will permit. If this experiment should prove successful, it will be an era of no ordinary magnitude in the history of the counties bordering on the Shenandoah.

_Ibid_, p. 2. **Land Slide on the Canal.**

- The Hagerstown People's Own learns that there was a land slide on the Chesapeake and Ohio Canal, at the Tunnel, on Sunday.


GA, Thu. 11/21/50, p. 2. **CANAL TRADE**


_Sun_, Fri. 11/22/50, p. 4. **Canal Trade** – Arrived, the Gen. Butler, 62 miles, limestone; William C. Johnson, 45 miles, corn and wood; D. H. Clagett, 81 miles, flour, apples, &c.; Martha Frances, 62 miles, limestone; Edward Payson, 62 miles, limestone; Captain Walker, 69 miles, limestone; Oregon, 77 miles, 700 barrels flour; John Hetzer, 100 miles, 750 barrels flour. Mercury.

GA, Sat. 11/23/50, p. 2. **CANAL TRADE**


Mon. 11/25/50, p. 3. **Chesapeake and Ohio Canal** - A brisk business is now commencing to be done on the Chesapeake and Ohio Canal. The Clearspring (Md.) _Sentinel_ says: "Quite a number of boats are passing down and up daily. Those of larger dimension, drawing more than three feet nine inches of water, are not permitted to enter the canal at present for fear of interrupting the running of the lighter boats."

_Sun_, Mon. 11/25/50, p. 4. **Georgetown, D. C., Saturday night** - In consequence of some detention of the vessels which contained the cargoes for the gondolas, the pretty little steamboat Shenandoah, Com. Castleman, did not leave as expected. She is now moored opposite Captain Brown's bakery - and will probably start tomorrow.

By Canal - Boat Mill Boy, Edward's Ferry, flour; Boston, 10 miles, wood; Frances, Seneca Mills, flour, oats and offal; Charlotte, from Williamsport, with full cargo of whiskey and flour.

I have a letter from a young and enterprising merchant recently established at Cumberland, Md. He says the population is 10,000; the town is improving rapidly; business is brisk; he derives great pleasure in witnessing the departure of boats laden with coal for our three cities. Made his purchases in Baltimore, and prefers the trade of the "Monumental City" to that of any other. He, however, takes exception to the showers of coal dust. Mercury.

26 _The Republic_, Washington, D. C.
GA, Tue. 11/26/50, p. 2. **CANAL TRADE**

Delaware, 185 miles, 113 tons 10 cwt coal.
G. W. Riggs, 185 miles, 105 tons gas coal.
Mill Boy, 31 miles, flour.
Frances, 23 miles, flour, offal & oats.
T. Charlton, 100 miles, 750 bbls. flour.
D. W. Clinton, 100 miles, flour, apples, &c.
Charlotte, 108 miles, flour & whiskey.
Henrietta, 31 miles, 2,000 bu. wheat.
Hugh Smith, 61 miles, flour & leather.
Louisa, 89 miles, wheat.

**Sun**, Wed. 11/27/50, p. 4. **Georgetown, D. C., Tuesday Afternoon** - Arrived a number of canal boats, with produce. **Mercury.**

GA, Thu. 11/28/50, p. 2. **CANAL TRADE**

Hugh Smith, 61 miles, flour, &c.
B. Franklin, 100 miles, flour.
Ohio, 185 miles, coal.
Gen. Scott, 45 miles, coal & wood.
Scow B, 23 miles, stone.
Wm. Jackson, 62 miles, limestone.
E. Payson, 62 miles, limestone.
Boston, 10 miles, wood.
W. A. Harper, 61 miles, flour & offal.
Star, 20 miles, hay & wood.
Gen. Cass, 45 miles, wood.

**Sun**, Mon. 12/2/50, p. 4. **Georgetown, D. C., Saturday Night - Canal News** - Arrived, boat Otho Baker, Capt. John James, from Mercersville, with 1,150 bbls. or 112 tons of flour - the largest load ever received by this canal; boat E. L. Lowe, Cumberland coal, for Alexandria; Scow B, 23 miles, stone; Frances, 450 bbls. flour; Frank Thomas, 2,400 bushels wheat; Allegany, 19 miles, wood; Victoria, 31 miles, 1,150 bushels wheat, pork, &c. **Mercury.**

GA, Sat. 11/30/50, p. 2. **Reduction of Canal Tolls on Coal.** – We understand that at the meeting of the President and Directors of the Chesapeake and Ohio Canal Company, held in Baltimore on Wednesday last, it was resolved to reduce the toll on coal transported on the canal from Cumberland to Georgetown from seventy-four cents per ton, provided the coal companies guarantee the transportation of 300,000 tons per annum and to thirty-seven cents per ton in case they guarantee the transportation of 600,000 tons. We understand the companies will give the guarantees at once, thus securing a lively business to the Canal and a handsome revenue to the State. – **Cumberland Civ.**

**CANAL TRADE**

Otho Baker, 81 miles, 1150 bbls. flour & 1 bbl. apples.
Union, 100 miles, flour, &c.
Capt. Walker, 69 miles, limestone.
F. Rawdon, 185 miles, coal.
Victoria, 31 miles, wheat, &c.
C. S. Lowe, 185 miles, coal.
Frances, 23 miles, flour, &c.
North Bend, 107 miles, pig iron.
Scow B, 23 miles, stone.
Allegany, 19 miles, wood.
Neptune, 124 miles, bark.
John Glenn, 31 miles, wheat.
J. L. Pasco, 185 miles, coal.
Henrietta, 31 miles, flour, &c.
Oregon, 77 miles, flour, &c.
P. F. Thomas, 31 miles, wheat, &c.
Jacob Snively, 48 miles, pig iron.

**Sun**, Mon. 12/3/50, p. 2. **Important Reduction of Tolls on Coal.** - At the meeting of the President and Directors of the Chesapeake and Ohio Canal Company, held in Baltimore on Wednesday last, it was resolved to reduce the toll on coal transported on the Canal from Cumberland to Georgetown from 74 cents per ton, the present rate, to 54 cents per ton, provided the Coal Companies guarantee the transportation of 300,000 tons per annum, and to 37 cents per ton in case they guarantee the transportation of 600,000 tons. The Cumberland Civilian understands the companies will give the guaranties at once,
thus securing a lively business to the Canal and a handsome revenue to the State.

**GA, Tue. 12/3/50, p. 2. CANAL TRADE**
P. Janney, 61 miles, flour.
Westmoreland, 185 miles, coal.
W. T. Hamilton, 185 miles, coal.
M. O. Davidson, 185 miles, coal.
Col. H. Clay, 73 miles, wheat.
Belle, 73 miles, flour.
John Hetzer, 100 miles, flour.
Gen. Scott, 45 miles, wood.
Star, 20 miles, wood.
Susan McCoy, 119 miles, flour & wheat.

**Sun, 12/6/50, p. 4. Alexandria, Va., Thursday Afternoon** - The brig Yucatan is loading with Cumberland coal, for Boston.

**CA, Sat. 12/7/50, p. 2. Reduction of Tolls.**
We learn from the New York Herald, that a very important financial arrangement was concluded at Baltimore, on Saturday last, between the State agents of Maryland and the Board of Directors of the Chesapeake and Ohio Canal, on one part, and the several coal companies of Cumberland on the other hand. It furnishes another gratifying evidence of the prodigious recuperative powers of the indebted States of the Union, and will not fail to impart a still higher degree of confidence, at home and abroad, to the holders of Maryland State stocks. By this arrangement a revenue is insured to the Chesapeake and Ohio Canal, from the descending coal trade alone, of $162,000 during the year 1850, being nearly equal to two percent on the hitherto unproductive investment of Maryland in the great work referred to, and a revenue from the same source of $216,000, during the year 1852, being equal to about two and a half percent upon the investment of Maryland. The Chesapeake and Ohio Canal was originally located by General Barnard; the first spadeful of earth was dug, in 1828 by John Quincy Adams; it has been in progress for twenty-two years, and was first opened at Cumberland in October last. It is one of the most magnificent of that long list of stupendous enterprises to which the energies and capital of this country have given existence during the last thirty years. It connects the inexhaustible semibituminous coal field of Cumberland with tide-water, at Georgetown, Washington and Alexandria, and united to the Baltimore and Ohio Railroad affords means of coal transportation equal to 3,500,000 tons per annum.

By the arrangement in question, the State agents of Maryland and the Canal Board reduced the tolls on coal and coke, from Cumberland to Alexandria, during the year 1851, to fifty-four cents per ton, and during the year 1852, to thirty-six cents per ton, on the pledge of General Tyson, in behalf of the coal companies, that 300,000 tons of coal and coke shall pass through the canal during the first, and 600,000 tons during the second year - a guarantee that will not be considered extravagant at those rates of toll, when the daily increasing demand of unequalled steam and manufacturing fuel is regarded.

**CA, Sat. 12/7/50, p. 2. New Canal Boat.**
- The new and beautiful Canal Boat "H. H. Casey," was launched from the yard of the N. Y. Company on Thursday. - She is built to carry 160 tons burthen.

**Sun, Mon. 12/9/50, p. 4. Georgetown, D. C., Saturday Night** - The rains during the week have prevented the inspection of much outdoor business. Two thousand five hundred barrels of flour were inspected, and about 7,000 barrels remain in the canal boats.

**Canal Trade -** Arrived this afternoon, boats Mountaineer, Eckhart, H. G. Phelps and L. A. Phelps, all from Cumberland, with full cargoes of coal; Ben. Franklin, 100 miles, 870 bbls. flour; Charlotte, Williamsport, 580 bbls. flour; Mill Boy, 31 miles, 550 bbls. flour; Hornet,
Harper's Ferry, 318 bbls. flour; Rough & Ready, Berlin, wheat and flour. Mercury.

GA, Tue. 12/10/50, p. 2. CANAL TRADE
Salem, 185 miles, coal.
Charlotte, 108 miles, flour & whiskey.
B. Franklin, 100 miles, flour, &c.
E. H. Shorn, 185 miles, coal.
H. G. Phelps, 185 miles, coal & bricks.
L. A. Phelps, 185 miles, coal.
Hornet, 61 miles, flour.
Rough & Ready, 55 miles, wheat, flour, &c.
Cumberland, 185 miles, coal.
W. A. Harper, 61 miles, flour.
Victoria, 31 miles, wheat, &c.
Mill Boy, 31 miles, flour.
Otho Baker, 81 miles, 1200 bbls. flour.
Susan Harris, 81 miles, flour & offal.

GA, Thu. 12/12/50, p. 2. CANAL TRADE
Elizabeth, 185 miles, coal.
Pennsylvania, 124 miles, bark, etc.
John Van Lear, 100 miles, flour, etc.
Scow B, 23 miles, stone.
Henrietta, 31 miles, flour.
Star, 20 miles, wood.

Sun, Sat. 12/14/50, p. 4. Canal Trade – Arrived – Boats Isaac Long, Antietam coal; Oregon, 77 miles, flour, just in; General Cass, 45 miles, wood; John Lambie, 100 miles, flour; Jacob Snively, 48 miles, iron; Lady of North Bend, 107 miles, flour and whiskey; Gen. Scott, 45 miles, wood; Wm. Jackson, 62 miles, limestone; General Butler, do., do.; Capt. Walker, 69 miles, do.; Wm. H. Harrison, 20 miles, wood; Boston, 10 miles, do.

Yours, &c. Mercury

DEPARTURES

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/13</td>
<td>E. L. Lowe</td>
<td>Ensminger</td>
<td>91.3</td>
</tr>
<tr>
<td>12/14</td>
<td>Delaware</td>
<td>Byrose</td>
<td>83.14</td>
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<td></td>
<td>&quot; American Flag</td>
<td>Hayes</td>
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<td></td>
<td>&quot; F. Rawdon</td>
<td>Petrie</td>
<td>84.13</td>
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<tr>
<td>12/16</td>
<td>H. H. Casey</td>
<td>Hopkins</td>
<td>87.10</td>
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<tr>
<td>12/17</td>
<td>Maryland</td>
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<td>&quot; Saloma Clarke</td>
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<td>Denton McCoy</td>
<td>Crockett</td>
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<td>Hetzer</td>
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<td></td>
<td>&quot; L. A. Phelps</td>
<td>McAffrey</td>
<td>78.10</td>
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</tbody>
</table>


Sun, Sat. 12/21/50, p. 1. Cumberland Coal. - The Boston Daily Advertiser mentions the arrival at that port on Saturday last of the first vessel load of coal exported from Alexandria. "This cargo," the Advertiser says, "is from the 'Frostburg Mines,' for the Fitchburg Railroad Company, who are using it successfully in one or more locomotives on that road. Satisfactory experiments have also been made with it on the Providence Railroad, and it is likewise used on board the Cunard and other Atlantic steamers in preference to English coals. It is now coming into use in this vicinity for all steam and manufacturing purposes, and for the smiths' use, for which it is found superior to other coals."

Sat. 12/21/50, p. 2. CANAL TRADE
There have been several arrivals from below, with Groceries, &c., for some of our Merchants.

Sun, Mon. 12/16/50, p. 4. Canal Trade - Arrived - Boats Tom Charlton, 100 miles; Rambler, 45 miles, corn; Virginia, 31 miles, corn; Edward Payson, 62 miles, flour, limestone, &c. Ten boats have departed for various intermediate points, with groceries, &c. Mercury.
Cumberland, coal; Gen. Scott, 45 miles, wood, corn, &c.; Captain Walker, sixty-nine miles, (Antietam) limestone; Ben. Franklin, Williamsport, 870 bbls. flour, apples, &c.

Mercury.

GA, Sat. 12/21/50, p. 2. **CANAL TRADE**
Col. H. Clay, 73 miles, wheat.
Louisa, 89 miles, wheat & flour.
F. Thomas, 89 miles, wheat.
Atlantic, 185 miles, coal.
W. H. Harrison, 20 miles, wood.
Susan McCoy, 119 miles, flour, wheat, &c.
P. F. Thomas, 31 miles, flour, corn & wheat.
Scow B, 23 miles, stone.
W. C. Johnson, 45 miles, corn.
Star, 20 miles, wood.
W. A. Harper, 61 miles, wood & bark.
Henrietta, 31 miles, wheat & offal.
P. Janney, 61 miles, flour, apples, &c.
Isabel, 81 miles, 825 bbls. flour.
F. Rawdon, 185 miles, coal.
Gen. Scott, 45 miles, wood, corn, &c.
Capt. Walker, 69 miles, limestone.
Westmoreland, 185 miles, coal.

GA, Tue. 12/24/50, p. 2. **CANAL TRADE**
Westmoreland, 185 miles, coal.
Ben. Franklin, 100 miles, flour.
Otho Baker, 81 miles, 1100 bbls. flour.
Charlotte, 108 miles, flour.
D. Seigel, 185 miles, coal.
Oregon, 77 miles, flour.
Th. Charlton, 100 miles, flour.
Virginia, 31 miles, corn, &c.
D. W. Clinton, 100 miles, flour.
Victoria, 31 miles, wheat, &c.
Delaware, 185 miles, coal.
Wm. B. Clark, 100 miles, 995 bbls. flour.
Hugh Smith, 61 miles, flour.
W. A. Harper, 17 miles, wood.
Union, 100 miles, flour.
John Hetzer, 100 miles, flour.

Ibid, p. 4. **THE COAL TRADE**

The Clearspring Whig says: it has heard much complaint about the difficulty of getting coal in Cumberland, and asks if we cannot keep twenty boats running with coal, what can we do for a thousand, the number that should be on the canal? The Whig thinks somebody must be asleep, and calls upon the people of Alleghany to wake up.

We would remark, in reply, that the delays that have deferred the completion of the canal from time to time -- bringing that event, at last, near the end of the season for navigation -- have induced the parties who will engage most largely in the business, to postpone operations until the Spring. The result is, that the coal companies have added nothing, as yet, to the cars, motive power, &c., they have heretofore employed in furnishing coal for transportation on the railroad. Nor are the fixtures for loading at the wharves yet completed to one-fiftieth part of the extent that will be necessary for the business. It has been regarded as more prudent to postpone the commencement of these heavy operations until the opening of Spring, and then take a fair start under the reduced rates of tolls. When that time arrives, the friends of the canal may rest assured that the “black diamonds” will be brought down from the mountains in such quantities as will satisfy the most enthusiastic of its well-wishers. – Cumberland Civilian.

Fri. 12/27/50, p. 2.27

NOTICE.—Proposals will be received until the 15th day of Januay next for building twenty canal boats, to be delivered in the District of Columbia, or at Cumberland, Maryland, or before the 15th day of March next.

Specifications will be furnished by personal application, or by letter, at the office of Hunter, Harris, & Co., Cumberland. THOMAS G. HARRIS, Agent and General Superintendent of the Chesapeake and Ohio Canal Transportation Company. 332 Water, Cumberland, Dec. 30, 1850.

[Transcriber's Note: This is the first evidence of a C. & O. Canal Transportation Company, in 1850 mind you, and they were prepared to buy 20 canal boats. The Ad ran daily until Jan 10, 1851.]

27 The Union, Washington, D. C.
Canal Trade – 1849 - 50

Sun, Sat. 12/28/50, p. 4. Georgetown, D. C., Thursday Afternoon. - Canal Trade. - After a few days of obstruction by the sunken boat, navigation is today resumed.

Arrived, boats H. H. Casey, Cumberland, coal; Mountaineer, 38 miles, wood; Scow B, 23 miles, stone; Gen. Jackson, 23 miles, wood; Tip & Tyler, 12 miles, wood.

By Canal. - Boats Union and Potomac, from Williamsport, with flour to Messrs. J. A. Grimes and Waters. Mercury.

GA, Sat. 12/28/50, p. 2. CANAL TRADE
H. H. Casey, 185 miles, coal.
Scow B, 23 miles, stone.
Mountaineer, 38 miles, wood, &c.
Neptune, 31 miles, flour, &c.
John Glenn, 31 miles, wheat.
Union, 100 miles, flour.
Potomac, 100 miles, flour.
Star, 20 miles, wood.
Tip & Tyler, 12 miles, wood.

Sun, Mon. 12/30/51, p. 4. Georgetown, D. C. – During a portion of this week, ice has been formed in the Canal of such thickness as to render the passages of many boats slow and perilous, to say nothing of the discomfort of the hands on board. Now, it is very much to the interest and convenience of all classes of the community that the stream should be kept open during the winter. It is therefore suggested that the Company grant the use of their scows, and boat services of some of their horses, between this town and Edward’s ferry – that Ferry to Harper’s Ferry, and from Harper’s Ferry to Williamsport. The scows to be sheeted round with iron, and kept in constant motion. Let the boat owners call a meeting and confer with the company at once.

Canal Trade – Arrived, two boats from Cumberland – one to Hunter & Dowling; the other to Messrs. Fowle, of Alexandria. One from Berlin – flour, corn & offal; Henrietta, Edward’s Ferry, flour & offal; Phineas Janney, Capt. Gibson, Harper’s Ferry, flour and apples.

Sun, Tue. 12/31/50, p. 1. Chesapeake and Ohio Canal. - The Cumberland Civilian says that it is understood that early in January the water will be drawn off from the upper Canal for the introduction of improvements at the locks and flumes, and to deepen certain points along the line. Navigation is suspended it that quarter.