COMPILATION OF CANAL TRADE ARTICLES FROM

THE ALLEGANIAN
a Cumberland newspaper

and

THE SUN
a Baltimore newspaper

and

GEORGETOWN ADVOCATE
DAILY AMERICAN TELEGRAPH
two Washington, D. C. newspaper
1851

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REVISION 2 – MAY 2020
A.  PREFACE

In this compilation, articles were transcribed from The Alleganian, a Cumberland newspaper, The Sun, a Baltimore newspaper (identified by Sun appearing before the article), Georgetown Advocate (identified by AG appearing before the article) and Daily American Telegraph (identified by DAT appearing before the article) two Washington, D. C. newspapers, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspapers. Note that no boats loaded on Sunday; if it was just that the newspaper did not publish on Sunday, then the Monday edition would have listed the Sunday traffic. It does not. Some dates during the boating season were missing. The Alleganian newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD. The Sun, the Georgetown Advocate and the Daily American Telegraph newspapers were found on-line. The research continues because the reader may yet find a missing date or a canal related article from another newspaper.

There is some duplication in information due to the different newspapers publishing similar articles about, for example Canal Trade, wherein the reporters for the newspapers had different deadlines for reporting the data and thus the lists have different boats, distances, and/or cargo. I have tried to reconcile the data as best I can; thus, this is an edited report.

Boat Registry 1851 is a transcription of the original, now part of Record group 79, at National Archives, College Park, Md. An effort has been made to spell-check that boat register information with this canal trade information.

This is an edited report. All the canal boat data was entered on an EXCEL spreadsheet and then checked for consistent spelling. Where a boat was listed as arriving or departing on successive days, I have only listed the earliest date in the EXCEL spread sheet but left the duplication in the report. Descendants are encouraged to contact the transcriber if a consistent spelling is wrong; e.g. McIlhenny or Leetch.

Readers not interested in reading a description of the canal in 1851 should pass over pages 5 to 10.

A word of caution about using the data, the right column was "Tons and cwt."

This revision includes several articles about the packet Flying Cloud and a few additional articles from the Baltimore Sun listing canal trade.

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

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Revised March 2018
Revision 2 – May 2020
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Canal Trade 1851

Sun, Fri., 1/3/51, p. 4. Georgetown, D.C. - Capt. Gibson, who left here on the boat Phineas Janney, for Harper's Ferry, lost four of his mules on his passage up.

Yours, &c., Mercury.

Sat., 1/4/51, p. 2. The Canal. - The total number of tons of Coal shipped from Cumberland on the Canal during the months of October, November and December were 7,171 [tons] 07[cwt.].

[Transcriber's Note: The above ad continued from 1850 and ran weekly until 5/3/51, even though the canal was closed for the winter.]

Sun, Mon., 1/6/51, p. 4. Alexandria, Saturday night. - The ice in the canal has interrupted the navigation without entirely suspending it, and but few boats are in. These are, Isaac Long, 108 miles, 960 bbls. flour and 40 bbls. whiskey; Boston, 9 miles, wood; W. H. Harrison, 23 miles, corn in the ear; H. Smith, 60 miles, flour, apples, mill offal and manganese; W. A. Harper, 20 miles, wood; Gondola, 31 miles, wheat, lumber and corn; Tip & Tyler, 23 miles, wood; Scow B, 23 miles, stone; H. H. Casey, 185 miles, coal.

Mercury.

Sun, Thu., 1/9/51, p. 2. Mercerville for Sale - Mercerville, the splendid landing upon the Chesapeake and Ohio Canal, in Washington county, Md., belonging to Thomas G. Harris, Esq., is advertised for sale.

Ibid, p. 4. Drowned - The Winchester Republican says that on the night of the 24th ult., Mr. Jas. Ruckles, of that county, was drowned in the Chesapeake and Ohio Canal above the bridge at Harper's Ferry.

GA, Thu. 1/9/51, p. 1. BOAT BUILDING AND TRANSPORTATION – We have several times spoken of the enterprise of Mr. Ward, who, after an experience of more than fifteen years on the Erie Canal, has settled in Cumberland with the view of building boats and engaging in transportation on our Canal. Mr. Ward has already constructed four boats which for strength, excellence of model and finish, probably surpasses anything yet launched on these waters. After some difficulty, he has at length obtained of David Shriver, Esq., and others, a very commodious location on the basin opposite the Canal locks, and is now erecting work shops, stables, a marine railway for repairs and every other convenience for a first rate boat yard. Mr. W. is assisted by workmen from the north, each of whom has had large experience in his particular department. It is his intention to commence vigorous operations at once, and to turn out a boat every two weeks as soon as he is under full head way. Besides building boats, however, he will engage in transportation of the Canal. His line, the ‘Cumberland,’ has already indicated what he means to do. If we are not mistaken, he will ere long make provision for the transportation of
passengers on the Canal, and issue most
inviting proposals to the trade of the east and
of the great west. One of the fruits of his
enterprise has already been tasted by our
citizens during the present season – his
supplies of oysters from the Alexandria
market. We acknowledge the receipt of a
barrel of his last importation, and while
discussing them could not but acknowledge
the donor as a private as well as a public
benefactor. We wish him well in his

Sun, Mon. 1/13/51, p. 1. Coal on the
Canal. - The total number of tons of coal
shipped from Cumberland, Md., on the
Chesapeake and Ohio Canal, during the
months of October, November and
December, was 7,171 [tons] 07 [cwt.].

Ibid., p. 4. Today we had two
arrivals by canal, the boat D. & H. Clagett,
with a large cargo of flour to John A.
Grimes, and the Phineas Janney, also with
flour, from Harper's Ferry. If the moderate
weather continues, we shall have several
more down shortly.

Sun, Thu., 1/16/51, p. 4. Canal Trade - I am
informed that the company have determined
to draw the water off on the 25th inst., and
to resume operations on the first of March.

Arrivals - Boats Gen. Cass, 45 miles,
corn and oats; Cost Johnson, 45 miles, corn
and wheat; Rough & Ready, Berlin, 1,800
bushels wheat, 276 bbls. flour; John Glenn,
wheat, 31 miles; Neptune, 31 miles, flour
and wheat; Tom Charlton, Williamsport,
752 bbls. flour; John Hetzer, Williamsport,
750 bbls. flour; Ben Franklin, Williamsport,
850 bbls. flour; John Van Lear,
Williamsport, 752 bbls. flour; Celestial,
Williamsport, 960 bbls. flour; American
Flag, Williamsport, 1,000 bbls. flour; Otho
Baker, Mercerville, 1,003 bbls. flour; Tip &
Tyler, 31 miles, corn in ear; Wells A.

Harper, 31 miles, wheat; Frances, 23 miles,
flour, &c.; Henrietta, 31 miles, flour.

Departures this day - Boats Rough &
Ready, 55 miles; John Van Lear; Ben
Franklin; Tom Charlton; John Hetzer; Hugh
Smith; Cost Johnson; Gen. Cass; Scow B.;
Celestial; American Flag. Mercury.

Sun, Sat., 1/18/51, p. 1. Chesapeake and
Ohio Canal. - The Cumberland Civilian
states that during the recent very mild
weather the ice has disappeared from the
Canal almost entirely. Trade upon it,
however, has been suspended for the
present, and the water will be drawn off
during the month to deepen certain points
and make improvements at the flumes.

Ibid., Boat Building - The boat yards at
Cumberland, Md., are all busy making canal
boats for the coal trade in the spring.

Ibid, p. 2. Reduction of Tolls on the Canal
- At the recent meeting of the State's Agents
and Board of Directors of the Chesapeake
and Ohio Canal, at Baltimore, on the 8th
instant, we learn from the Cumberland
Civilian that a proposition was made by the
coal companies of the Cumberland region to
guarantee the transportation of 500,000 tons
of coal down the canal during the year
beginning July 1st, 1851, and ending July
1st, 1852, at a toll of 37½ cts. per ton. The
proposition was accepted, and the
arrangement will be immediately concluded.
Preparations will be immediately
commenced, of course, to meet this new
state of things.

Sun, Mon., 1/20/1851, p. 4. Alexandria -
The repairs on our branch canal having been
completed, the water is once more let in at
full depth.

The wharves of the Mining company
are proceeding finely. One or two canal
boats are now building here, and every
preparation is being made for active business in the spring.

Yours, Mercury

GA, Tue. 1/21/51, p. 2. CANAL TRADE
Hugh Smith, 61 miles, flour
Rambler, 42 miles, corn, &c.

Sun, Sat., 1/25/51, p. 1. A Man supposed to be Drowned - The Clearspring (Md.) Sentinel says that a man was heard to call for help at Dam No. 5, on Tuesday night last, between midnight and daybreak. In the morning, the boat which had been tied the previous evening above the Dam, was found below it, and it is supposed someone who attempted to cross met with a watery grave.

Sun, Mon., 1/27/51, p. 2. Chesapeake and Ohio Canal - The Clearspring Whig states that, for the purpose of making some necessary repairs, the water was to be drawn off last Saturday, and will not be re-admitted before the first of March.

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Dead Man Found - An advertisement will be found in another column of the Sun today, describing the body of an unknown man found dead on the tow-path of the canal near Poolesville, Md., on the 18th instant, with a considerable amount of money and other property in his possession.

Wed. 1/29/51, p. 3. Chesapeake and Ohio Canal – Messrs. Gales & Seaton: Believing that few persons in our community have any adequate idea of the magnitude of the great work which connects this city with the Cumberland coal region, and having a few years ago been much upon it, and along the line it occupies, I have drawn up the following description, and shall feel much gratified if you can afford room for it in your paper. It is proper to state that for the distances, measurements and description of materials, I have been principally indebted to a report of W. H. Swift and Nathan Hale, with its appendix, published at Boston, in 1846.

Taking boat in the broad and beautiful Washington City Canal, on the level of tide-water in the river Potomac, we enter the tide-lock of the Chesapeake and Ohio canal at the southern extremity of 17th street, which lock has a lift of about three and a half feet. The level gained by this lift is pursued along the border of the rive for a mile and a quarter to the basin at the mouth of Rock Creek, where there is another tide lock, which enables boats passing through it to warp directly alongside the shipping at the wharves of Georgetown.

Continuing along the basin, we come to the first lift lock of the Chesapeake and Ohio canal, or lock No. 1, and rising through it and Nos. 2, 3 and 4, we enter upon a level of about 4½ miles, known as the Georgetown level, fed from the pool of dam No. 1, built across the Potomac just above the Little Falls. Four stone bridges and three wooden ones cross the canal on a line with the streets of Georgetown; the one on a line with High street is of stone, with a single arch of fifty-four feet span, and the crown of this arch is about twenty feet above the surface of the canal.

At the upper end of the town, on this its river front, the Alexandria canal has its junction with the Chesapeake and Ohio canal, from which it is fed for its whole length of seven miles to that city. It crosses the Potomac by an aqueduct, the Georgetown abutment of which is of granite, with two arches which serve for roadways. The parapet walls which form the waterway over this abutment connect with a wooden trunk resting on eight massive stone piers.

The canal through Georgetown has a water surface of forty-six feet, with both sides walled with stone, and, being thirty-five feet above the river, it affords water power for a number of mills. At the junction of the Alexandria canal it widens out and has an average width of about seventy feet for the remainder of the level.

A wooden bridge is thrown over the canal near the end of this level, for the accommodation of the road to Leesburg, which
crosses the river just below Little Falls. The level is provided with several culverts and wastes; but as the object of this paper is only to speak of what will be most likely to attract the eye of the traveler, a description of those is not to be expected.

After passing the bridge above-mentioned, and the mouth of the Little Falls feeder, we come to lock No. 5. Rising through this, and locks 6, 7, 8, 9, 10, 11, 12, 13 and 14, the levels between which vary from a few hundred feet up to one and three-quarter miles, we enter upon another four mile level. Passing along this we come to lock 15, and rising through it and 16, 17, 18, 19 and 20 we find that we have overcome the “Great Falls of the Potomac,” whose waters are splashing in the distance far below us.

All the levels from lock 15 to lock 20 are short ones. From 20 to 21 there is a level of two and a quarter miles, and between 21 and 22, and 22 and 23, levels of about three miles each. Much of the canal from the Little Falls to this point had to be constructed along the precipitous bank of the river, and its immense tow-path embankment was consequently subject to be washed by the river’s rushing waters. This made heavy slope-walling necessary for its protection, and in one part there is a continuous wall of this kind for two miles in length, part of which is fifty-six feet high.

Adjacent to lock 23, and between it and the abutment of dam No. 2, there is a guard-lock communicating with the river, and through this guard-lock the canal is fed. This feeder is generally known as the “Seneca Feeder.”

From lock 23 to 24 is three-quarters of a mile. This last mentioned lock is connected with, and in fact forms part of, the lower abutment of the Seneca aqueduct, a structure of hard red sandstone, handsomely cut, and having three arches of thirty-three feet span, seven and a half feet rise each.

The level attained by lock 24 is continued over this aqueduct, and onward eight miles to lock 25. From this to lock 26 we have another long level of eight and a half miles, and from thence to lock 27 one of about two miles.

About half a mile above the last mentioned lock we come to the large affluent of the Potomac, called Monocacy creek, over which the canal is carried by another aqueduct. This beautiful structure, known as the Monocacy aqueduct, is of hard white mountain sandstone, smoothly cut. It has seven arches of 54 feet span, 9 feet rise, each. The abutments extend far back in the line of the canal, exhibiting two blind arches, and giving to the entire structure a length of 516 feet of cut work, besides an extension of the wings by rubble masonry.

More attention appears to have been paid to embellishment in this work than any other on the line of the canal. The stone is not only smoothly cut, but the water table has an unusually fine architectural effect, and the piers are ornamented with pilasters. A marble slab is set in the basin parapet wall, with an inscription giving the names of the President and Directors of the Company, the Resident and Assistant Engineer, and of the contractors on it, with the date of its erection.

After leaving the aqueduct we continue on the same level for about six miles to the famous “Point of Rocks,” a river bluff formed by the end of the Catoctin mountain. Round this bluff it was necessary that the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad should both find a path; and it was believed by many that the construction of the one would effectually preclude the other’s onward progress. Year of extensive litigation followed, till it was at length compromised thus: the Canal Company gave up a portion of the width of their canal, and the track was cutaway deeper into the face of the bluff for the road, and lo, they run peaceable side by side. We may imagine the navigator of the canal, as he moves with his immense freight slowly along its smooth waters, saying to himself, as he looks up at the rapid railway train, “No matter, exult in your speed, if you will, I carry more than you, with all your noise; we have both our cause for pride, none for enmity.”

There are but three bridges that cross the canal between the “Little Falls” and “Point of Rocks.” It is not our purpose to describe these, any more than the culverts, &c., as before intimated. Suffice to say, that nearly all the crossing places between Georgetown and Cumberland are under the canal, through road culverts, and that what few bridges there are have a height above the surface of the canal of seventeen feet.
Still continuing on the level which brought us to the Point of Rocks, we follow it for about one mile further to lock No. 28, from which to lock 29 we have another level of about two miles. After rising through this last mentioned lock, we pursue the level attained by it for about one mile to the aqueduct which takes the canal over Catoctin creek, emptying into the river at this point. This aqueduct is of granite ranged work, with cut beds and joints. It has three arches, the center one 40 feet span, and the other two of 20 feet each. All mere ornament is dispensed with, and its appearance is that of rough solidity.

After leaving this aqueduct, we continue on the same level for about three miles further, to lock No. 30, situate in the small town of Berlin. Rising through this lock, we have another level of about three miles to lock 31, in the small but new and flourishing town of Weverton. Two miles more brings us to lock 32, and then, in about a half mile more, we reach lock 33, opposite the town of Harper’s Ferry, and at the foot of the bluff formed by the Potomac breaking through the Blue Ridge.

A little below lock 33, the Baltimore and Ohio railroad leaves the Maryland shore, by crossing the canal and river, and, passing through Harper’s Ferry, continues its course up the river on the Virginia side. Some distance below the point of leaving, the railroad and canal were so crowded by a turnpike road already existing between Frederick and Harper’s Ferry, that it became necessary to cut deeply into the mountain’s rocky flank to procure room for all. The immense face of naked rock which is here exhibited is a striking instance of the wonderful results of perseverance and skill. In addition to this, much heavy walling was necessary from the “Point of Rocks” to this place, wherever the railroad and canal were in immediate contact, to sustain the roadway; this walling rising from the bottom of the canal to a height in some places of 23 feet.

From lock 33 to 34 there is a level of about one mile, and from 34 to 35 one of about three-quarters of a mile. Immediately below 35 a feeder is brought in from the pool formed by the Government dam, which work was constructed across the Potomac by the United States for the purpose of obtaining water power for the Armory works at Harper’s Ferry. A short level of about a thousand feet take us from lock 35 to 36, which last is in a line with guard-lock No. 3, and the dam above mentioned. For much of the distance from lock 33 to this point there is much heavy embankment and hillside cutting, and also heavy walling to protect the embankment from the river.

From lock 36 to 37, we have a level of about 4-2/3 miles, and from 37 to 38 another of about 6 miles. About midway of this last level we come to the aqueduct which carries the canal over Antietam creek, here emptying into the Potomac. This structure is of hard dark blue limestone, with three arches, the center one forty feet in span, the other two of twenty-eight feet each. The beds and joints of this structure are cut smooth, the faces left rough.

Over the last mentioned lock (38) there is a bridge connecting with one which crosses the river on the line of the road to Shepherdstown, in Virginia. From lock 38 to 39, there is a level of a little over one mile; from 39 to 40, one of more than five miles; and from thence to guard-lock No. 4, one of over six miles. Here another feeder enters the canal from the Slackwater of dam No. 4.

This last mentioned dam backs the water of the Potomac up for more than eight miles, and the Slackwater thus caused is used as part of the canal for upwards of three miles, by shifting the tow path to the basin side, and carrying it along the margin of the pool. At the upper end of the distance thus used, a ledge of hard limestone rock rose for almost two miles in length, nearly perpendicularly, out of the water to a height in places of nearly one hundred feet, and the towpath for this distance had to be cut out of this rock.

We pass in succession locks 41, 42, 43 and 44, for a distance of about ten and a half miles, when we reach the town of Williamsport, which is just one hundred miles above Georgetown.

The Conococheague, a large tributary of the Potomac, empties itself into the river at the upper end of Williamsport, and the canal is carried over it by a very substantial aqueduct of the same description of limestone with that of the Antietam. It consists of three arches of sixty feet span; fifteen feet rise each. The beds and
joints, and also the face of the arches, ends of the piers and abutments, water table and coping, are cut; the rest of the face lines are hammer-dressed. It is altogether a very fine structure of great strength.

Continuing on this level for about seven miles further, we reach guard-lock No. 5, where the canal receives a feeder from the Slackwater of dam No. 5. This Slackwater is used as part of the canal for about half a mile, when we ascend through locks 45, 46 and 47. The united levels between them amounting to less than two miles. Here we leave the river margin and rise twenty-four feet, through locks 48, 49 and 50, which enables the canal to be carried across a very considerable bend of the river called “Prather’s Neck,” the river being reached again at the end of about a mile. Pursuing this level for about eight miles further, we come to the aqueduct over Licking creek.

This very beautiful structure is of the same description of limestone with the two last mentioned. It consists of but a single arch, which is, like most others on this canal, a segment of a circle. The span of this arch is ninety feet, with but fifteen feet rise. The arch stones, skew-backs, water table, coping and inside of the parapets are cut; the rest of the masonry is of rubble work. The chief engineer of the canal, Charles B. Fisk, Esq., had so much confidence in his plan of this aqueduct, and of the workmanlike manner in which it had been executed by Mr. Holdsworth, the contractor, that he ordered the centering to be struck and taken out at one operation, instead of being eased down on successive days, as is customary with large arches, to allow them to settle gradually. The event justified this confidence. The nicest instruments did not show any degree of settling. It is to be regretted that so noble a piece of work as this should be so far from any town or much frequented road, as to be seen only by the very few persons whom business takes to its neighborhood.

The level of the water on this aqueduct, extending as it does from Prather’s Neck to lock 51, or within less than two miles of Hancock, has an extent of fourteen miles. Ascending locks 51 and 52, we come immediately upon the Big Tonoloway Aqueduct, which is of a single arch of sixty-two feet span, twenty feet rise. Its materials and portions of cut and rubble work same as the last.

About two and a half miles above this we cross the Little Tonoloway over a culvert of such dimensions that we make it an exception to the rule set out with, of not speaking of the culverts. This one has a span of forty feet and serves for a road as well as waterway. The town of Hancock is situate between the Big and Little Tonoloway, and in carrying the canal through it, a basin has been formed at each end of the town for the accommodation of trade.

In moving beyond this town, we next come to lock 53; the whole level between it and 52 being a fraction over seven miles. Passing this, we have another level of about four miles to lock 54. Then 900 feet more brings us to lock 55, by the side of which guard-lock No. 6 is placed, and in connection with the abutment of dam No. 6. The canal is here fed through this guard-lock, directly from the Slackwater formed by this dam. Rising through lock 55, we have a level of a little over two miles to lock 56, soon after passing which we come to Sideling Hill creek, which we cross by another aqueduct of a single arch of sixty feet span, twelve feet rise. The sheeting of this arch is of limestone and the remainder of the structure is of sandstone. The portions of cut work and rubble same as the two preceding.

Three more miles brings us to lock 57, after rising which we soon come to the aqueduct over Fifteen-mile creek, at the small town of Orleans. This aqueduct is built entirely of a very hard sandstone. It has but one arch, and that of fifty feet span, ten feet rise. The portions of cut and rubble work same as the last.

A traveler fond of the picturesque, here looking back upon the route he has pursued, cannot but be struck by the grandeur of the scene. Mr. Jefferson once said that a sight of the spot where the Potomac breaks through the Blue Ridge was worth a voyage across the Atlantic. We here see where it has broken through the much loftier Sideling Hill Ridge, and the space through which it flows seems but the merest gap in a mighty wall.

Rising in succession through locks 58, 59, 60, 61 and 62, with long levels between them, amounting to about fifteen miles in all, we reach the base of Paw Paw Ridge, which
presents its dark and frowning face directly in our path. This ridge pushed the river far out of its general course and causes several bends amounting together to seven miles; at the end of which the river is not more than a mile, on a line across the mountain, from the place where the bend commences. For more than two miles of this seven, the mountain presents an almost perpendicular face of naked rock down to the river’s edge. General Bernard, a celebrated French engineer, while in the service of the United States, and a member of the board of internal improvements, being directed in 1826 to examine the valley of the Potomac in relation to the practicability of a canal, says in his report upon this portion of it: “The difficulties gradually increase until they reach an extent that is truly formidable, and will require all the resources of art to successfully overcome them.”

In view of these difficulties, and wishing to shorten the route wherever practicable, Mr. Fisk, the engineer in chief of the canal, came to the conclusion that it would be better to bore a passage for his canal through the mountain, rather than carry it around this rocky base. He accordingly entered into a series of calculations as to the relative cost of the two operations, and his report to the President and Directors of the Canal Company in favor of a tunnel received their approval, and he was directed to carry it out.

We now continue our description of the route, as it presents itself to the eye of the traveler. Rising through locks 62, 63, 64 and 66, which each have a ten foot lift (whereby No. 65 of the original series was dispensed with) we enter a deep thorough cutting into solid slate rock and pursue it for one third of a mile to the lower portal of the tunnel. Here the sides of the cutting present an altitude of about seventy feet, with a very slight batter from the perpendicular. The face of this portal is built of a hard white sandstone. Its jambs are 24 feet apart and are carried up 12 feet above canal bottom. A semi-circular arch springs from these jambs, the crown of which is of course 24 feet above canal bottom. The stone of which this portal is built, is made to extend back 25 feet, where it connects with the brick lining of the tunnel, which has for its whole length the same contour with the portals; the upper portal and the lower one being in every respect alike.

The examination of this tunnel was carried on for its entire length of 3,118 feet, through the solid slate rock; a bench of which 5 feet broad and 8 feet high being left for a tow-path. The side of this bench is protected by an 18 inch wall of hard burnt bricks, laid in hydraulic cement, filled in with concrete back to the rocks. The brick walling on both sides, and also the arch, are of the same description of brick, of the same thickness, and laid in same manner; filled in with concrete from canal bottom to a height of one quarter of the arch, the spaces over the remainder of the arch being closely packed with spalls.

The tow-path wall is covered by a coping of locust timber, secured by crossties every five feet, and on this coping, there is an iron railing; fenders of timber are bolted to the walls on both sides, to prevent injury from the concussion of boats; the bolts extending through the walls two feet into the solid rock.

The level from lock No. 66, continued through the tunnel and onward to lock 67, is seven miles in length. About half a mile after passing the last mentioned lock we come to the aqueduct over “Town Creek.” This structure is of the same description of limestone of which the Antietam and several other of the aqueducts are built; it is a single arch, of 60 feet span, 15 feet rise, with the portions of cut and rubble work same as all the others above Licking Creek.

The level of the canal in this aqueduct, being that from lock 67 to 68, is a fraction over three miles. Lock 68 is opposite the junction of the South Branch of the Potomac. The canal continues along the North branch for about a mile and two-thirds to lock 69, which with 70 and 71, are situate in “old Town,” so called. Just above the upper end of this place the canal is carried through a through cut in slate rock, about one-third of a mile in length, with an average depth of about 30 feet. It then pursues its way again in sight of the river to lock 72, the entire length of this level being about 7¼ miles.

One mile more brings us to lock No. 73, immediately above which the Baltimore and Ohio Railroad, which it will be remembered crossed the canal and river into Virginia at
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Harper’s Ferry, returns to the Maryland shore, and crosses them again at so great an elevation that it is enabled to cross two large bends of the river, and pursue a nearly straight line to the town of Cumberland.

In following the canal, we rise through locks 73, 74 and 75, which are very near each other, and find ourselves on the last and highest level of the canal. On this level we cross a portion of one of the bends above mentioned, and at the distance of five miles reach “Evitts Creek,” over which the canal is carried by its eleventh and last aqueduct. This structure has but one arch, which is of 70 feet span and 14 feet rise; in every other respect like the last. Three miles more of this level brings us to the guard-lock and feeder at dam No. 8, in the town of Cumberland.

The construction of this dam differs from all the others. No. 1, from the Maryland shore to an island in the river is built of stone laid dry, with its cross section in the form of an arch, and from the island to the Virginia shore, of brush, stone and gravel. No. 2, is entirely of stone like the first part of No. 1. No. 3, or the Government dam, is of stone and crib work. No. 4, 5 and 6, are of timber, while this dam, No. 8, is a massive stone wall, laid in hydraulic cement, and the whole bed for which was excavated 14 feet down to the solid rock.

It was important to make the whole of this wall watertight; for, as it had been concluded to dispense with dam No. 7 of the original series (the site of which is below the junction of the South branch) all the increase of trade may render it, indispensable, it became necessary so to construct this dam that no particle of the water furnished by the North Branch and Will’s Creek should be lost in dry seasons, as the canal must depend for its supply from here down to dam No. 6, a length of fifty miles, upon what could here be treasured up. With this limited supply the navigation was opened last November, when less water had been passing in these streams for more than two months than was remembered “by the oldest inhabitant.”

There are 170 culverts passing under this canal, 30 of which are road culverts. Of the whole number, 150 are entirely of stone, laid in hydraulic cement, and 17 of them of stone with brick arches. Most of them are founded on solid rock, the excavation to reach which was often many feet. The abutments and piers of the aqueducts are also on rock, in some cases only reached by deep excavation. All the locks but thirteen are entirely of stone, with the faces, beds and joints cut or hammer dressed; the exceptions, No. 58 to 71, inclusive are of rubble work, with a lining of timber and plank; usually called composite locks. Boats carrying one hundred tons and upwards, pass freely through all the locks from Cumberland to Washington, and it is in contemplation to carry from 120 to 130 tons, as boats of that capacity could freely pass.1

Sun, Fri., 1/31/51, p. 2. Virginia and the Canal. - The bill now before the House of Delegates in relation to the Chesapeake and Ohio Canal, proposes to guaranty the bonds of the Company to the amount of $150,000, for the improvement of the South Branch of the Potomac, and to provide an additional feeder to the Canal at that point.

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Ibid., p. 4. On the canal, in Georgetown, yesterday, a large body of men, engaged in cleaning the channel, struck for higher wages and abandoned the work. They were receiving 87½ cents a day and alleged that their services would readily command one dollar per diem.

Sun, Sat., 2/1/51, p. 2. Body Recognized - We learn by a letter from Medley's District, Montgomery county, Md., that the name of the unfortunate man who we have mentioned as having been found dead on the canal, near Edward's Ferry, and buried in Poolesville, is Soyster. It appears he left Cumberland, where he lived, on the Wednesday previous to his death, without giving his friends any notice of his intention, and it is supposed was laboring under mental aberration. A brother of the deceased had the remains disinterred on 1 Daily National Intelligencer, Washington, D. C.
Sunday morning last and conveyed by the railroad to Cumberland.

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Ibid., p. 4. Alexandria - The two extensive wharves, built and building, at the outlet locks of the Alexandria canal, near Alexandria, now attract a large share of attention. The finished wharf belongs to the canal company and is under lease for fifteen years to the Maryland Mining Company.

Sun, Mon., 2/3/51, p. 2. Canal Boats. - The Cumberland Civilian announces the launching of two more canal boats, the building of which, for the spring trade, is very brisk.

Sun, Fri., 2/7/51, p. 2. Mercerville Sold - This place, situate on the Chesapeake and Ohio Canal, about 3 miles from Sharpsburg, in Washington county, Md., and belonging to T. G. Harris, Esq., has been sold to Mr. Daniel Piper for the sum of fourteen thousand and ten dollars. It embraces ten acres of land.

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Ibid., p. 4. Georgetown, D.C., Thursday Afternoon. - A large force is now employed in cleaning out the canal between this place and Seneca, with every prospect of having the stream ready for navigation on the 1st of March.

Sun, Mon., 2/10/51, p. 2. Body Found - The body of Mr. Thomas Atterberg, who was drowned in Wills Creek on the 7th of December last, at Cumberland, Md., was found on Sunday week, in the lock of the Chesapeake and Ohio Canal, at the edge of that town.

Sun, Fri., 2/21/51, p. 4. Georgetown, D. C., Thursday afternoon. - I am informed that the water will be in on this end of the canal on Saturday next.

Sun, Wed., 2/26/51, p. 4. The water being let into the lower level of the canal, all our flouring mills and the cotton factory are in motion, imparting a gay and business appearance to our town.

Sun, Thu., 2/27/51, p. 2. The Alexandria Canal will be opened at the same time as the Chesapeake and Ohio Canal, on the 1st of March.

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Ibid., p. 4. Everything around our wharves bears evidence of the increase in the canal trade early in the spring. Lambell is building a beautiful boat, 80 feet in length by 13 wide, finished in a superior manner. At Alexandria, two others are in course of construction. Advantage has been taken of the suspension of navigation on the stream to put all the other boats in the best possible order.

Sat., 3/1/51 p. 2. The Canal - The water will be let into the Canal today.

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Gen. James M. Coale - We learn from the Banner of Liberty, that at a recent meeting of the Directors of the Canal Company, the President, Gen. James M. Coale, having tendered his resignation of that responsible trust, the Board unanimously refused to accept the same.
Sun, Mon., 3/3/51, p. 1. **The Canal.** - The Hagerstown Mail states that the water was let into the canal on Saturday night, the 22nd ult., from Dam No. 5, and the boats were preparing to leave with their valuable cargoes, on their first spring trips to the District cities.

Ibid., p. 2. **President of the Canal Company.** - At a meeting of the stockholders of the Chesapeake and Ohio Canal Company, held in Washington on Friday, Ex-Governor Samuel Sprigg, of Maryland, was elected President, vice Gen. Coale, who declined a re-election.

Sun, Tue., 3/4/51, p. 1. **Chesapeake and Ohio Canal** - The Cumberland Civilian says that it is not probable that the water can be let into the canal, at that place, before the 10th of March, in consequence of the incompleteness of certain repairs at the locks. The water is, however, in the canal, on the lower sections, we believe.

Sun, Wed., 3/5/51, p. 1. **Canal Line** - The canal boat Mount Vernon, the first new boat for the Alleghany Cumberland line was launched from Eastback's ship-yard, at Alexandria, Va., on Monday morning.

Sun, Thu., 3/6/51, p. 1. **Appropriations for Washington City** - The following appropriations for the city of Washington, we select from the General Appropriation bill, as information interesting to our citizens: For Washington city canal, $20,000; provided the city shall expend a like sum for the same work.

Ibid, p. 4. Mr. Eastback, a young and enterprising mechanic, has another canal boat on the stocks, nearly finished, and an order for seven additional boats.

Sun, Fri., 3/7/51, p. 1. **Chesapeake and Ohio Canal** - The water is again in the Chesapeake and Ohio Canal, and the Clearspring Sentinel says that a number of boats, heavily laden, were to have started from Williamsport, on Tuesday, for the District. The Sentinel adds:

The boat-owners and boatmen have got their "dander up," at the recent "By-Laws, Rules and Regulations," made by the canal board. The rules are very lengthy, and if enforced, as directed, will drive a considerable amount of trade from the canal.

Ibid, p. 4. **From Alexandria** - The new canal wharves are substantial and well-constructed, but the filling in has proved a more difficult job than was anticipated. It is supposed the first earth deposited has sunk nearly 30 feet.

Georgetown, D.C. - **Canal Trade** - Arrived - Boats Enterprise, Harper's Ferry, 1,000 barrels flour; Cost Johnson, 45 miles, corn and hay; Francis, 23 miles, flour; two Gondolas, Harper's Ferry, flour; Ohio, 31 miles, flour, corn and meal; Boston, 9 miles, wood; John P. Garrett, Knoxville, corn, hay, &c.; Gondola, 31 miles, corn and rye.

Mercury.

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Early this morning the body of Mr. Chas. Webb was found in the Canal, at its junction on Third street. He was drowned, as is supposed, between ten and eleven o'clock last night. Mr. Webb was favorably known as a tragedian, and our morning newspapers announce his performance, as Iago, tonight, at the National Hall. Such is life.

Sat., 3/8/51, p. 2. **President of the Canal Company.** - At a meeting of the stockholders of the Chesapeake and Ohio Canal Company, held in Washington, Feb. 28, Ex-Governor Samuel Sprigg, of this state, was elected President, vice Gen. Coale, who declined a re-election.
GA, Sat. 3/8/51, p. 2. **The Canal** – The water is again in the C. & O. Canal. A number of boats heavily laden, were to have started from Williamsport yesterday, for the District.

The boat-owners, and boatmen have got their “dander up,” at the recent “By-laws, Rules and Regulations,” made by the canal Board. The rules are very lengthy, and if enforced, as directed, will drive a considerable amount of trade from the canal. We heard several of the best captains on the line say, that if the Co. compelled an observance to all the stipulations, they together with numerous others would be compelled to withdraw their boats. The whole instrument is like the handle of a jug – all on one side. For instance – a captain is compelled, as heretofore, to swear to his manifest, and in addition is to have his cargo assorted, so as to admit of the correctness of his manifest being examined. It will be next to impossible for some cargoes to be arranged, as directed; and consequently, the agents of the company may detain the boat, and have it done at the expense of the owners. We have no copy, or we would give some quotations from it. – *Clearspring Sentinel.*


Sun, Tue. 3/11/51, p. 4. **Georgetown, D. C., Monday Afternoon - Canal** - Arrived boats Didnor, 73 miles, flour, cement, &c.; General Jackson, Seneca, corn; John Lambie, Seneca, wood; Wm. Jackson, 62 miles, limestone; Captain Walker, 69 miles, ditto; Jenny Lind (new.) 81 miles, flour; Union, Williamsport, flour; John Hetzer, do., 700 barrels flour; Thomas Charlton, do., 700 barrels flour; Belle, Shepherdstown, 2,870 bushels corn, flour, &c.; Victory, 31 miles, corn, oats, &c.; American Flag, Williamsport, 960 barrels flour; D. & H. Clagett, Mercerville, 800 barrels flour; William, Williamsport, 600 barrels flour; Salem, Williamsport, 900 barrels of flour; Experiment, 31 miles, corn; Potomac, Williamsport, flour; Frank Thomas, Mercerville, flour; Colonel Crockett, Harper's Ferry, flour.

Yours, Mercury.

GA, Tue. 3/11/51, p. 2. **Extension of the Canal** – Our friend of the *Clipper* is earnestly urging on the authorities of the city of Baltimore the importance of constructing the Maryland Canal, for which there is a charter in existence, as a means of attracting the trade of the Chesapeake and Ohio Canal to the great commercial emporium of the State of Maryland, a trade which, under the present state of things, will go to enrich the town of Alexandria. So far as we are acquainted with the sentiment of this region, the extension of our Canal to Baltimore would be hailed with universal satisfaction, as opening a new and extensive market for our Coal and Iron and agricultural productions. The benefits our people would derive from the connection would be such as to secure their entire co-operation in the measure at any and all times. – *Civilian.*

Sun, Wed. 3/12/51, p. 4. **Georgetown, D. C., Tuesday Afternoon.** - The arrival of boats by canal have completely filled it up, in this neighborhood. I am unable to give the name of each. Flour, wheat, corn, every
description of produce is thus pouring in, and the boats are returning well freighted with groceries and other kinds of merchandise. Mercury.

*Sun*, Thu., 3/13/51, p. 2. **Alexandria Canal.** - We learn from the *Alexandria Gazette* that the board of directors have reduced the tolls on flour one-half, making it now half a cent for the whole distance; and on wheat, Indian corn, and rye one-third, leaving it at one cent a ton per mile. At the same time, the tolls on plaster of Paris were fixed at half a cent, and on shad and herring at two cents a ton per mile. These changes go into operation at once.

GA, Thu. 3/13/51, p. 2. **CANAL TRADE**

- Otho Baker, 81 miles, 1,225 bbls. flour.
- W. T. Hamilton, 61 miles, 1,007 bbls. flour.
- J. A. Elgin, 61 miles, 747 bbls. flour.
- J. Van Lear, 100 miles, 621 bbls. flour, &c
- Charlotte, 108 miles, 610 bbls. flour & 60 bbls. whiskey.
- W. A. Harper, 19 miles, wood.
- B. Franklin, 100 miles, 810 bbls. flour.
- Martha Frances, 62 miles, limestone.
- Tip & Tyler, 12 miles, wood.
- Susan Harris, 89 miles, corn & flour.
- W. B. Clark, 100 miles, 1,000 bbls. flour.
- H. Clay, 86 miles, wood, &c.
- W. H. Harrison, 22 miles, wood

20 boats have departed since the last report with assorted cargoes of merchandize for different points along the canal.

*Sun*, Fri., 3/14/51, p. 4. In Georgetown, last evening, there was no small amount of conviviality. A great number of boats, heavily laden with produce, to an amount never before witnessed there, brought together a large company of worthy men from almost every point on the canal. Volunteer representatives from Harper's Ferry, Seneca, Williamsport, Shepherdstown and other places conversed and rejoiced together. Some idea may be formed of the mass of merchandize, when I state that the canal was crowded to such an extent that a number of ladies who came down as passengers in the boats, were obliged to land at and near the "Old Foundry," and walk into town.

*Sun*, Sat., 3/15/51, p. 1. **The Canal** - The Cumberland *Civilian* says that the water was let into the Canal at that place on Wednesday night last, at 10 o'clock. The levels were being rapidly filled, and it is expected that boats will be able to leave at any point along the line on Tuesday next. In the meantime, says the *Civilian*, preparations are being made to load with coal, and there is every prospect of the immediate commencement of a lively spring business.

GA, Sat. 3/15/51, p. 2. **CANAL TRADE**

- Wm. H. Harrison, 22 miles, wood.
- P. Janney, 61 miles, flour.
- John Lambie, 100 miles, flour.
- Catoctin, 51 miles, corn, flour, &c.
- Gondola, 31 miles, wheat, &c.
- Gondola, 31 miles, wheat, &c.
- Frances, 23 miles, flour, offal, &c.
- Gen. Jackson, 22 miles, wood
- Louisa, 89 miles, corn & flour.

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

*Sun*, Mon. 3/17/51, p. 4. **Georgetown, D. C.** – the receipts of flour alone, during this week, exceed 20,000 barrels. But few transactions having been made, it is generally stored.

Arrived today, boat Isabel, 107 miles, 600 bbls. flour; Neptune, Edward’s Ferry, corn; Two Gondolas, Seneca, hoop poles; Ohio, 31 miles, corn; William Jackson, dam No. 3, limestone; Gen Butler,
**do., do.; and one boat, 119 miles, with flour and wheat.**

GA, Tue. 3/18/51, p. 2. **CANAL TRADE**
Isabel, 107 miles, flour, &c.
Neptune, 31 miles, flour.
Two Gondolas, 21 miles, hoop poles.
Wm. Jackson, 62 miles, limestone.
Susan, 119 miles, flour, &c.
Four Gondolas, 61 miles, flour.
J. P. Gannett, 57 miles, corn, rye, &c.
C. Johnson, 45 miles, corn.
Henrietta, 31 miles, 700 bbls. flour.
Alex Neal, 62 miles, limestone.
J. F. Essex, 61 miles, 1,100 bbls. flour, &c
Victory, 31 miles, corn, &c.

**Sun**, Wed., 3/19/51, p. 4. The board of aldermen and the board of common council were in session. A joint resolution was adopted directing the board of control to dismiss Mr. C. B. Clusky as engineer of the Washington canal.

**Sun**, Thu., 3/20/51, p. 4. About six o'clock last evening the body of a white man, decently clothed, was discovered in the basin of the canal, near Sixth street. Before a jury it proved to be the remains of George Vermillion, a blacksmith by trade, who came to an untimely end by intemperance. He has a worthy family living on the Island.

GA, Thu. 3/20/51, p. 2. **CANAL TRADE**
Cost Johnson, 36 miles, corn.
John Glenn, 31 miles, wheat, corn & sundries.
Lady of North Bend, 107 miles, flour & whiskey.
Eagle, 124 miles, flour, wheat & sundries.
Union, 100 miles, flour, whiskey & stoves.
D. & H. Claggett, 81 miles, flour.
Oregon, 77 miles, flour & whiskey.
Isaac Long, 100 miles, flour.

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Sun, Sat., 3/22/51, p. 3. **CANAL TRADE**

**ARRIVALS**

March 4 – H. H. Casey, Byroads; Fish, Salt, Hardware, Shingles, &c. 185 miles.
March 10 – H. G. Phelps, McCaffery; Oysters, 124 miles.
March 11 – Eckhart, Robinson; 124 miles.
March 13 – Otho Baker, J. James; 185 miles.
March 15 – M. H. Ensminger, Ensminger; Dry Goods, Groceries, Furniture, &c. 185 miles.
March 15 – Maryland, Th. Gilleece; Pig Iron, 61 miles.

**DEPARTURES**

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<th>Date</th>
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<td>Cumberland</td>
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<td>G. W. Riggs</td>
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<td>Gwinner</td>
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<td>Mayer</td>
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Sun, Sat., 3/22/51, p. 1. **Fire at Cumberland** – A stable on the west side of Wills Creek, occupied by Mr. John Young, boat-builder, was consumed by fire on the 15th inst., along with a horse and cow that were in it.

**Chesapeake and Ohio Canal** – The Cumberland Civilian says that boats are daily arriving at and leaving that place for various points on the line of Canal.
The Bill guaranteeing the bonds of the Chesapeake and Ohio Canal Company, was rejected by the Virginia House of Delegates on Thursday.

GA, Sat. 3/22/51, p. 2. For the Advocate

The Canal

Mr. Editor: I have understood that one of the engineers of the Chesapeake and Ohio Canal Company, has stated that he will decline, hereafter, selling any more water rights for manufacturing or any other purposes. If this is the fact it is highly important that it should be officially known, inasmuch as there may be persons who are contemplating, investments with an eye to such works.

The reason assigned by the Engineer for not selling any more water rights, were very forcible, and such as will probably control the decision of the Company.

They were in substance these: That the water necessary for the works, was drawn off so irregularly, that no grade fixed upon the height of the water in the morning would answer through the day; and that frequently the trade was greatly incommoded by the variations which this irregularity caused in the depth of the Canal. One part of the day the Canal might be overflowing, and before night there would not be sufficient depth of water for the boats to clear the bottom. He remarked that the sale of water as far as it had been made was no consideration for the evils thus produced. No doubt if the Company is called upon, a decisive answer on this subject will be given.

In all his calculations Mr. Swann labors under an error as to the amount of toll charged by the canal company on coal. Instead of being 37½ cents per ton to Alexandria, as he assumes it, the toll as fixed by the board of Canal Directors is about 45 cents per ton from Cumberland to Georgetown. The difference between these two sums would create a considerable change in Mr. Swann’s calculations.

Again, the canal company have not contracted to carry 500,000 tons of coal to market for the year 1851, as Mr. S. supposes. There have been no guarantees given, and the canal is merely open for all the coal that may offer, be the amount great or small. – The supply, consequently, will depend on the demand, and there will be no overstocking the market. That the amount carried down the canal might safely be run up to 500,000 tons for the present year, there cannot be a doubt in the minds of those who are acquainted with the real extent of the demands that have been made from all quarters of the country on the coal dealers of Allegany county.

Ibid., p. 4. By canal. last evening, the two first spring boats from Cumberland arrived enroute for Alexandria. They were the Freeman Rawson and George W. Riggs, each with eighty-nine tons of coal. These boats are elegantly fitted up, with every convenience for freight and passengers. Also, arrived, boats Hugh Smith, Harper’s Ferry, flour; John P. Smart, Edward’s Ferry, 3,100 bushels wheat, &c.

Sun, Mon., 3/24/51, p. 1. The Canal and the Coal Trade – We learn from the Cumberland Civilian, that since the 13th inst., 1,266 tons of coal have been sent from that place, by canal, making 8,437 tons since the opening in October last. The Civilian, in referring to Mr. Swann’s letter, says:
14 tons coal; G. W. Riggs, 89 17 tons coal; Martin Hoffman 86 05 tons coal; Southampton 79 04 tons of coal. These six have all safely arrived.

There are hourly expected: the Ohio, 62 16 tons; Caroline, 82 06; Elizabeth, 83 19; John G. Stone, 83 02; Emily Hoffman 99 13; Oregon, 86 10; Miles Standish, 84 17; Anna Woodward, 86 16; Westmoreland 73 17. Mercury

Ibid, Georgetown, D.C., Monday afternoon. – The receipts of flour from the opening of the canal, early this month down to Saturday night, amounted to 30,000 barrels.

Since Saturday night, the following canal boats have arrived: Boat Enterprise, 57 miles; two gondolas, 61 miles, 190 barrels flour; Potomac, 100 miles, 610 barrels flour; Charlotte, 108 miles, 653 bbls flour; Ben Franklin, 99 miles, 849 barrels flour; P. F. Thomas, 108 miles, 688 barrels; De Witt Clinton, 99 miles, 661 barrels; Cost Johnson, 45 miles, 1,600 bushels corn; Experiment, 31 miles, flour, corn, potatoes, &c.; John Van Lear, 100 miles, corn, clover seed; Rambler, 42 miles, corn, oats, sand, wood; Rough & Ready, 55 miles, 2,750 bushels wheat; General Jackson, 22 miles, wood; General Scott, 45 miles, wood and hay. Making a total, in flour alone, of 4,000 barrels.

GA, Tue. 3/25/51, p. 2. CANAL TRADE
F. Rowden, 185 miles, coal.
G. W. Riggs, 185 miles, coal.
J. P. Smoot, 31 miles, wheat.
H. Smith, 61 miles, 818 bbls. flour, &c.
Enterprise, 57 miles, wood.
2 Gondolas, 61 miles, 190 bbls. flour.
Potomac, 100 miles, 610 bbls. flour.
Charlotte, 108 miles, 653 bbls. flour & 50 bbls. whiskey.
B. Franklin, 99 miles, 849 bbls. flour.
P. F. Thomas, 106 miles, 688 bbls. flour.

Cumberland, 185 miles, 80 tons coal.
Salem, 185 miles, 80 tons coal.
D. W. Clinton, 99 miles, 661 bbls. flour.
Cost Johnson, 45 miles, flour, corn, &c.
Experiment, 31 miles, corn, &c.
John Van Lear, 100 miles, corn, &c.
Rambler, 42 miles, oats, wood, &c.
Rough & Ready, 55 miles, 2,750 bu. wheat.
Gen. Jackson, 22 miles, wood.
Gondola, 31 miles, wheat.
Gen. Scott, 45 miles, wood, hay, &c.
Southampton, 185 miles, coal.
Buena Vista, 69 miles, limestone.
M. Hoffman, 185 miles, 86 14 tons coal.
J. F. Essex, 61 miles, corn, flour, &c.


Alexandria, Wednesday Afternoon. – The town is quiet. Business is improving decidedly, particularly in the grocery and dry goods line. There is every indication of a large Spring trade.

The flour market is steady, with large receipts by the canal, mostly going into store for better prices – last sales $4.25 – but very little offering. The receipts of grain since Saturday amount to 10,000 or 12,000 bushels by the canal. Prime red wheat brought 98½ cts. Corn may be quoted at 58 cts. for white. In other grain there is no change. The canal trade is brisk.

GA, Thu. 3/27/51, p. 2. CANAL TRADE
Elizabeth, 185 miles, coal.
D. & H. Clagett, 81 miles, flour & corn.
Wm. Jackson, 62 miles, limestone.
Gondola, 61 miles, 183 bbls. flour.
Col. Crockett, 57 miles, corn, &c.
Seventeen boats have departed since the last report.

Maryland Cross Cut Canal – The subject of a Cross Cut Canal from this District to the shores of the Chesapeake begins to take possession of the public mind in Maryland, and the true interests of that State will assuredly call, in the course of early time, for its execution; in order to carry out the designs of the Maryland projectors of that work as to its eastern terminus and ensure to that State a more proper compensation for its immense outlay in its behalf. The letter of the President of the Balt. and Ohio Rail Road Company, Thomas Swann, Esq., written in behalf of some of the supposed interests of that Road is receiving a considerable combing down from a series of communications in the Balt. Clipper. That paper has also several editorial strictures on the subject, well written. In its last it says:

“We readily concede, that, as matters now stand, ‘it is too apparent now to be lost sight of any longer.’ the money of the people of Maryland has been expended for the benefit of those of the District that Baltimore has contributed largely to build up rival cities – and it is because we think that she should participate in the trade which she has thus created, that we urge the extension of the Canal to Baltimore. If the cross cut failed to yield a dollar beyond expenses, the additional commerce which it would attract to our city – the impetus which it would give to business of every kind and the increase of employment for labor, would compensate our city for the outlay. The facts stated in the first paragraph above quoted, have been kept steadily in view, and hence the wise provision of our legislature, that the Canal shall be continued to Baltimore – and however sophistry may succeed in blinding the people of Baltimore for a time to their true interests – or public opinion may be temporarily overawed by influence – the time must be and will come when public sentiment will compel the continuation of the Canal from the District to Baltimore.”

Thu. 3/27/51, p. 3. Local Matters.

Washington Canal Preparations for Trade – In anticipation of the reception of coal from Cumberland, our enterprising fellow-citizen, Mr. William Easby, has commenced the construction of a wharf on the Potomac river, six or eight hundred feet in length, and eighty feet in width, just below the National Observatory, and near the western boundary of Washington. The foundation of the wharf is timber, up to the low-water mark, the pieces strongly fastened together in crib form. Above this is to be stone, filled in with gravel, which is obtained from banks in the vicinity. This structure will be of a very firm and durable character. Between the wharf and the canal will be a basin, capable of receiving six boats, which can there unload. There are sixteen feet of water, at ebb tide, in the Potomac, at this point. The canal and basin, it is estimated, will cost $15,000.

On the northeast corner of Seventh street, near the canal Mr. Isaac Paul has recently opened a wholesale flour store. It is his purpose to receive weekly supplies of flour at his establishment, by way of the canal, to be landed at his own door. We have been informed by a gentleman who ought to know, that but one load of flour has been brought to this city through the canal within the last nine months; but, according to present indications, there will, in future, be no long intervals. Not only for flour, but other products – coal, as a matter of course –
will be brought directly hither from the rich counties of Maryland and the valley of Virginia. It is thought that the canal, from the western portion, will be in navigable order within, at farthest, a fortnight.

Our friends at the other end of the canal conceive that no better harbor can be selected for transshipment than the Eastern branch, where the water is eighteen feet deep at low tide. Coal depots may at no distant day be established there. Already capitalists have turned their attention in that direction; and, if too high an estimate shall not be placed by its owners on property suitable for such purposes, we may soon hear of active operations in that locality.

Mr. J. A. Tait is the general superintendent of the Washington city canal.2

Fri. 3/28/51, p. 3. **Local Matters**

**Boat Building** – Messrs. H. N. and J. W. Easby, at their ship-yard on the Potomac river, immediately below the National Observatory, have on the stocks two large and substantial canal boats, nearly finished, and are laying the keel of another. There is lumber on the premises sufficient to build three more. We noticed, during our visit, the hull of a steamer, fifty-five feet in length, nine feet and six inches in width, with three feet depth of hold. Mr. McKinstry, of this city, is building the machinery for this boat, which is to be made use of for towing on one of the Virginia canals. It is the property of Mr. John A. Pettibone and Company, and, as a propeller, is to be constructed on an entirely new principle. The Messrs. Easby partake largely of the industry, enterprise and skill of their father, the Captain, and are deserving of public patronage. They build canal boats, large sailing vessels and those propelled by steam, having every facility for carrying on an extensive business. Their railway is capable of drawing up vessels of between four and five hundred tons burden. Last winter they gave the steamer Columbia a ride from the Potomac, and put a new bow on her, a work which cost the owners $8,000.

The Messrs. Easby have just launched a beautiful canal boat, named the “J. F. Essex,” belonging to Mr. John Gibson, of Harper’s Ferry, and intended for the canal trade.3

Sat., 3/29/51, p. 2. **CANAL TRADE DEPARTURES**

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Captain</th>
<th>Tons</th>
<th>Coal</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/21</td>
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<td>James</td>
<td>99</td>
<td>12</td>
</tr>
<tr>
<td>3/22</td>
<td>Anna Woodward</td>
<td>Resn</td>
<td>86</td>
<td>16</td>
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<tr>
<td></td>
<td>Delaware</td>
<td>Sloan</td>
<td>74</td>
<td>17</td>
</tr>
<tr>
<td></td>
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<td>McCaffery</td>
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<td>01</td>
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<td></td>
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<td>Robinson</td>
<td>92</td>
<td>08</td>
</tr>
<tr>
<td>3/24</td>
<td>Pennsylvania</td>
<td>Bootman</td>
<td>88</td>
<td>00</td>
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<tr>
<td></td>
<td>Francis Thomas</td>
<td>Lynch</td>
<td>64</td>
<td>00</td>
</tr>
<tr>
<td></td>
<td>H. H. Casey</td>
<td>Hopkins</td>
<td>90</td>
<td>10</td>
</tr>
<tr>
<td>3/25</td>
<td>Jenny Lind</td>
<td>Artz</td>
<td>62</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>William</td>
<td>Eakers</td>
<td>62</td>
<td>01</td>
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<td></td>
<td>Salome [Clarke]</td>
<td>Wolf</td>
<td>87</td>
<td>07</td>
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<tr>
<td>3/26</td>
<td>Isaac Motter</td>
<td>Ardingers</td>
<td>100</td>
<td>00</td>
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<tr>
<td></td>
<td>Mountaineer</td>
<td>Hetzer</td>
<td>32</td>
<td>03</td>
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<td></td>
<td>Wm. B. Clarke</td>
<td>Saylor</td>
<td>83</td>
<td>13</td>
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<td>3/27</td>
<td>John G. Stone</td>
<td>Beard</td>
<td>85</td>
<td>01</td>
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<td></td>
<td>D. [J.] McCoy</td>
<td>Crockett</td>
<td>88</td>
<td>02</td>
</tr>
<tr>
<td></td>
<td>M. R. Zimmerman</td>
<td>Stermer</td>
<td>89</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>1,584</td>
<td>01</td>
</tr>
</tbody>
</table>

**Summary**

**Lonaconing** – We are much gratified to learn that the George’s Creek Coal & Iron Company is about to make a railroad from their Coal Mines and Furnace to connect with the Baltimore & Ohio Railroad near Westernport.

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2 Republic, Washington, D.C.

3 The Daily Republic, Washington, D.C., newspaper.
We have conversed with many gentlemen in regard to this enterprise; and all we have seen are highly delighted at the prospect of again having in active business the gentlemanly officers of that Company. We have never known the community to complain of the least remises on the part of any of its agents. All liabilities with hands and others have been at all times settled without difficulty.

That the work will pay no one doubts. Their coal is of superior quality and can be excavated so very free of slate and other objectionable matter; it will command the highest price in market.

The Baltimore & Ohio Railroad Company, by its charter from the State of Virginia, is bound to have a connection with the Chesapeake & Ohio Canal at Cumberland and is bound to charge uniform rates of tolls from any point West to Cumberland.

It is believed that the Baltimore & Ohio Railroad Company has or will make advantageous arrangements with this Company, by which they can carry on a very extensive and profitable business.

Mr. Blocher, our State Senator the last three years, has been extensively engaged in the manufacture of brick; which requires the best coal and a greater heat than is required in generating steam for boats. He says, that the coal of George’s Creek is as good if not superior to any coal in this country.

The road passes through the heart of the coal region of this country, for a distance of twelve miles.

The George’s Creek Coal & Iron Company. – This Company has issued Proposals for letting their Railroad from Lonaconing to Piedmont. The reader can see their advertisement in another column. We wish them speed and congratulate our friends of Westernport District at their prospects of the future.

Rejected. – The bill guarantying the bonds of the Chesapeake and Ohio Canal company was rejected by the Virginia House of Delegates on Thursday.

Sat. 3/29/51, p. 2. We learn that Mr. C. B. Cluskey has tendered his resignation as surveyor of the city. This has grown out of an attempt on the part of a committee of the corporation (in which they were sustained by the boards) to interfere with him in the discharge of an official duty as engineer of the Washington city canal.

Mr. Cluskey has held the office of surveyor for nearly three years, during which time he has performed the most arduous duties. The canal, which is progressing to completion, is an admirable piece of work. The approach to the wings of City Hall is from his design, as adopted by the corporation. His report on the public buildings and the improvements recommended to Congress, and his plan for the extension of the Capitol, which is universally admired, are unquestionable evidences of his ability as an architect and engineer. We think the corporation will feel the loss of such an officer.4

Sun, Mon., 3/31/51, p. 4. Eastback is building a number of canal boats in substantial and handsome style.

Georgetown, D. C., Saturday Night. - Our merchants today received, by canal, ten tons of bacon from the State of Ohio, via Cumberland. The first received by that route.

Passed through to Alexandria - Canal boats Caroline, Emily Hoffman, Miles Standish,

4 Weekly Union, Washington, D. C.
Canal Trade - 1851

Anna Woodward and Maryland, all from Cumberland, laden with coal.
Arrived, boats Star, 22 miles, wood; M. Francis, 62 miles, limestone; John Lambie, wood and hay; Gondola, 31 miles, corn, wheat, &c.; General Cass, 45 miles, corn; Phineas Janney, 762 barrels flour.
Mercury.

Sun, Wed., 4/2/51, p. 4. Georgetown, D.C., Tuesday afternoon. - Canal news. - Arrived boats Captain Walker, 69 miles, limestone; J. F. Essex, 61 miles, 1,050 barrels flour and sundries; Shafer, 89 miles, 3000 bushels corn; Louisa, 95 miles, flour, wheat and corn; H. H. Casey, Cumberland coal, for Alexandria; Oregon, 77 miles, 810 barrels flour; F. Thomas, Cumberland coal, bacon, &c., for Washington, D.C.; Potomac, Williamsport, 604 barrels flour; Catoctin, 51 miles, sundries.
Departures - Boats Union, General Jackson, Lady of North Bend, Col. H. Clay, Maryland, Ohio, Westmoreland and Hornet.
Mercury.

Sun, Thu., 4/3/51, p. 2. Washington Canal. - On Tuesday the water was let into so much of the line of the Chesapeake and Ohio Canal as lies between the western limits of Washington City and Van Ness's. The Republic is therefore on the lookout for arrivals of rich products from the regions above Georgetown.


Passed through to Alexandria - Boats Eckhart, Cumberland, coal and flour; and Mountaineer, with coal.

Sun, Fri., 4/4/51, p. 4. Canal Trade. - Arrived, boats W. H. Harrison, 20 miles, wood and stuff; Henrietta, Edwards' Ferry, flour; Francis, 23 miles, 355 bbls. flour and offal; J. P. Garrett, 57 miles, corn, flour, wheat, &c.; Experiment, corn, wheat, oats, potatoes; D. & H. Clagett, 81 miles, 800 bbls. flour, apples, &c.; Texas, 77 miles, flour and lumber; Jackson, Dam No. 3, corn and limestone.
Passed through to Alexandria - Boats M. R. Zimmerman, Pennsylvania and Jenny Lind, all from Cumberland, loaded with coal.
Departed - Boats Tom Charlton, J. Hetzer, Louisa, Caroline, Phineas Janney, Two Gondolas, Henrietta.
Mercury.

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On Monday, Eastback launched another canal boat. She is named, and justly, too, the "William Fowle."

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On the line of canal from Third street to Maryland avenue, quite a large number of workmen are employed in completing the cesspools, filling in, walling, &c., and I learn from the commissioners that in a few days the water will be let in. This great improvement will be of immense advantage to the entire Seventh ward (or Island,) for the stream extending directly through the east end, canal boats, with fuel, produce, &c., can with great convenience stop and land their cargoes at any point.

The lower section, from Maryland Avenue to the Eastern branch, cannot be commenced too soon. There, too, with one of the best harbors in the country, and a great depth of water, coal may be
expeditiously shipped to other places - thousands of tons of it will pass quickly through to supply the constant demand at our navy yard.

Sat., 4/5/51, p. 3. **CANAL TRADE DEPARTURES**

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Tons</th>
<th>Coal</th>
<th>Miles</th>
</tr>
</thead>
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<td>3/28</td>
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<td>03</td>
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</tr>
<tr>
<td></td>
<td>I. Long</td>
<td>87</td>
<td>00</td>
<td>185</td>
</tr>
<tr>
<td>4/1</td>
<td>D. Seigle</td>
<td>86</td>
<td>14</td>
<td>185</td>
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<tr>
<td></td>
<td>Mt. Vernon</td>
<td>95</td>
<td>00</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td>Cumberland</td>
<td>86</td>
<td>12</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td>Mountaineer</td>
<td>88</td>
<td>02</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td>Eldorado</td>
<td>88</td>
<td>10</td>
<td>185</td>
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<tr>
<td></td>
<td>E. J. Neal</td>
<td>94</td>
<td>10</td>
<td>185</td>
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<tr>
<td></td>
<td>Salem</td>
<td>87</td>
<td>18</td>
<td>185</td>
</tr>
<tr>
<td>4/2</td>
<td>Southampton</td>
<td>85</td>
<td>09</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td>Wm. T. Hamilton</td>
<td>91</td>
<td>04</td>
<td>185</td>
</tr>
</tbody>
</table>

**Sun**, Sat. 4/5/51, p. 4. *Canal News* – Arrived – Boats Isabelle, 107 miles, flour and corn; Ben Franklin, 99 miles, flour, lumber and sundries; Martha Francis, 62 miles, limestone; J. P. Smart, 31 miles, wheat, corn and offal.

Quite a fleet of boats have accumulated here and in Alexandria.

Departed – Boat Delaware fro Cumberland, Payson & Claggett.

GA, Sat. 4/5/51, p. 1. The *Alexandria Gazette* says: “The appearance of the commencement of the Coal trade to this place, is very cheering. The fine coal wharves at the upper end of the harbor, are covered with the ‘black diamonds,’ and vessels lying at them, taking in their cargoes.

“All along the wharves, lower down we perceive, also; canal boats delivering their cargoes of flour, wheat, corn, &c., and taking in their return cargoes for different places up the Chesapeake and Ohio Canal.

“Mr. Eastlack, at his boat yard, is building and launching as fast as he can prepare them, Canal boats designed for the trade on the canal.

“Alexandria ought to be, and will be, we hope, the depot for the Chesapeake and Ohio canal trade of all kinds.

**Sun**, Mon., 4/7/51, p. 2. **Canal Monument.**

- The Board of Directors of the Chesapeake and Ohio Canal Company have ordered a monument to be erected at some suitable point in Cumberland to commemorate the completion of the Canal to that place. The matter has been entrusted to the care of Col. John Pickell, of Baltimore, one of the Directors, who will visit Cumberland in a short time to select the proper location.

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*Ibid*, p. 4. *Canal Trade* - Arrived, boats Tip & Tyler, wood; De Witt Clinton, 99 miles, flour, whiskey, &c.; Gondola, W. Gibson, 61 miles, flour; Charlotte, 108 miles, whiskey and flour; J. Van Lear, 100 miles, flour.

**Passed down to Alexandria** - Boat Isaac Motter, 108 miles, coal.


One word to the captains and boat owners. To ensure a report to the Sun on the morning after your arrival, you should leave your manifest or way-bill at the canal office, as you pass down.

Yours, &c.            Mercury.

**Sun**, Tue., 4/8/51, p. 4. **Canal Trade.** - Arrived, boats Millard Fillmore, 124 miles, bark; John G. Stone, 124 miles, coal, lumber, &c.; Grampus, 124 miles, flour, wheat and potatoes; P. F. Thomas, 34 miles, corn and oats; D. [J.] McCoy, 124 miles, coal, potatoes, &c.; Rambler, 42 miles, corn, rye and oats; Mary, 24 miles, stone; Hugh Smith, 61 miles, flour and beans; Buena Vista, 69 miles, limestone; Gondola, 61 miles; General Jackson, 22 miles, wood; Geo. Washington, 31 miles, wheat, &c.; Henrietta, 31 miles, wheat and flour; Gondola, 31 miles, corn, meal, &c.;
Passed through to Alexandria - boat Southampton, Cumberland coal.


4½ o'clock, P. M. - The boat Elizabeth, from Cumberland, with coal, just in, and gone down to Alexandria. She made the whole trip in nine days.

Mercury.

Sun, Fri., 4/11/51, p. 2. Canal Boats Ashore - During the gale of Monday evening, fourteen Tide Water Canal boats, in tow of the steamboat Thomas Jefferson, on their way to Philadelphia, broke loss and went ashore below New Castle. Out of the whole number, only four have sustained material damage, and the whole will be got off with the aid of a steamboat sent down yesterday. Their cargoes consisted principally of coal, bark, lumber and grain, and but a small portion of the latter is damaged. One boat, laden with iron, and having five horses on board, floated off with the tide, but the horses were drowned. The latter boat was towed into New Castle perfectly tight.

Ibid, p. 4. The entire line of our Canal, from Sixth to Fifteenth street, is now occupied with building materials, fuel, &c., whilst the smoke from extensive factories furnish abundant evidence of the great improvement of that section of our city within a few years.

Canal Trade - Arrived boats Mount Vernon, from Cumberland, coal, passed through to Alexandria, Messrs. Fowle; Gen. Butler, 62 miles, limestone; Eagle, 124 miles, wheat; Salem, Cumberland, and E. J. Neal, from Cumberland for Alexandria; Col. H. Clay, Shepherdstown, wheat; F. Rawdon, Cumberland, coal, for Alexandria; Ed. Payson, 62 miles, limestone; Eldorado, and Mountaineer, Cumberland, coal, for Alexandria; Captain Walker, 69 miles, limestone; W. Jackson, 62 miles, limestone; Ohio, 31 miles, flour and wheat; D. & H. Clagett, 81 miles, flour and oats; W. A. Harper, 20 miles, hay and wood; Union, 100 miles, flour, whiskey and apples.

Sat., 4/12/51, p. 3. CANAL TRADE DEPARTURES

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Tons Coal</th>
<th>Miles</th>
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<tr>
<td>4/3</td>
<td>Freeman Rawdon</td>
<td>93 07</td>
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<tr>
<td></td>
<td>Oregon</td>
<td>93 04</td>
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<tr>
<td>4/4</td>
<td>Elizabeth</td>
<td>81 16</td>
<td>185</td>
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<tr>
<td></td>
<td>J. Snively</td>
<td>88 02</td>
<td>185</td>
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<tr>
<td></td>
<td>G. W. Riggs</td>
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<tr>
<td>4/5</td>
<td>Otho Baker</td>
<td>110 00</td>
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<td></td>
<td>Virginia</td>
<td>59 16</td>
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<tr>
<td></td>
<td>American Flag</td>
<td>91 14</td>
<td>185</td>
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<tr>
<td></td>
<td>Martin Hoffman</td>
<td>96 05</td>
<td>185</td>
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<td>4/7</td>
<td>Westmoreland</td>
<td>63 08</td>
<td>185</td>
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<td>C. F. Mudge</td>
<td>102 14</td>
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<td>4/8</td>
<td>Salome Clarke</td>
<td>88 19</td>
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<tr>
<td></td>
<td>Louisa</td>
<td>103 03</td>
<td>185</td>
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<td>Maryland</td>
<td>81 04</td>
<td>185</td>
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<td>4/9</td>
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<td>H. G. Phelps</td>
<td>80 13</td>
<td>185</td>
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<td></td>
<td>Wm. Hoffman</td>
<td>105 04</td>
<td>185</td>
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<tr>
<td>4/10</td>
<td>William</td>
<td>59 17</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td>W. B. Clarke</td>
<td>86 19</td>
<td>185</td>
</tr>
</tbody>
</table>
In the month of March, 2,941 18 tons of coal were sent below; and the total amount since the opening of the Canal, Oct. 13, 1850, to the present time, is 12,635 15 tons.

*Sun*, Sat., 4/12/51, p. 1. **Cumberland Coal Trade** - The *Civilian* gives the annexed report of the Coal trade from Cumberland for the week:

<table>
<thead>
<tr>
<th>Amount of coal by Canal this week</th>
<th>1,598.10</th>
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</thead>
<tbody>
<tr>
<td>Amount before</td>
<td>11,037.05</td>
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<tr>
<td>Amount to date - Tons</td>
<td>12,635.15</td>
</tr>
<tr>
<td>Amount of Coal sent by B. &amp; O. R. R. for the week ending April 5th - Tons</td>
<td>3,051.10</td>
</tr>
</tbody>
</table>

The coal business of the Railroad is slacker at this time than usual.

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*Ibid.*, p. 4. **Canal Trade.** - Arrived, Gondola, 31 miles, corn; C. Johnson, 45 miles, corn, oats and potatoes; Experiment, 22 miles, wood; M. Francis, 62 miles, limestone; Potomac, 100 miles, flour; J. P. Smart, 31 miles, corn and wheat; George W. Riggs, from Cumberland, with 104 tons 5 cwt. coal, passed through to Alexandria.


**GA, Sat. 4/12/51, p. 2. CANAL TRADE**

**BOATS** - Wm. Jackson, 62 miles, limestone.

Ohio, 31 miles, flour, wheat, corn, &c.

D. & H. Clagett, 81 miles, flour, &c.

W. H. Harrison, 20 miles, wood.

W. A. Harper, 20 miles, hay, wood, &c.

Union, 100 miles, flour, whiskey, &c.

Gondola, 31 miles, corn, &c.

W. C. Johnson, 45 miles, corn, &c.

Experiment, 22 miles, wood.

M. Frances, 62 miles, limestone.

Potomac, 100 miles, 600 bbls. flour.

Geo. W. Riggs, 185 miles, 104 tons 5 cwt. coal.

J. P. Smart, 31 miles, 2,759 bu. corn, wheat, &c.

11 boats have departed today with assorted cargoes for different points along the canal.

*Sun*, Mon., 4/14/51, p. 4. **Canal Trade** - Arrived, boats P. F. Thomas, 31 miles, hay and flour; Neptune, 31 miles, flour and corn; Gen. Cass, 31 miles, flour and meal; J. A. Elgin, 61 miles, flour; Frances, 23 miles, wheat, corn and flour; J. Lambie, 20 miles, wood; General Jackson, 22 miles, wood; J. F. Essex, flour and apples. Passed through to Alexandria, boats Virginia, Cumberland, 60 tons, coal; Otho Baker, 110 tons, do; Martin Hoffman, 93 do, do; and American Flag, 91 do, do. The Baker, with 110 tons, came through quite easily, good evidence of the depth and permanency of the canal.


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**GA, Thu. 4/17/51, p. 2. ITEMS OF NEWS**

Charles B. Fisk, of the Chesapeake and Ohio Canal, has been appointed by the Board of Control, Engineer of the Washington City Canal.

*Sun*, Fri., 4/18/51, p. 2. **Leak in the Canal.** - We learn by a slip received from the office of the Williamsport (Md.) *Sentinel,* that a leak of considerable extent took place in the
Chesapeake and Ohio Canal, at the east end of the aqueduct, at that place, on Sunday, 13th. The damage is beyond sight as yet, as the water washed the dirt from between the aqueduct and the slope wall, inside and outside the basin. At 12 o'clock on Monday some 10 or 15 hands were put to work excavating the tow-path so as to puddle the defective part. The water came out some 15 or 20 feet below the top of the tow-path; hence it is more than likely that considerable labor will be required before the bottom of the leak can be reached. The general impression is that it will require the greater part of the week to repair it.

Sat., 4/19/51, p. 2. **CANAL TRADE**

<table>
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<td>Henry Clay</td>
<td>67</td>
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</tr>
<tr>
<td>4/12</td>
<td>Jenny Lind</td>
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<td>77</td>
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<td>Caroline</td>
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<td>Eckhart</td>
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Distance - 185 miles. [The Jenny Lind was reported departing on 3/11 and 3/12.]

**Sun**, Sat. 4/19/51, p. 4. **Canal Trade** - Arrived, boats Daniel Webster, 62 miles, limestone; and W. A. Harper, 19 miles, wood; W. B. Clarke; Francis, 23 miles, flour and coal; Mary, 23 miles, stone, Alexandria; Phineas Janney, 61 miles, flour; Two Gondolas, 61 miles, flour. Departed, E. Hoffman, James Smithson, D. & H. Clagett, Pascoe, Star and Delaware.

DAT, Sat. 4/19/51, p. 2. **Canal Trade, April 18** – Arrived Catoctin, 51 miles, corn and ship stuff; Frances, 23 miles, five hundred bbls. flour; Mary, 23 miles, stone; P. Janney, 61 miles, 774 bbls. flour; two gondolas, 374 bbls. flour.

**April 19** – Gen. Taylor, 62 miles, limestone; A. Neale, 62 miles, limestone.

**Sun**, Mon. 4/21/51, p. 2. **The Break in the Canal** - The Alexandria Gazette, of this morning, says: "The break which we noticed as having occurred in the Chesapeake and Ohio Canal at Williamsport, Md., last week, has been repaired, and the Canal is again in navigable order."


Departures - Boats Belle, Daniel Webster, Susan, Catoctin, Rambler, Virginia, Francis, Catherine Shafer, Phineas Janney, new boat Wm. Fowle, and Jacob Snively.

Mercury.

DAT, Mon. 4/21/51, p. 2. **Canal Trade, April 19** – Arrived Col. H. Clay, 73 miles, wheat and flour; Buena Vista, 69 miles, limestone; Experiment, 31 miles, corn, rye, &c.

DAT, Mon. 4/21/51 p. 2. **Canal Trade** – W. H. Harrison, 22 miles, wood; James Smith, 23 miles, stone; W. R. Hall, Cumb., coal; John P. Smart, 31 miles, 290 bu. corn and 45 bushels potatoes; M. R. Zimmerman, Cumb., coal; Captain Walker, 69 miles,
limestone; Henrietta, 31 miles, 700 bbls. flour; J. Van Lear, 100 miles, 721 bbls. whiskey, etc.; Oregon, Cumberland, coal and bacon; M. L. Rawdon, Cumberland, 113 tons coal.

The following boats have passed up since the 19, viz: Catoctin, Rambler, Virginia, Frances, Cath. Shafer, W. B. Clark, Jacob Snively, Wm. M. Fowle, Salome Clarke.

Sun, Tue. 4/22/51, p. 4. Canal Trade – Arrived – boats Harrison, 22 miles, wood; James Smith, 23 miles, stone; Captain Walker, 69 miles, limestone; Henrietta, 31 miles, flour, &c.; J. Van Lear, 100 miles, do.;

Boats M. R. Hale, J. P. Smart, M. R. Zimmerman, Oregon, Elizabeth and M. L. Rawdon, all laden with coal from Cumberland, have passed through to Alexandria.


DAT, Tue. 4/22/51, p. 2. Canal Trade – Arrived – boats Gondola, 22 miles, wood; James Smith, 23 miles, stone; Captain Walker, 69 miles, limestone; Henrietta, 31 miles, flour, &c.; J. Van Lear, 100 miles, do.;

Boats M. R. Hale, J. P. Smart, M. R. Zimmerman, Oregon, Elizabeth and M. L. Rawdon, all laden with coal from Cumberland, have passed through to Alexandria.


DAT, Thu. 4/24/51, p. 2. Canal Trade – Gondola, 31 miles; Southampton, 185 miles, coal; Anna Woodward, 185 miles, coal; E. Payson, 62 miles, limestone; Enterprise, 185 miles, coal; Pennsylvania, 185 miles, coal; gondola, 61 miles; Frances, 23 miles, flour, &c.; John Lambie, 22 miles, wood; D. & H. Clagett, 81 miles, flour; Charlotte, 100 miles, flour, whiskey, &c.; Ann R. Beeslin, 62 miles, corn and limestone; Chesapeake, 62 miles, limestone; H. H. Casey, 185 miles, coal; Ann R. Berlin, just arrived.

13 boats passed up since my last.

Sat., 4/26/51, p. 3. Canal Trade Departures

<table>
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<tr>
<th>Date</th>
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<th>Tons Coal</th>
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<tr>
<td>4/19</td>
<td>D. Seigle</td>
<td>102 02</td>
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<tr>
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<td>Isaac Long</td>
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<td>Cumberland</td>
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<td>G. W. Riggs</td>
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<td>Isaac Motter</td>
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<td>Mount Vernon</td>
<td>96 00</td>
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<td>E. J. Neal</td>
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<tr>
<td></td>
<td>Eldorado</td>
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<td>W. T. Hamilton</td>
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<td>M. Hoffman</td>
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<td>4/24</td>
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<td></td>
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<td>Otho Baker</td>
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<td>Westmoreland</td>
<td>83 11</td>
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<td>C. F. Mudge</td>
<td>100 07</td>
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<tr>
<td></td>
<td>Maryland</td>
<td>76 12</td>
</tr>
</tbody>
</table>

Distance - 185 miles.

DAT, Sat. 4/26/51, p. 2. Canal Trade – Thos. Charlton, 100 miles, 760 bbls. flour; Ohio, Cumb., coal; Gondola, 31 miles, corn and wheat; Smithson, stone; Hugh Smith, 61 miles, 785 bbls. flour; Thomas Neal, 61 miles, 784 bbls. flour; Mountain Ranger, Cumb., coal; W. Harper, 19 miles, wood; D.
J. McCoy, Cumb., coal; Ensminger, Cumb., coal; Louisa, 95 miles, wheat, corn and flour.

The following boats have passed up: J. Stream, William, John Hetzer, Chesapeake, Enterprise, John G. Stone, Caroline, J. C. Calhoun, J. F. Essex, Anna Woodward, Southampton.

Sun, Tue., 4/29/51, p. 2. Sudden Death. - John Van Lear, Esq., for many years the cashier of the Washington County Bank, in Williamsport, Md., died suddenly on Friday last, in the 70th year of his age. He resided a short distance from Williamsport, and was seized with illness on the road, but managed to reach his house, where he expired in a few moments after. [Transcriber's Note: The canal boat John Van Lear, out of Williamsport, was undoubtedly named after this man, quite an honor.]

DAT, Tue. 4/29/51, p. 2. Canal Trade – April 28 – arrived the following boats: Eagle, Hancock, wheat; Col. Clay, Shepherdstown, corn, &c.; W. C. Johnson, 45 miles, corn, oats, &c.; Oregon, Rushville, flour, &c.; Cumberland, Cumb., coal; Capt. Walker, 69 miles, limestone; Henrietta, Edwards’ Ferry, flour; North Bend, Cumb., coal; D. Seigle, Cumb., coal;

April 29, arrived the following: Star, 73 miles, wheat, &c.; Col. Crockett, 57 miles, flour, corn, &c.; Susan Harris, 86 miles, flour, &c.; Isaac Motter, Cumberland, 144 tons coal.

The following boats passed up, April 28: L. A. Phelps, Gondola, J. Smithson, Mary and Eckhart.

April 29, Ann R. Beeling, Geo. Washington, Ohio and Henrietta.

Wed. 4/30/51, p. 1. CITY AFFAIRS – Mr. Johnson, from the Committee on Canal, to which were referred the bills from the Board of Aldermen making an appropriation to gravel along the line of the Washington City Canal, and for the resolution to obstructions to the passage of boats to and from this city through the Chesapeake and Ohio Canal, caused by the bridges on the said Canal at Georgetown, reported the same without amendments; and they were severally taken up, read the third time, and passed. 5


The following boats passed up with merchandise, &c.: Mountain Ranger, North Bend, Cumberland and H. Smith.

DAT, Thu. 5/1/51, p. 2. Canal Trade – Arrived: Buena Vista, 69 miles, limestone; W. H. Harrison, 22 miles, wood; John C. Calhoun, 69 miles, 63 tons pig iron; Mountaineer, Cumberland, 99 tons coal; El Dorado, Cumberland, flour, coal and bacon; Mary, 23 miles, stone; D. H. Claggett, 81 miles, 802 bbls. flour; Salem, Cumb., coal; Catoctin, 51 miles, corn, &c.; Chesapeake, 62 miles, limestone; Westmoreland, Cumberland, coal, flour, bacon, &c.

The following boats have passed up: Ann, Boston, Capt. Walker, Oregon, Frances, Eagle, Gen. Butler, G. W. Riggs, Jr., I. Motter and the John P. Smart with a pleasure party from Washington to Great Falls.

DAT, Fri. 5/2/51, p. 6. Canal Trade – Otho Baker, Cumb., coal; C. F. Mudge, Cumb., coal; Maryland, Cumb., coal; E. Hoffman.

5 Daily National Intelligencer, Washington, D. C.
Cumb., coal; De Witt Clinton, Cumb., coal; Oregon, Cumberland, coal.

Sat., 5/3/51, p. 2. **Prices of Cumberland Coal.** - The coal proprietors of the Cumberland region held a meeting in Baltimore lately, to fix uniform rates for the prices of the different kinds of the product of their mines, according to the different points at which it is delivered. Every company in the region was, we understand, represented, and after an interchange of opinions the following rates were agreed to with great unanimity:

Prices of Cumberland Coal delivered on board Canal boat at Cumberland: Fine $1.20; run of mine $1.50; screened $1.75.

In Alexandria on board of vessel - Fine $3.10; run of mines $3.37½; screened $3.90.

In Georgetown, Washington and Alexandria, on shore, same as last. At Baltimore - Fine $3.50; run of mines $3.75; screened $4.25.

On Cars at Cumberland - Fine $1.10; run of mines $1.40; screened $1.65.

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**CANAL TRADE DEPARTURES**

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<tr>
<th>Date</th>
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<th>Tons Coal</th>
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<td>Louisa</td>
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<td>Miles Standish</td>
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<td>4/28</td>
<td>J. Snively</td>
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<td>Virginia</td>
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<td>M. R. Zimmerman</td>
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<td>Texas</td>
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<td>Wm. Fowle</td>
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<td>W. B. Clarke</td>
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<td>Columbia</td>
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<td>Southampton</td>
<td>83 11</td>
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</table>

Distance 185 miles.

Sun, Sat., 5/3/51, p. 4. A large and elegant company of ladies and gentlemen left on Wednesday morning in a canal boat, handsomely fitted up, for a picnic excursion to the Little Falls.

Arrived - Eldorado, 30 miles, coal, &c.; Mary, 20 miles, stone; J. C. Calhoun, 69 miles, iron; Catoctin, 51 miles, corn, bran, &c.; Chesapeake, 30 miles, limestone.

The boats Mountaineer, Salem, Westmoreland, Ohio, Otho Baker, C. F. Mudge, E. Hoffman, De Witt Clinton, Maryland and Oregon, all from Cumberland, loaded with coal, have passed through to Alexandria.


GA, Sat. 5/3/51, p. 3. **CANAL TRADE**

M. Francis, 62 miles, limestone.

James Smithson, 23 miles, stone.

Wm. S. Hamilton, Cumberland, 104 05 tons coal.

E. I. Neal, Cumberland, 100 15 tons coal.

Ed. Payson, 62 miles, limestone.

Buena Vista, 69 miles, limestone.

W. H. Harrison, 62 miles, wood.

Eldorado, Cumberland, coal, flour, &c.

Mountaineer, Cumberland, coal.

Mary, 23 miles, stone.

D. & H. Claggett, 80 miles, 802 bbls. flour.

Salem, Cumberland, coal.

J. C. Calhoun, 69 miles, pig iron.

Catoctin, 51 miles, corn, bran, &c.

Chesapeake, 62 miles, limestone.

Westmoreland, Cumberland, coal, flour, bacon, &c.

Otho Baker, Cumberland, coal.

C. F. Mudge, Cumberland, coal.

E. Hoffman, Cumberland, coal.
DAT, Sat. 5/3/51, p. 2.  Canal Trade –  
Arrived – boats Diana, 73 miles, flour, corn, cement, &c.; Delaware, Cumb., coal;  
Smithson, 23 miles, stone; Frances, 23 miles, flour, &c.; American Flag, Cumb.,  
c coal; Catharine Shafer, 89 miles, 2,300 bushels wheat; W. A. Harper, 9 miles, wood.  
The following boats have passed up – Salem, M. Hoffman, Col. Crockett, John P. Smart.

DAT, Mon. 5/5/51, p. 2.  Canal Trade – M. Standish, Cumb., coal; Dan’l Webster, 62  
miles, limestone; Susan, 119 miles, 300 bbls. flour, &c.; J. F. Essex, 61 miles, 700  
bbls. flour; Virginia, Cumb., coal; John Hetzer, 99 miles, 750 bbls. flour; J. Van Lear, 100 miles, flour, whiskey, &c.; Tom Charlton, 99 miles, flour; Geo. Waters, 73 miles, 1,260 bbls. flour; Belle, 73 miles, 2,520 bushels of oats, &c.; A. Neal, 62 miles, limestone.  
Departed – Mountaineer, El Dorado, W. T. Hamilton, Diana, Chesapeake, Catoctin,  
C. F. Mudge, E. Hoffman, Otho Baker.

DAT, Tue. 5/6/51, p. 2.  Canal Trade – Arrived, fish boat, 61 miles, empty hogsheads; Elizabeth, Cumb., coal; M. R. Hale, Cumberland, coal, bacon, &c.; M. R. Zimmerman, Cumb., coal; B. Franklin, 100 miles, flour, hay, &c.; Capt. Walker, 69 miles, limestone.  

Sun, Wed., 5/7/51, p. 1.  The Chesapeake and Ohio Canal, says the Cumberland Civilian, is now in fine navigable order.  
During the week ending on the 1st instant, 2,114 tons of coal left Cumberland for Alexandria and Georgetown.  For the same period 2,226 tons were dispatched to Baltimore by Railroad.

-----------------------------  
Ibid, p. 4.  Canal Trade - Arrived,  
Fish boat, 61 miles, empty hogsheads; Capt. Walker, 69, limestone.  The boats Mary R. Hale and M. R. Zimmerman, from Cumberland, with coal, have passed through to Alexandria; as also the fine boat William Fowle, just arrived.  She left Cumberland last Monday evening.  

GA, Wed. 5/7/51, p. 4.  Canal Commerce.  
Arrived, May 5  
Boat Susan, Millstone point, wheat to Fowle & Co.

DAT, Wed. 5/7/51, p. 2.  Canal Trade –  
Arrived, boats – E. Hoffman, Cumb., coal; J. Snively, Cumberland 99 tons coal; W.
Canal Trade - 1851

Fowle, Cumb., coal; Gen. Butler, 62 miles, limestone.


Sun, Thu., 5/8/51, p. 4. Georgetown, D. C., Wednesday Afternoon – We have had a fleet of river craft, with wood, &c., which is good news for the fuel market has been very high.

Canal Trade – Arrived, B. Franklin, 100 miles, flour and whisky; General Butler, 62 miles, limestone; J. Snively, Cumberland coal, passed through to Alexandria.

Departed – Boats Henrietta, M. R. Hale, Elizabeth, Oregon, Lady, J. Van Lear, C. Shafer, Westmoreland and Daniel Webster.

Mercury.

GA, Thu. 5/8/51, p. 3. CANAL TRADE
Arrived 5th
Fish Boat, 61 miles, empty Hhds.
Elizabeth, Cumberland, coal.
M. R. Hale, Cumberland, coal, bacon, &c.
Arrived 6th
Capt. Walker, 69 miles, limestone.
M. R. Zimmerman, Cumberland, 107 tons coal.
B. Franklin, 100 miles, flour, whiskey, &c.
Arrived 7th
Wm. Fowle, Cumberland, coal.
J. Snively, Cumberland, coal.

Ibid. p. 4. Canal Commerce.
Arrived, May 7, up to 4 o'clock P.M.
Boat Elizabeth, Cumberland, 96 tons coal to Fowle & Co.
Boat Mary R. Hale, Cumberland, 97 19 tons of coal to Waters & Zimmerman.

Boat Mary R. Zimmerman, Cumberland, 107 03 tons coal to Waters & Zimmerman
Boats Wm. Fowle & J. Snively, from Cumberland, coal to Fowle & Co.
Boat Salome Clarke, Cumberland, 91 14 tons coal to Fowle & Co.
Boat Susan, Eichelberger, corn and wheat to market.

Departed, May 7, up to 4 o'clock P.M.
Boat DeWitt Clinton, Williamsport, plaster by Fowle & Co.

DAT, Thu. 5/8/51, p. 2. Canal Trade –
Arrived boats – Edward Payson, 62 miles, limestone; Martha Frances, 62 miles, limestone; Southampton, Cumb., coal; Wm. Jackson, 62 miles, limestone; Isaac Long, Cumb., coal; Charlotte, 108 miles, 713 bbls. flour; F. Thomas, Cumb., coal; D. & H. Clagett, 81 miles, 800 bbls. flour.


Sun, Fri., 5/9/51, p. 1. Two Boats Launched - Last week Mr. Baker launched from his boat yard, six miles below Williamsport, Md., two splendid boats. They have started for the District with loads of flour - one of them thirteen hundred barrels.

DAT, Fri. 5/9/51, p. 2. Canal Trade –
Arrived W. C. Johnson, 45 miles, corn, offal, &c.; Josephine Seaton, Cumberland, coal, bacon, &c.; Gondola, 31 miles, corn, wheat, &c.; W. H. Harrison, 20 miles, wood; John P. Smart, flour and corn.


Sat., 5/10/51, p. 3. CANAL TRADE
DEPARTURES

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<th>Date</th>
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<tr>
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<td>H. G. Phelps</td>
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To Georgetown, 185 miles.

Sun, Sat., 5/10/1851, p. 1. Cumberland Coal Trade - The Civilian gives the amount of coal this week, by canal, at 2,091 06 tons; amount before, 18,428 tons - amount to date, 20,519 06. Amount of coal by Baltimore and Ohio Railroad, for the week ending Saturday, May 3, 3,006 04 tons.

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Ibid., p. 4. Georgetown, Friday Afternoon - Canal News - Arrived, boats Cost Johnson, Gondola, Harrison, John Smart, Experiment, Hugh Smith, Calhoun and John Garrett; from Cumberland: Mary Rawdon, for Washington, with coal. There also passed towards Alexandria, boats Texas, Josephine Seaton, Columbia and Reindeer, with Cumberland coal. The steamer Virginia, (towing the boats Ariel, American Eagle and Montour,) from Boston via Alexandria, passed through for Cumberland. The following boats also departed - E. Payson, D. & H. Clagett, Wm. Jackson, Wm. Fowle, M. Francis. Mercury.

--------------------------

Quick Trip - The boat Freeman Rawdon, of Mr. Ward's Cumberland line, made the trip from Cumberland to Alexandria (with a load of coal) and back in eleven days, notwithstanding a detention of nine hours at Harper's Ferry and forty hours at Alexandria - Civilian.

Sat., 5/10/51, p. 3.

CUMBERLAND LINE.

[Transcriber's Note: At this time a second agent was added in Alexandria and the ad ran weekly through 8/23/51 usually on p. 3.]

GA, Sat. 5/10/51, p. 3. CANAL TRADE Arrived

Edward Payson, 62 miles, limestone.
Martha Frances, 62 miles, limestone.
Southampton, Cumberland, coal.
Wm. Jackson, 62 miles, limestone & flour.
Isaac Long, Cumberland, coal.
Charlotte, 108 miles, 713 bbls. flour.
F. Thomas, Cumberland, coal.
D. & H. Clagett, 80 miles, 820 bbls. flour.
H. H. Casey, Cumberland, coal.
W. C. Johnson, 45 miles, corn, offal, &c.
Josephine Seaton, Cumberland, coal.
Gondola, 31 miles, corn & wheat.
J. P. Smart, 31 miles, flour & corn.
Texas, Cumberland, coal.
Hugh Smith, Harper’s Ferry, 803 bbls. flour.

DAT, Sat. 5/10/51, p. 2. Canal Trade – Arrived, boats H. G. Phelps, Cumberland, 80 tons coal; J. P. Garrett, Knoxville, wheat, flour, corn, potatoes and hay; Experiment, Edwards Ferry, flour, bran, &c.; Texas, Cumb., coal; Hugh Smith, 803 bbls. flour; M. L. Rawdon, Cumb., coal; John C. Calhoun, 69 miles, pig iron; Columbia, Cumb., coal; Reindeer, Cumb., coal; Rambler, 42 miles, corn, hay, &c., &c.

DAT, Mon. 5/12/51, p. 2. Canal Trade – Arrived, boats Jenny Lind, Cumb., coal; John G. Stone, Cumb., coal; P. Janney, Harper’s Ferry, 733 bbls. flour and bran; Ohio, 31 miles, oats, corn, &c.; W. A. Harper, 11 miles, wood; Sarah Louisa, Cumb., coal; Gondola, Edward’s Ferry, 470 bushels of corn; Millard Fillmore, Cumb., coal; Anna Woodward, Cumberland, coal.

Sun, Tue., 5/13/51, p. 4. Canal Trade - Arrived, Gondola, 31 miles, corn; Gondola, 31 miles, corn and wheat; Ohio, 31, oats and corn; Phineas Janney, 61, flour; boats Sarah Louisa, Anna Woodward and Millard Fillmore, from Cumberland, with coal, passed through to Alexandria.
Departed, boats Hugh Smith, J. P. Smart, Columbia, Pacific and Reindeer - the last three for Cumberland.

Mercury

GA, Tue. 5/13/51, p. 2. Flour – The Republic says: “Our neighbor, Georgetown, seems to have all the wholesale trade in this article. Nine thousand barrels of it were inspected there during the last week.” The Republic is anxiously looking forward to the time when the City Canal will float a due portion of the various articles of merchandise to that City.

Ibid, p. 3. CANAL TRADE
Arrived
Experiment, 31 miles, corn, flour, &c.
Hugh Smith, 61 miles, 803 bbls. flour.
M. L. Rawdon, Cumberland, coal.
J. C. Calhoun, 69 miles, pig iron.
Columbia, Cumberland, coal.
Reindeer, Cumberland, coal.
Jenny Lind, Cumberland, coal.
John G. Stone, Cumberland, coal.
Sarah Louisa, Cumberland, coal, &c.
Anna Woodward, Cumberland, coal, &c.
Gondola, 31 miles, corn, &c.
Gondola, 31 miles, corn & wheat.
Ohio, 31 miles, oats, corn, &c.
Ph. Janney, 61 miles, flour, &c.
M. Fillmore, Cumberland, coal.

DAT, Tue. 13, 1851, p. 2. Canal Trade – Arrived, boats Bee, 134 miles, wheat, corn, &c.; Gondola, 134 miles, corn; Buena Vista,
Canal Trade - 1851

69 miles, limestone; Col. H. Clay, 73 miles, wheat, &c.; Star, 73 miles, corn; F. Rawdon, Cumberland, coal, &c.; David Shriver, Cumberland, 102 tons coal; G. W. Riggs, Cumberland, 103 tons coal; Daniel Webster, from Dam No. 3, 62 perches limestone.


Sun, Wed., 5/14/51, p. 4. Canal Trade –
Arrived - F. Rawdon, coal; David Shriver, coal; Geo. W. Riggs, coal; J. F. Essex, Harper's Ferry, flour; Daniel Webster, limestone; Star, Shepherdstown. Mercury

DAT, Wed. 5/14/51, p. 2. Canal Trade –
Arrived, boats J. F. Essex, 61 miles, flour; Enterprise, Cumberland, hay, coal, &c.; W. H. Harrison, Seneca, wood; P. F. Thomas, 31 miles, hay; Henrietta, 31 miles, 578 bbls. flour; Frances, 23 miles, flour, corn, oats, &c., &c.; Captain Walker, 69 miles, limestone.


GA, Thu. 5/15/51, p. 3. Canal Trade –
Arrived, boats Frances, 23 miles, flour, offal; Captain Walker, 23 miles, limestone; W. H. Harrison, 20 miles, wood; Chesapeake, 62 miles, limestone; Grampus, 124 miles, 3,500 bushels wheat; F. Rawdon, Cumb., coal; George W. Riggs, Cumberland, coal and bacon; E. Payson, 62 miles, limestone; Cumberland, Cumb., coal; D. J. McCoy, Cumb., coal; Eagle, 132 miles, flour, wheat, etc.; Wm. Jackson, 62 miles, limestone; Martha Frances, 62 miles, limestone; D. & H. Claggett, 81 miles, flour, etc.; Thos. Jefferson, 62 miles, limestone; Salem, Cumb., coal; Pennsylvania, Cumberland, coal.


Sun, Fri. 5/16/51, p. 4. Canal Trade –
Arrived, boats Frances, 23 miles, flour, offal; Captain Walker, 23 miles, limestone; W. H. Harrison, 20 miles, wood; Chesapeake, 62 miles, limestone; Grampus, 124 miles, wheat, flour; Edward Payson, 62 miles, limestone; Eagle, 124 miles, flour and wheat; Wm. Jackson, 62 miles, limestone; Mary Francis, 62 miles, limestone; D. & H. Claggett, 81 miles, flour; Thomas Jefferson, 62 miles, limestone.

The boats Enterprise, Cumberland, D. J. McCoy, Salem, Pennsylvania, Caroline and Ohio, all from Cumberland, with coal, passed down to Alexandria.

DAT, Fri. 5/16/51, p. 2. *Canal Trade* – Arrived, boats Ohio, Cumberland, 95 tons coal; Caroline, Cumberland, 95 tons coal; L. A. Phelps, Cumberland, 80 tons coal; W. C. Johnson, 45 miles, 700 bushels of corn and 1,500 bushels offal; John Hetzer, 100 miles, 750 bbls. flour; Thomas Charlton, 100 miles, 750 bbls. flour; Tonoloway, 102 miles, lime.


Sat., 5/17/51, p. 2. *Steam on the Canal.* - The steamer Virginia, with the barges American Eagle, Ariel and Montour, arrived on Wednesday last, about 1 o'clock, P. M., having left Alexandria on Friday at 2½ o'clock, P.M. and laid by two and a half nights on their way up. They are owned by R. S. Denny & Co. of Massachusetts, and are under the direction of Capt. R. H. Clark, of Norfolk, Va. Mr. Parker, the patentee of the steamer, and one of the Company, accompanies them on the experimental trip.

We understand the Steamer worked admirably - taking the tow along at a speed of four miles an hour, without making more wash than an ordinary canal boat at the usual speed and passing the train through many of the locks in 15 minutes. The boats are arranged with windlasses on the bow, by which they can readily be warped in and out of the lock - they are however moved in and out by the steamer, usually.

These boats will load for the Frostburg Coal Company, for New York, passing through the Delaware & Chesapeake and Delaware & Raritan Canals.

The object of the trip is to test the practicability of using steam on the Canal, which, we sincerely hope may prove successful.

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<td>J. Seaton</td>
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Distance 185 miles.

The exact amount of flour brought down the Chesapeake and Ohio Canal during the month of April, was 41,432 barrels. So says the Georgetown register.

*Sun*, Sat. 5/17/51, p. 1. *Steam on the Canal.* - The steam tow-boat Virginia, which lately started up the Chesapeake and Ohio Canal from Alexandria, having in tow three large canal boats constructed at Boston for the navigation of the Northern lakes and canals, reached Cumberland on Wednesday last, at 1 P.M.

The *Civilian* says:

The appearance of this craft, at a point so far from the seaboard, and so near the foot of the mountains, excited a lively interest among our citizens. She seems to move with great ease and at considerable speed over the waters of the canal. The owners intend to make a fair experiment as
Canal Trade - 1851

to the practicability of towing a fleet of boats laden with coal to market.

DAT, Sat. 5/17/51, p. 6. Canal Trade –
Arrived boats Mt. Vernon, Cumberland, 104 tons coal; J. P. Smart, 31 miles flour and offal; M. H. Ensminger, Cumberland, 102 tons coal; Mountain Ranger, Cumberland, 105 tons coal; John Smithson, 23 miles, stone; I. Motter, Cumberland, 111 tons coal; Neptune, 31 miles, flour, oats, &c.; Gen. Cass, 31 miles, corn meal, &c.; Geo. Washington, 31 miles, flour, &c.; Eckhart, Cumberland, coal, &c.; Hugh Smith, 61 miles, flour.


GA, Sun. 5/18/51, p. 2. TOWN TOPICS

The Canal – There has been some question as to the arrangements which should be made in our town for the accommodation of the Coal Trade and Coal Business, which it seems to be now thought by many persons will be lost to us unless some measures are taken to keep it within our borders. But the question still recurs, as heretofore, what should be done? We fancy that there are few qualified to give a satisfactory answer to this query. There are, we have no doubt, many who would like to be doing something, even if they were acting in the dark as to the prudence or advantage of the course they might have to adopt, or as to what might be the result of their proceedings. Many might do, as it is said that some of our neighbors have done: - go to a considerable expense to but small purpose. But still the question must come home to every citizen of our town, what is to be done to bring the Coal Trade within our precincts, to accommodate it when here, and thus to promote the interests of Georgetown? Several plans have been proposed and among them, one has been that of having outlet-locks to pass the boats into the river; - and another has been, that of having a large Basin at the eastern part of the town.

In regard to the former plan, that is, of having the boats passed into the river by means of outlet-locks so as to bring the Canal boat alongside of the vessel to be loaded, we understand that there is an insuperable objection; - and that is, that the Canal has not a sufficiency of water to supply the loss from such locks. It has been so stated, we understand, by the Engineer of the Canal. This then would settle the question as to the plan for at any rate a considerable time to come.

In regard to the having of a Basin at the eastern part of the town, there is also at present a considerable difficulty, and one which, it is said, operates at the present time, to prevent the trade from coming to us; - and that is, from the Bridges across the Canal being so low that the Canal Coal Boats cannot pass under them. This we learn, from some of those who have been enquiring into the subject, is the reason why the Coal boats do not stop at Georgetown, instead of passing by us. They pass by us from necessity, because there is no place for them to stop with us, and to unload their cargoes.

What then should be done by Georgetown to prevent this loss and to secure this trade?

It is said that the expense of elevating the Bridges on the Canal would not be very heavy; and that Washington, which it is evident can have none of the Canal Trade before these obstructions are removed, would be willing to meet the expense of their elevation.

It has also been suggested, and it would seem to us with much reason, that if Georgetown and Washington would unite
upon some good plan for the construction of accommodations for the Coal Trade and would apply to Congress for aid to carry it out, that there is no doubt that there would be sufficient interest excited, to have it consummated.

We do not think that our people generally harbor any of that petty jealousy towards Washington which some persons think exist among us, for dread that she may become too prosperous at our expense and run off with the trade that naturally belongs to our town. The interest of the two places is too closely united, to allow a healthy circulation of prosperity through the channels of trade in one portion of the District, while there would be a complete stagnation of the vital current in another part of it. The commercial advancement of Washington necessarily embraces the progress also of so close a neighbor as Georgetown.

Ibid, p. 3. CANAL TRADE

Arrived

E. Shriver, Cumberland, coal.
Caroline, Cumberland, coal.
Grampus, 124 miles, 3,500 bu. wheat.
D. J. McCoy, Cumberland, coal.
Eagle, 132 miles, flour, wheat, &c.
Wm. Jackson, 62 miles, limestone.
D. & H. Clagett, 80 miles, flour, &c.
Thomas Jefferson, 62 miles, limestone.
Salem, Cumberland, coal.
Pennsylvania, Cumberland, coal.
Ohio, Cumberland, 95 tons coal.
L. A. Phelps, Cumberland, 80 tons coal.
W. C. Johnson, 45 miles, 700 bu. corn & 1,500 bu. offal.
John Hetzer, 100 miles, 750 bbls. flour.
Th. Charlton, 100 miles, 750 bbls. flour.
Tonoloway, 102 miles, lime.

DAT, Mon. 5/19/51, p. 2. Canal Trade – Arrived boats Gondola, 31 miles, 277 bbls. flour; North Bend, Cumb., coal; Belle, 73 miles, 814 bbls. flour; D. Seigle, Cumberland, 105 tons coal; Union, Williamsport, 580 bbls. flour, offal, &c.; Rough & Ready, Berlin, 1,800 bushels wheat; W. H. Harrison, 20 miles, wood.


GA, Tue. 5/20/51, p. 3. CANAL TRADE

Arrived

Jas. Smithson, 23 miles, stone.
Mountain Ranger, Cumberland, 105 tons coal.
J. P. Smart, 31 miles, flour, offal, &c.
Mt. Vernon, Cumberland, 104 tons coal.
B. Franklin, 100 miles, flour, &c.
H. Smith, 61 miles, flour, &c.
W. H. Harrison, 20 miles, wood.
Rough & Ready, 55 miles, wheat, flour & corn.
Belle, 73 miles, flour, offal, &c.
N. Bend, Cumberland, coal. &c.
Union, 100 miles, flour, whiskey, &c

DAT, Tue. 5/20/51, p. 2. Canal Trade – Arrived, Frances, Seneca, flour.

GA, Thu. 5/22/51, p. 2. Coal Depot – From the following article, which we take from the Republic, it will be seen that our neighbors at the Eastern Branch are standing, shovel in hand, ready to commence work, for the formation of a great Coal Depot, at that point. The readiness with which the capital has been, or may be,
provided for the purpose, shows that they are in earnest in the undertaking. They will make great efforts to draw the Coal business or a large portion of it to that point. There is one obstacle, however, which they will have to meet at the threshold; and that is, the one we spoke of as affecting our own contemplated Depot, the lowness of the bridges which will not now pass the Boats. Whether for ourselves, or for others who may wish to have Depots beyond us, they will have to be elevated. It is said the cost will not be very great, and on doubt the Eastern Branch people will be ready to encounter it.

Some might be willing for the sake of confining the canal trade to Georgetown, to refuse any accommodation to our city neighbors by which they would be enabled to participate in it with us through the Canal. We much doubt though whether this would not be found to prove a narrow and selfish policy in the end. We need not fear the prosperity of Washington; for we shall always be at the west end of that increasing and flourishing city.

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Ibid, p. 3. **CANAL TRADE**

**Arrived**

Frances, 23 miles, flour, &c.
Gondola, 61 miles, flour, &c.
J. Stream, 31 miles, wheat & corn.
Houser, Cumberland, coal.
Andrew Jackson, 31 miles, corn, &c.

**Departed** – J. P. Smart, W. H. Harrison, North Bend, H. Smith, D. Seigle, Union, Frances, Tonoloway, Mt. Vernon, Old Dominion, Belle, B. Franklin.

DAT, Thu. 5/22/51, p. 2. **Canal Trade** – Arrived, boats: Gondola, 31 miles, wheat, &c.; Frances, 23 miles, flour, &c.; Old Zack, 57 miles, timber; James Smithson, 23 miles, stone; Gondola, 31 miles, corn, &c.; Oregon, Cumb., coal; Henrietta, 31 miles, 610 bbls. flour; W. C. Johnson, 45 miles, offal, hay, &c.; Wm. Jackson, 62 miles, limestone; Cumberland, Cumb., coal; Martha Frances, 62 miles, limestone; Chesapeake, 62 miles, limestone; Gondola, 31 miles, corn, &c.; El Dorado, Cumberland, coal, &c.; Capt. Walker, 69 miles, limestone; John Van Lear, Williamsport, 376 bbls. flour and 1,421 bushels corn; E. Payson, 62 miles, limestone; M. Hoffman, Cumberland, coal.


Sun, Fri., 5/23/51, p. 1. **Canal Break Repaired**. - The Williamsport Sentinel says that the break in the canal, which occurred last Friday, near Shepherdstown, has been repaired, and navigation is renewed.

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Ibid, p. 4. **CANAL TRADE** - Arrived, boats Henrietta, 31 miles, flour; W. C. Johnson, 45 miles, offal, hay, &c.; W. Jackson, 62 miles, limestone; M. Francis, 62 miles, limestone; Chesapeake, 62 miles, limestone; E. Payson, 62 miles, limestone; Captain Walker, 69 miles, limestone; John Van Lear, Williamsport, flour, corn, plank, &c.; Charlotte, 108 miles, flour, &c.; Potomac, Williamsport, timber, &v.; C. Shafer, 89 miles, wheat and corn. Boats Cumberland, M. Hoffman and C. F. Mudge, from Cumberland, with coal, have passed through to Alexandria.


DAT, Fri. 5/23/51, p. 2. **Canal Trade** – Arrived boats Mountaineer, Cumberland, flour and coal; C. F. Mudge, Cumberland, flour and coal; Charlotte, 100 miles, flour,
whiskey, &c.; William T. Hamilton, Cumberland, 105 tons coal; Catharine Shafer, 89 miles, corn and wheat; Lewis Cass, Cumberland, 114½ tons coal; Delaware, Cumb., coal; Susan, 119 miles, flour, &c.; Gov. Sprigg, 100 miles, 1,000 bbls. flour; Oregon, 77 miles, flour and offal; Josephine Seaton, Cumberland, 107½ tons coal; J. P. Garrett, 57 miles, corn, whiskey, &c.; American Flag, 127 miles, cement; Experiment, 31 miles, corn, &c.; Westmoreland, Cumberland, 96 tons coal; Geo. Waters, Cumberland, 112 tons coal; D. H. Claggett, 81 miles, 644 bbls. flour, &c.; Potomac, 100 miles, timber.


Sat., 5/24/51, p. 3. **CANAL TRADE DEPARTURES**

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Sun, Sat., 5/24/51, p. 1. **Affairs at Cumberland, Md. – Steam on the Canal.** – The steam tow boat Virginia left Cumberland on Tuesday evening last, having her three barges in tow, each laden with 80 tons of coal from the mines of the Frostburg Coal company. She goes directly to New York by the Chesapeake and Ohio, Chesapeake and Delaware, and the Delaware and Raritan Canals. Capt. Parker, who has her in charge, thinks he will be able to transport the same amount of coal at a less cost than by any other mode. The Virginia makes about 4 miles an hour.

**--------------------------------------**

**Ibid, p. 4. Canal Trade – Arrived –**

boats Seran, 119 miles, flour, rye, &c.; Governor Sprigg, 100 miles, 1,000 barrels flour; Oregon, 77 miles, flour, offal, &c.; J. P. Garrett, 57 miles, corn and whiskey; American Flag, 127 miles, cement; Experiment, 31 miles, corn, wheat, &c.; D. & H. Claggett, 81 miles, flour, offal, &c.

Boats Wm. T. Hamilton,
(Washington, D. C.,) Lewis Cass, Delaware, J. Seaton, George Waters and Westmoreland, all form Cumberland, with coal, have passed down to Alexandria.


GA, Sat. 5/24/51, p. 3. **CANAL TRADE**

Arrived

James Smithson, 23 miles, stone.
Gondola, 31 miles, corn, &c.
Oregon, Cumberland, coal.
Henrietta, 31 miles, 810 bbls. flour.
W. C. Johnson, 45 miles, offal, hay, &c.
Wm. Jackson, 62 miles, limestone.
Cumberland, Cumberland, coal.
Martha Frances, 62 miles, limestone.
Chesapeake, 62 miles, limestone.
DAT, Mon. 5/26/51, p. 2.  Canal Trade – Lady of North Bend, 107 miles, flour, &c.; James Smithson, 23 miles, stone; Texas, Cumberland, 80 tons coal; P. Janney, Harper’s Ferry, 830 bbls. flour; Thomas Jefferson, 62 miles, wheat, corn, &c.; Thomas Charlton, 99 miles, 750 bbls. flour; Buena Vista, 69 miles, limestone; Catostin, 51 miles, flour, corn, &c.; Frank S. Thomas, Cumb., coal; John Hetzer, 99 miles, 750 bbls. flour; J. Snively, Cumberland, 99 tons coal; J. P. Smart, 31 miles, 2,841 bushels corn, &c.; C. H. Ohr, Cumberland, 90 tons coal.  


GA, Tue. 5/27/51, p. 3. Canal News – Arrived.  
Wm. H. Harrison, 22 miles, wood.  
2 Gondolas, 61 miles, flour.  
Lady, 107 miles, corn, whiskey, &c.  
James Smithson, 23 miles, stone.
Canal Trade - 1851

E. Hoffman, Cumberland, 100 tons coal.
Southampton, Cumberland, coal, &c.
J. P. Smart, 2,841 bu. corn, 66 bu. meal,
12 bu. oats.
Catoctin, 200 bbls. flour, 968 bu. corn,
3,268 bu. shorts.
Th. Jefferson, flour, wheat, &c.
Texas, Cumberland, 80 tons coal.
Buena Vista, limestone
J. Hetzer, 750 bbls. flour.
Th. Charlton, 750 bbls. flour.
Louisa, 100 miles, 2,696 bu. corn.

Departed – Elizabeth, Oregon, C. F. Mudge, Wm. H. Harrison, Chesapeake,

DAT, Tue. 5/27/51, p. 2. Canal Trade –
Arrived, Col. H. Clay, 73 miles, wheat and corn; Louisa, 100 miles, 2,696 bushels of corn; J. F. Essex, 61 miles, 1,016 bbls. of flour; P. B. Petrie, Cumberland, 91 tons of coal; M. R. Zimmerman, Cumberland, coal.

Departed – Mountaineer, Rambler,
George Waters, John Hetzer, Delaware,
Wm. Fowle.

Arrived, boats Louisa, 100 miles, flour; J. F. Essex, 61 miles, flour. Boats P. B. Petrie and Wm. R. Zimmerman, from Cumberland, with coal, passed down to Alexandria.
The steamer Virginia, with her convoy, were passed at the Point of Rocks – all well; will probably be in during the night.
Departures – Wm. Fowle, Rambler,
Geo. Washington, John Hetzer, Delaware,
Buena Vista, Emily Hoffman and C. Shafer.
Mercury.

DAT, Wed. 5/28/51, p. 2. Canal Trade –
Arrived, Charles Perry, Cumb., coal; Gen. Jackson, 22 miles, hay, &c.; Union, 100 miles, 681 bbls. flour, &c.; Edward Payson, 62 miles, limestone.

I have been informed that the delay of the steamer Virginia was caused by one of the boats she had in tow getting aground.

Sun, Thu. 5/29/1851, p. 4. Canal Trade –

GA, Thu. 5/29/51, p. 3. CANAL TRADE

Arrived
J. F. Essex, 61 miles, 1018 bbls. flour.
P. B. Petrie, Cumberland, coal.
M. R. Zimmerman, Cumberland, coal.
Jenny Lind, Cumberland, coal.
C. Perry, Cumberland, coal.
Gen. Jackson, 22 miles, hay, &c.
Union, 100 miles, flour, whiskey, &c.
Ed. Payson, 62 miles, limestone.


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Steamer Virginia – About 9 o’clock, on yesterday morning, the Canal Tow-boat Steamer Virginia, was aground near the Chain Bridge, having in tow the Canal Boats, Montour, Ariel and American Eagle. She had not arrived at 6 o’clock on yesterday afternoon.

DAT, Thu. 5/29/51, p. 2. Canal Trade –
Arrived, John C. Calhoun, 69 miles, 40 tons of pig iron; Ariel, Cumb., coal; Montour, Cumb., coal; American Eagle, Cumb., coal;
tow-boat Virginia, Cumberland; H. G. Phelps, Cumb., coal; Wm. H. Harrison, 20 miles, wood; Eagle, 124 miles, 2,500 bushels of wheat; C. C. Smoot, 124 miles, bark, &c.; Millard Fillmore, Cumb., coal; Pacific, Cumb., coal; Wm. Jackson, 62 miles, limestone and hay; Martha Frances, 62 miles, limestone; Frances, 23 miles, flour, offal, &c.


Sat., 5/31/51, p. 3. CANAL TRADE DEPARTURES

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</table>

Distance 185 miles.

GA, Sat. 5/31/51, p. 3. CANAL TRADE

Arrived

Wm. H. Harrison, 60 miles, wood.
Eagle, 124 miles, 2,500 bushels wheat.
C. C. Smoot, 124 miles, bark, &c.
M. Fillmore, Cumberland, coal, &c.
Pacific, Cumberland, coal.
W. Jackson, 62 miles, limestone.
M. Francis, 62 miles, limestone.
Frances, 23 miles, flour, offal, &c.
Reindeer, Cumberland, coal.
Columbia, Cumberland, coal.
John C. Calhoun, 69 miles, pig iron.
Anna Woodward, Cumberland, coal.
Wm. C. Johnson, 45 miles, corn, &c.
E. J. Neal, Cumberland, 109 tons coal.
Belle, flour, wheat & corn.
Cumberland, Cumberland, 92 tons coal.
John Kezler, Cumberland, coal.

New Route – By means of the Steam Canal Tow Boats there is likely to be a new route for trade established, so far as the voyage of Canal boats is concerned. They are now loaded at Cumberland and towed down the Canal and round by the Chesapeake and thence by internal navigation, direct to New York. What effect will this have upon the Coal Depots?

DAT, Sat. 5/31/51, p. 3. Canal Trade – Arrived, two gondolas, Harper’s Ferry, 292 bbls. flour; D. J. McCoy, Cumberland, coal, &c.; Grampus, 123 miles, 2,500 bushels wheat, 900 bushels corn, 200 bushels potatoes, 100 bushels rye; Otho Baker, Cumberland, 99¾ tons coal.


Sun, Tue. 6/3/51, p. 4. Drowned – On Sunday afternoon, a boy named John Thompson, aged just nine years, (son of Mr. John Thompson, shoemaker), was drowned in the canal, at Washington, D. C. He had descended the steps near the Twelfth street bridge, to wash the dirt from his shoes, when he fell into the water.

GA, Tue. 6/3/51, p. 3. CANAL TRADE

Arrived
Otho Baker, Cumberland, coal.
2 Gondolas, 61 miles, flour.
B. Franklin, 100 miles, flour.
D. W. Clinton, 100 miles, flour, &c.
D. J. McCoy, Cumberland, coal.
Miles Standish, Cumberland, coal.
G. W. Riggs, Cumberland, 104 tons coal.
Salem, Cumberland, 79 tons coal.
Isabel, 107 miles, meal, flour, corn, offal, &c.
Henrietta, 31 miles, flour.
J. P. Garrett, 58 miles, flour, corn & rye.
Capt. Walker, 69 miles, limestone.
Oregon, Cumberland, coal.
Ohio, 31 miles, corn, &c.
M. L. Rawdon, Cumberland, coal.
Neptune, 31 miles, flour, &c.
Geo. Washington, 31 miles, flour, wheat, &c.
W. H. Harrison, 20 miles, wood.
D. & H. Clagett, 80 miles, flour, wheat, &c.
F. Rawdon, Cumberland, coal.

DAT, Tue. 6/3/51, p. 3. Canal Trade –
Arrived, Caroline, Cumberland, 94 tons of coal; William 108 miles, 75 tons pig iron and 26 bales of hay; Potomac, 100 miles, 3,300 bushels of mill offal.

Sun, Wed., 6/4/51, p. 4. Georgetown, D. C., Tuesday Afternoon. – Arrived boats Henrietta, 30 miles, flour; J. P. Garrett, 56 miles, corn, rye and flour; Captain Walker, 69 miles, limestone; Isaac Motter and Oregon, Cumberland; Ohio, 31 miles, corn and sundries; M. L. Rawdon, Cumberland; Geo. Washington, 31 miles, flour and grain; Neptune, 31 miles, flour; Gen. Cass, 31 miles, flour, corn, &c.; W. H. Harrison, 20 miles, wood; D. & H. Clagett, 81 miles, flour; F. Rawdon, Cumberland; William, 108 miles, hay and iron; Caroline, Cumberland; Pennsylvania, Cumberland; Potomac, 100 miles, offal; Louisa, Cumberland; C. F. Mudge, Cumberland.
The eight boats from Cumberland, with coal, have passed down to Alexandria.
Yours, Mercury.

DAT, Wed. 6/4/51, p. 3. Canal Trade –
Arrived, Pennsylvania, Cumberland, coal, &c.; Louisa, Cumberland, coal, &c.; C. F. Mudge, Cumb., coal; Elizabeth, Cumberland, 94 tons of coal; Thomas Jefferson, 62 miles, limestone and hay; Scow, 9 miles, rough stone; Edward Payson, 62 miles, limestone.

Sun, Thu., 6/5/51, p. 4. It has been stated that the receipts of Coal by the Alexandria Canal for April were 5,801 tons. During May the receipts have been 8,219 tons, showing a monthly increase of more than 2,000 tons, with a prospect of a continued increase.
Canal Trade – Arrived, boats E. Payson, 62 miles, limestone; Thos. Jefferson, 62 miles, limestone and hay.
Elizabeth, from Cumberland, coal, passed down to Alexandria.

DAT, Thu. 6/5/51, p. 3. Canal Trade –
Arrived, H. H. Casey, Cumb., coal; Wm. Albert, Cumb., coal; Wm. Jackson, 62 miles, limestone; Mount Vernon, Cumb., coal; M. Francis, 62 miles, stone; J. Stream, 31 miles, wheat; Gen. Tyson, Cumb., coal; J. P. Smart, 31 miles, flour, wheat, &c.; Rough & Ready, 55 miles, wheat, corn and flour; Enterprise, Cumb., coal; Charlotte, 108 miles, flour and whiskey; John Hetzer, 100 miles, flour; W. A. Harper, 18 miles, wood; Rambler, 45 miles, hay, &c.; Experiment, 31 miles, corn, bark, &c.; W. C. Johnson, corn, offal, &c.; P. F. Thomas, 31 miles, hay, &c.

GA, Sat. 6/6/51, p. 3. CANAL TRADE
Arrived
J. P. Smart, 31 miles, flour, wheat, &c.
Rough & Ready, 35 miles, wheat, corn, &c.
Enterprise, Cumberland, coal.
Charlotte, 108 miles, flour & whiskey.
John Hetzer, 100 miles, flour.
W. A. Harper, 18 miles, wood.
Rambler, 45 miles, hay, &c.
L. A. Phelps, Cumberland, coal.
Experiment, 31 miles, corn & wheat.  
Wm. Johnson, 45 miles, corn, offal, &c.  
P. F. Thomas, 42 miles, hay.  
J. Seaton, Cumberland, coal.  
John Van Lear, 100 miles, corn, flour, &c.  
Old Dominion, Cumberland, coal.  
Dan. Webster, 62 miles, limestone.  
Frances, 23 miles, flour, &c.  

Departed – Th. Jefferson, D. & H. Clagett,  
Caroline, Potomac, Elizabeth, John Hetzer,  
M. Francis, Louisa.

DAT, Fri. 6/6/51, p. 3.  Canal Trade –  
Arrived, L. A. Phelps, Cumb., coal; J.  
Seaton, Cumb., coal; John Van Lear, 100  
miles, corn, flour, &c.; Old Dominion,  
Cumb., coal; Daniel Webster, 62 miles,  
limestone; Chesapeake, 62 miles, limestone;  
Frances, 23 miles, flour, &c.; Anna Gilleece,  
Cumberland, coal.  

Departed – Elizabeth, M. Francis, Louisa,  
John Hetzer, J. Stream, Wm. Jackson,  
Pennsylvania, Neptune, George Washington,  

Sat., 6/7/51, p. 2.  Steam on the Canal.  

We have received from Alexandria the following interesting particulars of the  
trip, from Cumberland to Alexandria, of the steam tow-boat Virginia, Capt. Parker, with  
four barges laden with coal: -  

“The Virginia reached Alexandria on Thursday morning, having lain by every night on our passage down.  We deemed it prudent to do so, as some of us were unacquainted with the canal, its shoals, &c.  We were 102 hours, what may be considered working time, in accomplishing the trip down; although one quarter of that time was lost in little delays, which are always incident to a new undertaking, and which a little expense and experience will obviate.  We passed the entire train through several of the locks in 18 minutes – the steamer hauling the boats in and out of the locks, without detaching the train at all; and when the locks were near together, and the leads short, we frequently had three boats lashing at the same time in as many of the different locks.  If our towing or connecting ropes had been long enough, we could with equal ease have had the four boats in as many locks at the same time.  – When that number of locks are near together, our success in passing through them was much greater than we expected; - and there is no manner of doubt, that a train of six or eight boats may be passed through a lock in our way much sooner than the same number of horse boats, and with less labor to the hands and lock keepers.  – We found no difficulty in passing other boats or passing around the curves.  Prudence and care are all that are required.

During our entire trip we injured nothing connected with the Canal, or other boats, or our own, except the towing lines which were parted whenever a barge went aground, and this was not infrequent.  Our barges steered badly, owing to their rudders being too short, and the boats too deeply laden.  We found one of them to draw 4 feet 6½ inches, which dragged much of the way on the bottom.  This happened in consequence of a mistake in marking.

We traveled some of the way four miles an hour where the Canal was wide, but in the narrow portions we were obliged to throttle off, and use but a portion of the steam, as the entire power gave too great speed to steer the barges; - we wanted a greater load.  And I have no doubt that the Virginia will haul five boats carrying one hundred tons each, at as great speed as shall be found either profitable or safe.  She works 31 horse power; and works her entire power without any more abrasion to the cranks than an ordinary boat.  On the whole, the experiment has proved more successful than I could reasonably have anticipated, considering the novelty of the business and the entire inexperience of the crew.  It has clearly demonstrated to my mind, at least,
that Steam can be used as a motive power on your Canal, notwithstanding the many locks, over horse and mule power. We found the lock-keepers and all the people, very kind and obliging, and most of the country through which we passed rich and highly delightful. The Canal is the greatest work of the kind I know of in the country. It, however, requires many things to be done before it can be said to be finished. Our [canal boat] train left this place for New York yesterday, at half past 2, P.M."

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**Ibid.** p. 3. **CANAL TRADE DEPARTURES**

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Distance 185 miles.

Sun, Sat. 6/7/51, p. 4. **Georgetown, D. C., Friday Afternoon** – Arrived, boats Ohio, Cumb., coal; H. H. Casey, do., do.; Wm. Albert, do., do.; W. Jackson, 62 miles, limestone; Mount Vernon, Cumb., coal; M. Francis, 62 miles, stone; J. Stream, 31 miles, wheat; Gen. Tyson, Cumb., coal; John P. Smart, 31 miles, flour, &c.; Charlotte, 108 miles, flour and whiskey; John Hetzer, Williamsport, flour; Wells A. Harper, 18 miles, wood; Rambler, 45 miles, hay; L. A. Phelps, Cumberland; Experiment, 31 miles, corn, &c.; W. Cost Johnson, 45 miles, do.; P. F. Thomas, 31 miles, hay, &c.; Josephine Seaton, Cumberland; John Van Lear, 100 miles, flour and corn; Anna Gilleece, Cumberland; Old Dominion, do.; Daniel Webster, 62 miles, limestone; Chesapeake, 62 miles, do.; Francis, 23 miles, flour.


GA, Sat. 6/7/51, p. 2. **Alexandria Coal Trade** – The Alexandria Gazette says: “We stated at the close of April, that the receipts of coal by the Alexandria Canal for that month were 5,801 tons – ‘the commencement.’ During May the receipts have been 8,219 tons, showing a monthly increase of more than 2,000 [tons], with a prospect of a continued increase.”

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**Ibid.** p. 3. **CANAL TRADE**

**Arrived.**

J. P. Smart, 31 miles, flour, wheat, &c. Rough & Ready, 55 miles, wheat, corn, &c.

Enterprise, Cumberland, coal.

Charlotte, 108 miles, flour & whiskey.

John Hetzer, 100 miles, flour.

W. A. Harper, 18 miles, wood.

Rambler, 45 miles, hay, &c.

L. A. Phelps, Cumberland, coal.

Experiment, 31 miles, corn & wheat.

Wm. Johnson, 45 miles, corn, offal, &c.
P. F. Thomas, 42 miles, hay.
J. Seaton, Cumberland, coal.
John Van Lear, 100 miles, corn, flour, &c.
Old Dominion, Cumberland, coal.
Dan. Webster, 62 miles, limestone.
Frances, 23 miles, flour, etc.


DAT, Sat. 6/7/51, p. 3. Canal Trade –
Arrived, P. Janney, 61 miles, 507 bbls. flour; Union, 100 miles, 883 bbls. flour, &c.; W. H. Harrison, 20 miles, wood; Frances, 23 miles, flour; Chesapeake, 62 miles, limestone; North Bend, Cumberland, coal.


Sun, Mon., 6/9/51, p. 1. Merited Compliment. – A large number of citizens of Cumberland, (Md.), have procured of Messrs. Kirk & Sons, of this city, a massive silver pitcher to be presented some time this week to Wm. Price, Esq., of Cumberland. The Civilian says: “The pitcher is richly chased all over with leaves and flowers and scenes representing turreted castles and is of a most beautiful form. It is ten inches high, twenty and a half in circumference, and weighs forty ounces. On a shield in front is the following inscription: ‘Present to William Price, Esq., as a testimonial for his services in aid of the Chesapeake and Ohio Canal, and obtaining funds for its completion – 1851.’”

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Ibid, p. 4. Canal Report – I have the pleasure to announce the arrival, about seven o’clock this evening, of the boat Hugh Smith, from Harper’s Ferry, which place she left at nine o’clock yesterday (Friday) morning, with a fine excursion party of passengers, and a load of good flour. Arrived, also, boats W. H. Harrison, 20 miles, wood; Union, 100 miles, flour, &c.; P. Janney, 61 miles, flour, &c.; Susan, 119 miles, flour, &c. Boats North Bend and American Flag, with coal, from Cumberland, proceeded to Alexandria.

Departed – Boats D. Webster, Rambler, W. C. Johnson, Chesapeake, Francis, Experiment and Wm. H. Harrison.

Yours Mercury.

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Georgetown, D. C., Saturday Night. – In Common Council, last evening, there were present Messrs. Mix, Trunnell, Ridgeley, Bangs, and Cropley, only five – no quorum, and, of course, no business done. The Board of Alderman being more fortunate, proceeded to business. A communication was received from the Mayor, submitting a plan from the President and Directors of the Chesapeake and Ohio Canal Company, for obtaining an additional supply of water to that work between Dam No. 6 and the town of Cumberland. The substance of the letter is as follows: -

To secure an adequate supply of water at all times to the new portion of the Canal, the Company long since determined to construct an additional feeder as soon after the completion of the canal as their means and credit would permit. – The Chief Engineer was accordingly instructed to make such examinations, as early as practicable, as would suggest some efficient plan for furnishing an adequate supply of water to the new line – one which would be the most advisable for the company to adopt in view of their means, and of the failure of Virginia to aid in the construction of a feeder from the South Branch.

The engineer reports the best mode “is by means of pumps, worked by steam, to be stationed at four points along the canal, of sufficient capacity to raise from the Potomac as much water as could possibly be required during the seasons of extreme
drought.” He estimates the cost of the engines and pumps not to exceed $84,000 – and expresses the opinion that it may not exceed $60,000. The plan, he says, is one that is to be “fully relied on for its efficiency, and if adopted will remove forever all apprehensions that may now exist in regard to the practicability of obtaining a sufficiency of water for the upper portion of the canal, at all times, and for any amount of trade that the canal may be made capable of accommodations, even with double locks.”

Under the act of Maryland, authorizing the completion of the canal, the company is permitted to use its revenues for the purpose of furnishing the requisite supply of water. Under this provision, the company can give as security for money borrowed and applied to this object, a lien on the revenues of the canal secondary only to pre-existing obligations, not exceeding in amount $310,000.

The President and Directors express a hope that in view of the deep interest of our three cities in the canal, those corporations will grant such aid as may enable the company to relieve the community from all apprehensions, forever hereafter, of any deficiency of water. A guaranty of $75,000 of the company’s bonds by the three corporations, say $25,000 by each, of a substitution of their bonds for that amount of the company’s bonds, would enable the company fully and effectually to accomplish that object. The letter was read and laid on the table till next meeting.

GA, Tue. 6/10/51, p. 2. **Pleasure Trip on the Canal** – The “Flying Cloud” is the euphonious name which has been given to a Canal boat, which has been fitted up by Capt. Moore, for pleasure trips upon the Canal. The ‘News’ gives a glowing account of her appearance on an occasion of this kind on last Thursday. It adds: “We understand from Captain Moore, that the

President and Directors of the Ch. & O. Canal Company intend to make a trip in the *Flying Cloud* to Cumberland; and if so, it may not be improper to say, that the boat seems well adapted to such a purpose, as she moves very easily and handsomely along the canal, making little or no ripple in the water. The Captain appears to be very obliging and attentive to his passengers.”

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*Ibid*, p. 3. **CANAL TRADE**

**Arrived**

W. H. Harrison, 20 miles, wood.
North Bend, Cumberland, coal.
Union, 100 miles, flour, whiskey & oats.
P. Janney, 61 miles, flour, bran, &c.
Susan, 119 miles, flour, &c.
Am. Flag, Cumberland, coal.
Gov. Sprigg, 108 miles, pig iron & flour.
H. Smith, 61 miles, corn, &c.
Belle, 73 miles, flour, &c.
Col. Crockett, 58 miles, corn, &c.
S. Perry, Cumberland, coal.

**Departed** – Frances, Experiment, W. H. Harrison, Mt. Vernon, Enterprise, J. Seaton, Ohio, C. F. Mudge, *Flying Cloud*, Union.

**Arrived**

Baltimore, Cumberland, coal; J. P. Garrett, 51 miles, bark; Salem, 62 miles, flour; M. R. Zimmerman, Cumb., coal; M. R. Hale, Cumberland, coal and bark; Texas, Cumberland, coal, &c.; E. Payson, 62 miles, limestone; J. F. Essex, 61 miles, 3,400 bushels of corn and 109 bbls. flour; Southampton, Cumb., coal; Thomas

**Departed** – Union, Rough & Ready, P. F. Thomas, J. P. Smart, Gov. Sprigg, Virginia, Anna Gilleece.

**Arrived**

Baltimore, Cumberland, coal; J. P. Garrett, 51 miles, bark; Salem, 62 miles, flour; M. R. Zimmerman, Cumb., coal; M. R. Hale, Cumberland, coal and bark; Texas, Cumberland, coal, &c.; E. Payson, 62 miles, limestone; J. F. Essex, 61 miles, 3,400 bushels of corn and 109 bbls. flour; Southampton, Cumb., coal; Thomas
Jefferson, 62 miles, stone, &c.; Geo. Waters, Cumberland, 104 tons coal.


GA, Thu. 6/12/51, p. 3. **CANAL TRADE**

**Arrived.**

Baltimore, Cumberland, coal.
J. P. Garrett, 51 miles, bark.
Salem, 62 miles, flour & bark.
M. R. Zimmerman, Cumberland, coal.
J. F. Essex, 100 miles, corn.
Thos. Jefferson, 62 miles, limestone & hay
Texas, Cumberland, coal.
E. Payson, 62 miles, limestone.
Geo. Waters, Cumberland, coal.


Dat, Fri. 6/13/51, p. 3. **Canal Trade** –

Arrived, Geo. Waters, Cumb., coal; Wm. H. Harrison, 21 miles, wood; Alex. Neal, 62 miles, limestone; Wm. Jackson, 62 miles, limestone; M. Francis, 62 miles, limestone; Gondola, 31 miles, wheat and corn; Delaware, Cumb., coal; Capt. Walker, 69 miles, limestone; Henrietta, 31 miles, flour, &c.; W. A. Harper, 22 miles, wood; Wm. Fowle, Cumberland, coal, &c.; A. R. Stake, 115 miles, lumber; Chesapeake, 62 miles, limestone; D. & H. Clagett, 81 miles, 641 bbls. flour; A. Jackson, 31 miles, corn, &c.


Sat., 6/14/51, p. 2. **CANAL TRADE**

**DEPARTURES**

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<td>H. H. Casey</td>
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<td>William</td>
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</table>
We have to chronicle rather a novel arrival in our port. Two canal boats of a large class, built by the Washington Coal Company, for the transportation of coal on the Chesapeake and Ohio Canal, came into port this morning. They were laden with coal at Cumberland, Md., from the Washington mines. The coal is of a superior quality and comes without handling in very fine order. The boats of "C. H. Ohr" and "P. B. Petrie" are to be seen at the "Haxton Docks," Brooklyn.

*Sun, Sat., 6/14/51, p. 1. Killed by a Canal Boat.* - The Clearspring (Md.) Sentinel says that on Saturday last, as the canal boat Mary R. Zimmerman, was passing near the lake, a young man who was driving the tow-horses, in attempting to pass the boat by means of a plank, fell with his breast against the side of the boat. He was taken on board and did not appear to be much hurt. After setting a few minutes he was observed to be falling over; and only had time to say "O Lord!" before his spirit was in another world.


The boat *Flying Cloud*, with a gay party, accompanied with music, on an excursion to Great Falls.

*GA, Sat. 6/14/51, p. 3. CANAL TRADE* 

**Arrived.**
Canal Trade - 1851

Alex. Neal, 62 miles, limestone.
Wm. Jackson, 62 miles, limestone.
M. Francis, 62 miles, limestone.
Capt. Walker, 69 miles, limestone.
Henrietta, 31 miles, flour, &c.
Delaware, Cumberland, coal.

Departed – Alex. Neal, Baltimore, M.
Francis, Texas, J. P. Garrett, Belle, Wm.
Jackson, P. Janney, Capt. Walker, Flying
Cloud, M. R. Hale.

Sat. 6/14/51, p. 4. The Canal – The Board
of Control of the Washington City Canal
met at City Hall yesterday morning, and,
among other business, signed the articles
submitting the matters of disagreement
between the contractors who cleaned out the
channel, and the corporation, to Mr. Fisk, the
engineer.⁶

Sun, Mon. 6/16/51, p. 1. Cumberland Coal
Trade - The amount of coal shipped from
Cumberland by the Chesapeake and Ohio
Canal, for the week ending Thursday, was
2,180 tons. The amount sent by the
Baltimore and Ohio Railroad, for the week
ending 7th inst., was 3,664 tons.

Ibid. p. 2. New Trade on the Canal
- The Cumberland Civilian says: "The other
day we saw a large number of boxes, bales,
&c., lying on Mr. Ward's canal wharf, and
forwarded from New York, by Chesapeake
and Ohio Canal. They are destined for St.
Louis, Mo., and are to be sent thence to
some point in Illinois."

Ibid. p. 4. Canal Report - Arrived,
boats C. C. Smoot, 124 miles, bark; C.
Shafer, 89 miles, wheat and corn; Oregon,
77 miles, flour and offal; Isabel, 107 miles,
meal and flour; B. Franklin, 100 miles,
flour; Boston, wood.

Boats Cumberland, Emily Hoffman,
Jenny Lind, Francis Thomas, Lewis Cass,
Eldorado, Mountaineer, Millard Fillmore,
Louisa, Anna Woodward, Westmoreland, J.
Snively and Salome Clarke, all from
Cumberland, with coal, passed through to
Alexandria.

Twenty-four boats, in all, have
arrived this week with coal from
Cumberland.

Departed - Boats W. Jackson, G.
Waters, D. & H. Clagett, Isabel,
Chesapeake, William Fowle and
Experiment.

When will our citizens awake to the
importance of their having a share of the
coal trade? Hope deferred maketh the heart
sick. Mercury.

Sun, Mon. 6/16/51, p. 4. Georgetown, D.
C., Monday Afternoon. - Canal Trade. -
Arrived boats W. H. Harrison, 17 miles,
wood; Ohio, 31 miles, wheat; Lady, 107
miles, corn; W. C. Johnson, corn; Maryland,
42 miles, wheat; Catoctin, 51 miles, flour;
Dan Webster, 62 miles, limestone; P.
Janney, 61 miles, flour; Two Gondolas, 61
miles, bark.

Boats D. Shriver, George W. Riggs,
Louisa, M. L. Rawdon, Columbia and
Oregon, have passed down to Alexandria.

Departures - Boats Jenny Lind,
Emily Hoffman, Potomac, Oregon and
Wells A. Harper.

DAT, Mon. 6/16/51, p. 3. Canal Trade –
Arrived, Potomac, 48 miles, wood, &c.;
Westmoreland, Cumb., coal; J. Snively,
Cumb., coal; M. Standish, Cumb., coal; D.
Shriver, Cumb., coal; G. W. Riggs, Cumb.,
coal; Salome Clarke, Cumb., coal; W. H.
Harrison, 17 miles, wood; Ohio, 31 miles,
wheat, &c.; Lady, 107 miles, corn, &c.; M.
L. Rawdon, Cumb., coal; W. C. Johnson, 45
miles, corn, &c.; Louisa, Cumb., coal;
Columbia, Cumb., coal; Maryland, 42 miles,
wheat, &c.; Catoctin, 51 miles, flour, &c.;
Daniel Webster, 62 miles, limestone; P.

⁶ Republic, Washington, D. C.

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**DAT**, Wed. 6/18/51, p. 3. *Canal Trade* – Arrived, Elizabeth, Cumb., coal; Reindeer, Cumb., coal; Cumberland, Cumb., coal; Pacific, Cumb., coal; Thomas Jefferson, 62 miles, limestone; E. Payson, 62 miles, limestone.

**Departed** – Millard Fillmore, M. Standish, W. C. Johnson, Louisa, Ohio, Lady, Catoctin, Maryland, C. Shafer.

**Sun**, Thu. 6/19/51, p. 4. A gentleman who came down the canal yesterday, informs us that on the level this side of Big Slack Water, the N. Y. barge Phelps had grounded, and that a number of boats from here, and bound down, was thereby detained. He suggests that during the dry season, especially, the boats should not be too heavily laden.

**GA**, Thu. 6/19/51, p. 3. *Canal Trade* 
Arrived, 17th
John G. Stone, Cumberland, coal. 
Buena Vista, 69 miles, limestone. 
H. H. Casey, Cumberland, coal 
Charlotte, 108 miles, 665 bbls. flour. 
Elizabeth, Cumberland, coal. 
Reindeer, Cumberland, coal. 
Cumberland, Cumberland, coal. 
Pacific, Cumberland, coal. 
E. Payson, limestone. 
Eagle, 124 miles, flour, 2,500 bu. wheat, plank. 
Gondola, 87 bbls. flour.

The following arrivals were not reported in our last: E. Hoffman, Jenny Lind, F. Thomas, L. Cass, M. Fillmore, Mountaineer, Anna Woodward, Westmoreland, J. Snively, M. Standish, form Cumberland with coal; C. C. Smoot, 124 miles, bark; C. Shafer, 89 miles, wheat and flour; Oregon, 77 miles, flour & offal; Isabel, 107 miles, meal & flour; B. Franklin, 100 miles, flour, &c.; Potomac, 48 miles, wood, &c.; Col. H. Clay, 89 miles, wheat; Catoctin, 51 miles, flour, &c.; D. Webster, 62 miles, limestone; El Dorado, Cumberland, coal.

Thu. 6/19/51, p. 3. **THE CHESAPEAKE AND OHIO CANAL AND THE COAL AND IRON REGIONS.** – I had been loitering about Washington twelve months or more, when a sudden thought struck me; I will go and look at a little farm I have in Alleghany, and in doing so will take the Canal, and look to the probable trade and commerce the riches of Alleghany may bring to old Alexandria and the District; but Alexandria being first in my affections, was first on my mind. I left Georgetown on the boat Eckhart, owned by Hunter & Dowling, and commanded by Capt. James H. Robinson, on Monday, the 28th of April. If I were to give you all that I saw on that interesting journey, I should tax you and your readers so much that you would not like to hear from me again. Suffice it to say, that on either side of the Canal, on the Maryland and Virginia shores, I saw prospects for a most abundant harvest, and the fine clover fields, even that early, showed the attention the farmers paid to the improvement of their lands; but I was more particularly struck with the sound of the boat horn as it nearest us, and we were passed by a long black vessel, loaded, on inquiry, with Alleghany coal. Of those I passed, in my voyage of five and a half days to Cumberland, thirty five had cargoes of coal, varying from 86 to 106 tons. Of others loaded with flour, wheat, corn, ship stuff, bacon, whiskey, limestone, cedar posts and one of coke, I marked on my Journal fourteen boats. Well, this is a pretty good beginning for five and a half days, and yet this is only a beginning; for, in passing up, I found one boat loading at Shepherdstown; saw three or four fine boats building at Hancock, and at Cumberland I noticed three new boats just completed, and twelve more in a state of forwardness; and even in passing your city I saw several boats constructing for the same commerce. There I looked at your coal wharves and thought that they too would have to be enlarged. After spending the Sabbath in Cumberland, I took the Maryland Mining company’s cars on Monday morning, and after a pleasant ride arrived at its terminus. Mr. Davidson, the agent, gave me a candle and a box of matches, with which I travelled to where the miners were at work, 1,130 feet from the entrance. It is beautiful to see the cars ascending and descending, each driver having a lamp fastened to his cap. I was told that there were two main passages or galleries. They employ about 200 hands; everything seems to be carried on like clock-work. The men all looked hearty and contented, but a little dingy of course. There are some ten or twelve other mining companies in the neighborhood of Frostburg. At this one alone (from the quantity they seemed to be unloading from the trucks into the cars which conveyed them to Cumberland) I thought the amount to be immense. I did not inquire into all the
trade passing up the National road. I saw one or two other mines which seemed to be opened just for the convenience of the neighborhood. I had been frequently told that there was no coal to be found south of the National road. I know that is not the case; for I know of several coal mines south of Youghiogheny river and west of Kyser’s ridge, and I know of mountains of iron ore of the best kind within fourteen miles of the Baltimore and Ohio railroad, and eighteen of the National road. It will not do yet for us to talk about our iron ore. It is of no use for us to try to compete with the pauper labor of England. When our Government will protect our iron and coal interests, then Alleghany county will add another to the list of rich productions she can furnish to the Alexandria market. As I went up the Canal I was shown some iron works, I think at Knoxville, which were obliged to stop operations, with an abundance of ore lying all around them, obtained from an ore bank in Jefferson county, nearby. I saw a quantity of railroad iron arriving at Cumberland from Mount Savage Iron works, which I was told some company had bought for their railroad, preferring our home manufacture, although it cost a little more than the foreign.

There happened during that week to be but five boats returning; I saw two or three with return cargoes for different points on the Canal. I inspected the whole Canal. It is a noble and beautiful work, and most of the locks, aqueducts, &c., show a good deal of architectural taste and judgment. The work is all well done. I could tell you of many beautiful works of nature and art on the Canal. The tunnel through the mountain is 3,150 feet long, by which the distance is shortened by seven miles; the beautiful little towns springing up as if by magic, to wit, the Point of Rocks, Weverton, Sandy Hook, &c. But the length of my article admonishes me to stop, and I would advise any one desirous of enjoying a pleasant trip in the country at this season to go by way of the Canal, and extend the trip as high as Kyser’s Ridge, Petersburg, &c.; and, if he is fond of gunning and fishing, he can enjoy a few weeks of real pleasure at but little expense, as he can get good board anywhere there for from $1.50 to $2 a week. About the 1st of July is the best time for trout fishing.

Your, Truly          H. A. B.

DAT, Thu. 6/19/51, p. 3.  Canal Trade – 
Arrived, Eagle, 124 miles, wheat, &c.; Wm. Jackson, 62 miles, limestone; Gondola, 61 miles, flour, &c.; M. Francis, 62 miles, limestone; Texas, 77 miles, hay, &c.


Sun, Fri. 6/20/51, p. 4.  Canal Trade -
Arrived boats Eagle, 124 miles, wheat, &c.; Wm. Jackson, 62 miles, limestone; Gondola, 61 miles, flour, &c.; M. Francis, 62 miles, limestone; Texas, 77 miles, hay, &c.


The H. G. Phelps is aground in the canal and has so obstructed the navigation that boats are unable to pass. Mercury.

DAT, Fri. 6/20/1851, p. 3.  Canal Trade –
Arrived, Tonoloway, 102 miles, lime; J. P. Smart, 31 miles, flour, wheat, &c.; Capt. Walker, 69 miles, limestone; F. Rawdon, Cumb., coal; Josephine Seaton, Cumb., coal; Wm. H. Harrison, 20 miles, wood; Potomac, 45 miles, wood; P. F. Thomas, 31 miles, wheat, &c.; Gen. Cass, 31 miles, 150 bushels wheat, 600 bushels corn, 830 bushels meal, 130 bushels oats.

Canal Trade - 1851

Sat., 6/21/51, p. 2. **CANAL TRADE DEPARTURES**

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Tons</th>
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<td>97</td>
<td>16</td>
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<td>Otho Baker</td>
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<td>F. Rawdon</td>
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<td>Isaac Motter</td>
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<td>Wm. B. Clarke</td>
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<td>6/14</td>
<td>D. J. McCoy</td>
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<td>James Terrell</td>
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<td>Josephine Seaton</td>
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<td>Col. Young</td>
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<td>13</td>
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<td>6/16</td>
<td>Gen. Tyson</td>
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<td>Mount Vernon</td>
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<td>Anna Gilleece</td>
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<td>Wm. Albert</td>
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<td>C. F. Mudge</td>
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<td>16</td>
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<td>6/17</td>
<td>James Boyce</td>
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<td>Enterprise</td>
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<td>Mary R. Zimmerman</td>
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<td>6/18</td>
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<td>Salem</td>
<td>91</td>
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<td>Charles Arthur</td>
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<td>Baltimore</td>
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Distance, 185 miles.

Sun, Sat. 6/21/51, p. 4. **Canal news** - I have the pleasure to state that the boat which obstructed the Canal has got off, and we have the following arrivals: Boats M. Francis, 62 miles, limestone; Texas, 77, flour; Tonoloway, 102, lime; J. P. Smart, 31, flour and grain; Captain Walker, 69, limestone; W. H. Harrison, 20, wood; Potomac, 45, wood; Neptune, 31, flour; P. F. Thomas, 31, wheat; Geo. Washington, 31, wheat and corn; Gen. Cass, 31, wheat and corn; Virginia, 124, corn. The boats F. Rawdon and Charles Perry, from Cumberland, have passed down to Alexandria.


Mercury.

GA, Sat. 6/21/51, p. 3. **CANAL TRADE. Arrived.**

Wm. Jackson, 62 miles, limestone.
M. Francis, 62 miles, limestone.
Texas, 77 miles, flour & hay.
Tonoloway, 102 miles, lime.
J. P. Smart, 31 miles, flour, wheat, corn & meal.
Capt. Walker, 69 miles, limestone.
F. Rawdon, Cumberland, coal.
W. H. Harrison, 20 miles, wood.
Potomac, 45 miles, wheat.
Neptune, 31 miles, flour, &c.
P. F. Thomas, 31 miles, wheat, &c.
J. Seaton, Cumberland, coal.
Charles Perry, Cumberland, coal.
Virginia, 124 miles, corn.
D. J. McCoy, 77 miles, 680 bbls. flour, &c.

(At the time of the closing of our report, other boats are hourly expected to arrive.)


DAT, Sat. 6/21/51, p. 1. **Canal Trade** –

Arrived, William Albert, Cumb., coal; Otho Baker, Cumb., coal; Rambler, 42 miles, bark, oats, &c.; Isaac Motter, Cumb., coal; D. J. McCoy, Cumb., coal; Oregon, 77 miles, flour, &c.; Chesapeake, 62 miles, limestone; Caroline, Cumb., coal; Col. Young, Cumb., coal; Virginia, Cumb., coal;
Charles Perry, Cumb., coal; Geo. Washington, 31 miles, wheat and corn; Neptune, 31 miles, flour, &c.; H. G. Phelps, Cumberland, coal.


Sun, Mon. 6/23/51, p. 1. Affairs in Allegany County. - The Cumberland Civilian has the following items:

Coal Trade - The amount of coal shipped from Cumberland by the Chesapeake and Ohio Canal, for the week ending on Thursday last, was 3,044 tons; by the Baltimore and Ohio Railroad, for the week ending 14th instant, 3,834 tons.

Canal Intelligence – On Monday, the President and Directors of the Canal Company leave her in the fine baroque “Flying Cloud,” Capt. Moore, on a survey excursion along the whole line of canal to Cumberland. They will, doubtless, have a delightful time, and the “Baltimore Sun,” at each point and village, will keep them posted as to affairs in the national metropolis.

Arrived – Boats Chesapeake, 6½ miles, limestone; Oregon, 79 miles, flour; Rambler, 42 miles, bark and oats.

Departed – Boats Tonoloway, Reindeer, Eldorado, Potomac and Oregon.

The boats Colonel Young, (new,) Caroline, D. J. McCoy, Isaac Motter, Otho Baker, William Albert, James Terrill, H. C. Phelps and Williams, nine in all, from Cumberland, with coal, have passed down to Alexandria.

DAT, Mon. 6/23/51, p. 4. Georgetown, June 28 – The president and directors of the Canal company, Gov. Lowe and W. C. Johnson, left this morning at nine o’clock, in the pleasure boat Flying Cloud, Captain Moore, for Cumberland. Their object is to explore the entire line of the canal, and ascertain what if any, repairs or improvements are necessary for the accommodation of the rapidly increasing trade thereon. They will not return before the 3rd of July.

Sun, Tue., 6/24/51, p. 2. Transportation of Coal from Cumberland. - The Cumberland Civilian says that negotiations are now pending to convey the coal from Cumberland to New York by the Chesapeake and Ohio, the Chesapeake and Delaware, and the Delaware and Raritan canals. The price asked is less than three dollars per ton, toll included. By such augmentation in the coal railroads as may be reasonably anticipated under the present enlightened policy of the Chesapeake and Ohio Canal Company, it is thought the coal can be placed on board the canal boats at Cumberland at an expense, including mining, of fifty cents per ton. This method would require but a single shifting or handling of the coal from the time it leaves the mines until it reaches the port of consumption; and would place the coal alongside the wharves of New York, or the steamships, at a cost of less than three dollars and fifty cents per ton! Can anyone (asks the Civilian) fix the limits to its sale, in such a condition, at four dollars per ton.

GA, Tue. 6/24/51, p. 2. Transportation of Coal – There can be no denial of the fact, that the new mode of transporting Coal from the mines at Cumberland, by means of a steam-tow-vessel, through the C.& O. Canal, and the Ches. & Del. Canal, and the Raritan Canal, to N. York, a distance of about six hundred miles, is likely to modify to some extent the character of the Coal business from what was heretofore calculated upon. It will in some measure do away with the necessity for Coal Depots at the intermediate points, and lessen expense.
by obviating, to such extent, the occasions for re-handling.

The success of the experiment of conveying Coal in this way seems to have been fully established by the late arrival of the tow-boat *Virginia* at N. York, with her three heavily laden barges in tow.

The *Civilian* states some additional interesting facts in relation to this experiment.

The *Virginia* took 102 hours to run from Cumberland to Alexandria, distance 191 miles; one-fourth of which time is thought to have been lost by getting aground, and other accidents of a similar character. She passed her train through some of the locks in 18 minutes; and when the locks were close together, without detaching the trains. It is thought that she could tow six or more boats on the canal without impeding the ascending trade. With slight improvements in locking, - “a Steamer on the plan of the *Virginia*, working 50 horsepower, will take 800 tons of Coal in 8 boats from Cumberland to Alexandria without any difficulty, and at as great speed as true economy and safety to the boats will admit.” “In the narrow and rocky portions of the Canal,” continues he, “there can be no profit in moving with loaded boats more than 2 miles an hour. True economy, it seems to me, requires the use of as large a power as the Canal will admit, say 50 horse – and then attach to it just as many boats as it can haul at a speed of from 2 to 2½ miles an hour, with hands enough to handle the fleet – 2 to each boat will be sufficient. To every coming down there is a going back, which is all out of pocket, or nearly so, as the cash figure will be trifling, and it is a long way to travel for nothing; therefore, the fewer hands the better in my view.”

That the Coal trade will to considerable extent be carried on in this way, may be now reasonably anticipated, we presume. And it is equally to be expected that much of the heavy western trade from New York to the West, where expedition is not so much of an object as cheapness, will come down through the same route by the empty return barges. Thus a new business of important character, it is highly probable, will spring up, as a consequence of the completion of the Canal, and the adoption of this new mode of transportation. The question will very naturally arise in the minds of our readers, will our town be likely to be profited by this new business, and if so, in what way, and to what extent?

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*Ibid*, p. 3. **CANAL TRADE**


It will be seen that the C. H. Ohr, has got back from her trip to New York, meeting with no difficulty in her progress.

DAT, Tue. 6/24/51, p. 3. **Canal Trade** – *Arrived, J. Terrell, Cumb., coal; William, Cumb., coal; W. A. Harper, 20 miles, wood; Gen. Tyson, Cumb., coal; C. F. Mudge, Cumb., coal; Annawan, Cumb., coal; American Flag, 127 miles, cement; H. & H. Clagett, 81 miles, flour, &c.; John Van Lear, 100 miles, flour, &c.; Ann Gilleece, Cumb.,*
Canal Trade - 1851

coal; James Boyce, Cumb., coal; M. R. Zimmerman, Cumb., coal; Dan Webster, 62 miles, limestone; Susan, 119 miles, flour, &c.


Sun, Wed., 6/25/51, p. 4. The cleaning out, deepening and repairing that portion of the Washington canal which lies between Virginia avenue and the Anacostia, is progressing rapidly. This work proves to be easier than on either of the other sections and will be completed by the first of October next.

Yours, &c. Mercury.

DAT, Wed. 6/25/51, p. 3. Canal Trade – Arrived, Enterprise, Cumb., coal; Mount Vernon, Cumberland, coal.  

GA, Thu. 6/26/51, p. 3. CANALO TRADE

Arrived.
Mt. Vernon, Cumberland, coal.
Enterprise, Cumberland, coal.


Sun, Fri. 6/27/51, p. 4. The Canal Steamer
- The steamer C. H. Haswell, Captain Miner, employed in towing canal boats to New York, arrived at Alexandria on Tuesday.

DAT, Fri. 6/27/51, p. 3. Canal Trade – Ben. Franklin, 99 miles, flour and corn; Charles Arthur, Cumb., coal; Salem, Cumberland, coal.


Sat., 6/28/51, p. 2. CANAL TRADE

DEPARTURES

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<td>Sarah Perry</td>
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<td>North Bend</td>
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Distance, 185 miles.

The Canal Office.

The Chesapeake and Ohio Canal Board have determined to change the location of the Company's Office, to Washington City. We have never been prepared to approve the policy of locating the office of this Maryland work out of the limits of the State. We have regarded Cumberland as the proper location for the office; but if it is not a suitable point, some such point could certainly be found in Maryland. With the Frederick Herald, "we rejoice that under the New Constitution the people will have a controlling voice in this question. If they are willing that the officers of this Maryland work shall reside beyond the limits of the State - that all official
business shall be transacted beyond the State jurisdiction, they can so determine by the election of Commissioners who will ratify the act of the present Board. If, however, the people desire that the office of the Canal Company shall remain within the State of Maryland, they will elect only those as Commissioners of public works who will, in this respect, conform to their wishes. The matter rests with the people. It will be for them to determine and settle the whole question to their own satisfaction."

**Trip up the Canal**

The President and Directors of the Canal Company accompanied by Gov. Lowe, and other guests, left Georgetown on Monday last, in the pleasure boat, *Flying Cloud*, Capt. Moore, for Cumberland. The object of the trip was to explore the entire line of the canal, and ascertain what, if any repairs or improvements are necessary for the accommodation of the rapidly increasing trade thereon.

It is expected that *Flying Cloud* will reach Cumberland today.

**Canal Monument.** - The Baltimore papers notice a monument, in Mr. Geddes' marble yard in that city, designed by Col. John Pickell, and intended to commemorate the completion of the Chesapeake & Ohio Canal. The monument is to be erected at Cumberland, and it is said to be unique, chaste and beautiful, and will be about twelve feet high. It is made of Maryland marble, and will stand on a pedestal of granite. It is too late now to object to the monument; but the money it will cost had been appropriated to paying so much of the Canal Scrip or other debts of the company, the act would have been worthy of commendation.

**Sun, Sat. 6/28/51, P. 1. Cumberland Affairs.** - We extract the following items of interest from the Cumberland *Civilian* of yesterday: -

*The Coal Trade* - The Canal continues in good boating order, but business limited on account of the scarcity of boats. The amount of coal shipped on the boats during the past week was 1,916 tons, and by the railroad 4,191 tons.

*A Canal Packet* - Mr. Ward is fitting up at his boat-yard, a handsome canal packet which he expects to have ready for use by the 4th of July. It is probable she will ultimately run as a regular packet between Cumberland and Alexandria, and be the first of a line, being handsomely fitted up for passengers.

**GA, Sat. 6/28/51, p. 3. CANAL TRADE**

**Arrived.**

G. A. Arthur, Cumberland, coal.
Salem, Cumberland, coal.
Old Dominion, Cumberland, coal.
August, Cumberland, coal.
Massasoit, Cumberland, coal.
B. Franklin, 100 miles, flour, corn, &c.

**Departures** – D. J. McCoy, D. Webster, American, C. F. Mudge, I. Motter, H. G. Phelps, Mt. Vernon, Anna Gilleece.

**DAT, Sat. 6/28/51, p. 3. Canal Trade** –

Arrived, boats Old Dominion, Cumb., coal; Augusta, Cumb., coal; Massasoit, Cumb., coal; Martin Hoffman, Cumb., coal; M. R. Hale, Cumb., coal; Anna Woodward, Cumb., coal; Emily Hoffman, Cumb., coal; Hugh Smith, 61 miles, flour.

**Departed** – Anna Gilleece, Mount Vernon and Enterprise.

**DAT, Mon. 6/30/51, p. 3. Canal Trade** –

Arrived, Sarah Perry, Cumb., coal; Baltimore, Cumb., coal; North Bend, Cumb., coal; Yankee, new boat, Cumb., coal; Oregon, Cumb., coal; M. Standish, Cumb., coal; Geo. Waters, Cumb., coal; *Oregon, Cumb., coal; Ohio, Cumb., coal;**
L. A. Phelps, Cumb., coal; G. W. Riggs, Cumb., coal; Delaware, Cumberland, coal; Union, 100 miles, flour, &c.; Eagle, 124 miles, wheat, &c.; J. P. Smart, 31 miles, corn, flour, &c.; John Lambie.


* There are two boats by the name of Oregon.

Sun, Wed. 7/2/51, p. 4. The Canal is open and boats daily arriving and departing.

DAT, Tue. 7/1/51, p. 3. Canal Trade – Arrived, David Shriver, Cumb., coal; H. H. Casey, Cumb., coal; Louisa, Cumberland, coal.

Departed – Salem, Benjamin Franklin, Union.

GA, Thu. 7/3/51, p. 2. CANAL TRADE

Arrived. D. Shriver, Cumberland, coal.
H. H. Casey, Cumberland, coal.
Louisa, Cumberland, coal.
M. L. Rawdon, Cumberland, coal.
Jenny Lind, Cumberland, coal.
Frances, flour & oats.

Departures – M. Hoffman, Oregon, E. Hoffman, S. Perry, Ohio.

DAT, Thu. 7/3/51, p. 3. Canal Trade – Arrived, Frances, 23 miles, flour, &c.; M. L. Rawdon, Cumb., coal; Jenny Lind, Cumb., coal; Wm. Fowle, Cumb., coal; Rough & Ready, 55 miles, wheat and flour.

Departed – Massasoit, Oregon, Old Dominion, Augusta, M. Hoffman, Oregon, E. Hoffman, Sarah Perry, Ohio, Hugh Smith, Louisa.

Sat. 7/5/51, p. 2. Visit of the Canal Board.

The President and several of the Directors of the Chesapeake & Ohio Canal, accompanied by Mr. Eackes, President of the Alexandria Canal Company, and other gentlemen, arrived in Cumberland on Saturday last, in Capt. Moore's pleasure boat, Flying Cloud, from Georgetown. It had been announced that Gov. Lowe was with the company, but this proved to be a mistake. - The company were received at the wharf of Mr. Ward by a delegation of the corporation and citizens and welcomed to the "mountain city" by Mr. Tower, in a brief speech, to which Ex-Gov. Sprigg, President of the Canal Company, responded. The citizens present were then formed in procession by J. M. Schley, Esq., and marched to Barnum's Hotel, where a number of citizens dined with the distinguished visitors.

On Monday, the President and Directors of the Canal, and their guests, with a number of our citizens, upon the invitation of several of the Coal Companies, visited Frostburg coal basin. The company left the Depot, accompanied by the Cumberland Brass Band, in the train of cars for Eckhart Mines, at half past 8 o'clock, and arrived at the mines about half past 9, where they were handsomely received by Col. M. O. Davidson, General Superintendent of the Maryland Mining Company. The Colonel, after leading his visitors through the subterranean passages which open the way to the vast mineral resources of the Company, invited them to his handsome residence, where he refreshed them with a well prepared and profuse lunch.

From the Maryland Mines, the company were conveyed to Frostburg in coaches of the N. R. Stage company - and thence visited and explored the mines of the Frostburg and Borden Coal companies, under the guidance of Mr. Bruce and Mr. Greene, Superintendents of the respective companies.

Returning to Frostburg, at 3 o'clock the company sat down to an elegant dinner, prepared for the occasion at Highland Hall.
After the cloth was removed, a number of sentiments were proposed and drank, and brief speeches were made by Col. McKaig, Ex-Gov. Sprigg, and Hon. J. Dixon Roman.

The company returned to Cumberland in the evening, highly gratified with their visit to the coal region.

The several coal companies visited, as well as others in the neighborhood, are making arrangements to increase their facilities for bringing out the hidden stores of wealth locked up in this portion of our mountain county. We doubt not that what might now be considered most extravagant calculations of the probable growth of the coal trade within the next ten years, will be more than realized.

We were pleased to learn from the President of the Canal Company, that the Canal is in very fine condition from Georgetown to Cumberland, and abundantly supplied with water, notwithstanding the dryness of this season, except between Cumberland and Dam No. 6, and on this portion of the work, there is a sufficiency of water for the present trade.

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Steamers and Coal

There is probably no business (says the Georgetown Advocate) which has sprung up so during the past three or four years which has grown into such rapid importance as the construction of large Steam-vessels. There have been more than seventy Steamers of upwards of 1,000 tons each, built in the last three years, and the number is being constantly added to. Each of these Steamers will require a supply of Coal, and it is acknowledged that the article cannot be furnished in any other way of as good a quality as that which comes down the Chesapeake and Ohio Canal. What limit then can be placed, in the course of a very few years, to the immense trade of the Chesapeake and Ohio Canal, and to the amount of the mineral products which must be brought to tide water by its aid. The amount of Coal sent by it at present is only some 3 or 4,000 tons per week, but it will take upwards of a million tons to pay the interest on the cost of its construction. But who can doubt that this amount will erelong be forthcoming? Certainly no one who will consider for a moment the vast amount of Coal which will be required to supply the Steamers of the world, and for other purposes.

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Ibid, p. 3.  CANAL TRADE  DEPARTURES

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Distance, 185 miles

Mon. 7/7/51, p. 2.  To the Editors –  
To show more fully the progress of the city, it is only necessary to state that there are at present in operation sixteen brick-yards, having 95 tables, calculated to make not less than 33,450,000 bricks this year. The trade on the Chesapeake and Ohio Canal is fast increasing; large quantities of
produce, particularly coal, are daily coming down, mostly to be shipped from Alexandria. A goodly portion of this trade will find its way to the Eastern Branch as soon as our city canal is deepened so as to admit boats through its whole line. A very culpable neglect has been manifested in not deepening from the mouth of the Creek to Fifteenth street, so as to admit vessels of a draught equal to those passing through the Chesapeake and Ohio Canal, passing up as far as 12th, delivering anthracite coal, and taking a return load of bituminous, as well as various other articles, lumber, &c. Our manufactures are increasing to a great extent under the enterprising mechanics, McKinstry, Ryder, Page and Sneider, in machinery, besides planning and saw mills. A fine steamboat has been built by Mr. Page, who has another on the stocks; and much is done in building vessels by the Easby’s, at the west end of the city.7

DAT, Sat. 7/5/51, p. 3. **Canal Trade** – Arrived, F. Rawdon, Cumb., coal; M. Fillmore, Cumb., coal; Salome Clarke, Cumb., coal; C. H. Ohr, Cumb., coal; Atlantic, Cumb., coal; Columbia, Cumb., coal; Pennsylvania, Cumb., coal; Westmoreland, Cumb., coal; Pacific, Cumberland coal; Cumberland, coal.

**Departed** – Frances, George Waters, Yankee, Baltimore, M. R. Hale, Delaware, Flying Cloud.


**Departed** – Frances, George Waters, Yankee, Baltimore, M. R. Hale, Delaware, Flying Cloud.

Sun, Tue., 7/8/51, p. 2. **Cumberland Coal Trade** - The amount of coal shipped at Cumberland by Canal for the week ending July 3, was 2,840 tons. Total since the opening of the Canal, 39,578 tons. Sent by railroad for the week ending June 28, 4,852 tons.

DAT, Tue. 7/8/51, p. 3. **Canal Trade** – Arrived, Thomas Charlton, 100 miles, 491 bbls. flour; Osprey, Cumberland, coal.


Wed. 7/9/51, p. 3. **Arrival Extraordinary**
The steamer Virginia, which towed three boats laden with coal from Cumberland to New York, via Washington, a few weeks ago, today arrived in the Washington City Canal, having in tow three boats laden with anthracite coal, for merchants in this city. She is now at the foot of Sixth street but will soon depart for Cumberland for another train of coal boats. – **Telegraph**.8

Wed. 7/9/51, p. 3. **The Canal – Arrival Extraordinary** – Some of our citizens were

7 *Daily National Intelligencer*, Washington, D. C.

8 *Daily National Intelligencer*, Washington, D. C.
surprises yesterday by the arrival in the Washington City Canal waters of three barges, similar to those on Lake Erie, and towed by a puffing steamer. The freight is two hundred and thirty-one tons of Pottsville anthracite coal, obtained at Port Richmond, near Philadelphia, and consigned to Messrs. Smith and Greaves. The fleet lies at the foot of Sixth street. The captain intends going to Cumberland, as he did on a previous occasion, for a cargo of coal, to be conveyed northward. He has supplied Troy, New York, with that article from the Cumberland mines. Such boats as those to which we have alluded have never before been seen in our city water.  

AG, Wed. 7/9/51, p. 2.  Chesapeake and Ohio Canal. – The writer, as one of the guests of the President and Directors of the Chesapeake and Ohio Canal Company, has had the pleasure of accompanying the Board on a delightful excursion up the Canal from Georgetown to Cumberland.

The party, the President, Directors, Engineer and Clerk of the Company, and a few invited guests, on board the good boat “Flying Cloud,” Captain Moore, set out from Georgetown on the morning of the 23rd ult. The object of the President and Directors being to inspect the work thoroughly; we proceeded at the rate of 30 to 40 miles per day, which afforded ample time for examination, without any sense of tediousness. The works of art, the sublime scenery, delightful breeze and agreeable company, even with less expedition, would have been sufficient to dissipate every thing like ennui. The day’s journeys were so arranged as to reach convenient points for passing the nights on land, one of which was spent at Bath, that delightful spot, being but two or three miles from a point on the Canal six miles above Hancock.

The Chesapeake and Ohio Canal is a most magnificent work, in length 184½ miles, in breadth at the water surface 60 feet, the first 134 miles; and 54 feet in width from dam No. 6 to Cumberland. The banks are sufficient, with a full supply of water, to afford a depth of six feet; at present the levels vary from 4 to 6 feet. There are, from tide water to Cumberland, 74 lift locks and 3 guard locks; the elevation of the basin at Cumberland being 609 feet above mid-tide in the Potomac. The Tunnel, passing through a spur of Townhill mountain, is 3118 feet long, and cost $700,000. The entire cost of the canal has been upwards of $11,000,000. With the proceeds of the bonds guaranteed by the State of Virginia, important improvements and essential repairs have been made, care has been had to those portions of the Canal subject to lime sinks and to those parts composed of slaty materials, where the leakage has been very great. On the division from Dam No. 1 to Dam No. 2, at the two points (Bear Island and near Seneca) where the greatest damage was done by freshets in ’43 and ’47, the Canal has been made entirely secure against damage from freshets even higher than those. At Dam No. 4, where great injury has been done by freshets from water passing over and around the abutments, the guard bank, guard and stop lock, have been raised so as to protect the Canal against overflows from the highest freshets; and on the other levels, which will yet be liable to overflows, long over-falls or wastes have been made, the effect of which will be to lessen, if not entirely prevent, damage from future freshets. The new portion of the work, from dam No. 6 to Cumberland, 50 miles, is entirely out of the reach of freshets, and that dam is in as good condition as it was the day it was completed. Dam No. 3, called the Government Dam, at Harper’s Ferry, is also in good order, but the other dams, not having been originally so well constructed,
require every year mor or less temporary repair, and at present need raising and permanently repairing, especially dams No. 1 and 4; and on the division next above Harper’s Ferry, a culvert will be substituted for a wooden trunk. This work and all other necessary on the whole line of the Canal, I am informed, can be done with but slight interruption to the navigation; and there remains unexpended of the Virginia guarantee fund, sufficient to defray the probable cost.

The banks and locks of the Canal are in good order throughout the whole line, and, with an ordinary supply of water, boats carrying 100 tons of coal can readily pass from Cumberland to tide-water at Georgetown, or through the Alexandria Canal, to Alexandria. But it is now apparent, indeed it has from the commencement of the work been known, that to afford an adequate supply of water at all times from Cumberland to Dam No. 6, a distance of 50 miles, it will be necessary to construct additional works. Dam No. 8, at Cumberland, will probably be sufficient at all times, to supply the first 10 miles of the Canal; the additional quantity of water necessary in the driest season is estimated at 6,000 cubic feet per minute. Since the failure of the company to obtain the guarantee of Virginia of the Company’s bonds to an amount sufficient to construct the south branch feeder (estimated cost $150,000 and capacity in the driest season 2,500 cubic feet per minute,) the scientific and accomplished engineer, C. B. Fisk, esq., proposes raising a sufficient supply of water from the river Potomac by means of four steam pumps, placed at distances of about 10 miles apart, (the first or upper pump 10 miles form Cumberland,) at a cost of not over $34,000, or but three pumps with Evitts Creek as a feeder; that creek is only 4 or 5 miles from Cumberland and would enter the Canal at a point favorable for furnishing water on the whole of the division from that point to dam No. 6, 45 or 46 miles. The natural flow of that stream in a dry time, is 400 cubic feet per minute, (1-15 of the capacity of four pumps) with a reservoir of 100 acres ten feet deep, it would be equal to the capacity of four pumps for five days; a supply for sixty days would require a reservoir of 600 acres, 20 feet deep.

If Evitts Creek be used at all, it will probably be with the reservoir sufficient to supply the place of one pump. Doubts have been expressed in some quarters of the feasibility of the plan, but it is no experiment, having been tried elsewhere, and its efficiency is capable of mathematical demonstration. Those well acquainted with the location and deeply interested in the usefulness and success of the Canal, with whom I have conversed, fully approve of the plan, and express entire confidence in its adequacy.

With the Canal once supplied with six feet water and a sufficiency of boats, seeing the inexhaustible supply of coal in the mountains of Allegany, it is difficult to from any conception of the immense quantity of coal that will be transported to the tide-water cities, Washington, Georgetown and Alexandria. The mines are now turning out about 1,000 tons daily, and there are on the line of the Canal, upwards of 80 boats suited to the coal trade and more building. Alexandria is prepared with wharves to accommodate the shipment of a quarter of a million of tons per annum, and can, as required, increase her works to almost any extent.

The capacity of the Canal with its present locks, is generally spoken of as a million of tons per annum. It will probably prove to be much greater. With a full supply of water, there could certainly [be] more than 10,000 boats of 100 tons each, pass through the locks in one year, it requiring but three minutes to fill or empty a lock, and
the whole detention of the boat not averaging more than 5 or six minutes. If necessary, another set of locks may be constructed at a cost of about one million of dollars, thereby doubling the capacity of the canal. The writer, though making no pretentions to the spirit of prophecy, will venture to predict, that, in less than 20 years, two millions of tons per annum will be transported on the Chesapeake and Ohio Canal, and the company be relieved from its embarrassments.

I took up my pen with the intention of giving a brief account of my trip, and expressing the satisfaction I had experienced in taking it, but have however extended my remarks until I fear that they may become wearisome. I will conclude by giving a short account on the termination of the voyage of the “Flying Cloud.” When within three miles of our journey’s end, our boat was met by one from Cumberland, with music and banners, and having on board a deputation from the public authorities of the city, who invited the President and Directors and their guests on board. After being hospitably entertained, our Company, with a portion of the deputation from Cumberland, returned to the “Flying Cloud,” and on arriving at the Mountain city, about 3 o’clock in the afternoon of Saturday, the President and Directors and their guests were welcomed by firing of cannons and an appropriate address delivered by F. B. Tower, esq., on behalf of the Common Council and citizens, which was responded to by the President of the Canal Company, Ex-Gov. Sprigg, in his usual happy manner. Just as our boat approached the city, a splendid Canal boat was launched from the boat yard of the enterprising contractor and public-spirited citizen W. L. R. Ward, esq.

After these ceremonies were over, a procession was formed, and the visitors were escorted to Barnum’s Hotel, where, with a large number of citizens, they set down to a sumptuous dinner, which was discussed with much good appetite and feeling, and was followed with happy toasts and speeches, and great hilarity, manifesting the warmth of the hearts of the Alleganians.

On Monday, by invitation of Messrs. M. O. Davidson, D. C. Bruce and A. C. Greene, Managers of the Maryland, Frostburg and Borden Mining Companies, the President and Board of the Canal Company, with their guests, and a number of citizens of Cumberland (cars having been provided for the purpose) visited the mines, and were received at the Ekhart under a salute of Artillery, and were conducted through the Maryland Company’s Mines by M. O. Davidson, esq., and after examining the works were politely invited by him to his residence, and there hospitably and elegantly entertained; and after having enjoyed the refined society under his roof, as long as our limited time would permit, the company reluctantly departed – verily, Ekhart hath jewels other and more to be prized, than her “black diamonds.” From thence, about 12 o’clock, the Company were conveyed in carriages to Frostburg, where, after having examined the Mines in the vicinity, they dined with the Officers and Agents of the Mining Companies and citizens of Frostburg, Col. T. J. McKaig presiding.

The entertainment as in Cumberland, was sumptuous, and the toasts and speeches animated and eloquent, “Woman, Heavens last best gift to man,” was not forgotten: the ladies of Allegany were repeatedly toasted, both at Cumberland and Frostburg. The Company rose from the table between five and six o’clock, and by seven arrived in Cumberland, all delighted with the proceedings of the day. It has not been my purpose to give a description of the Mines, but rather a brief narration of that portion of the journey. I will, however, in order that some idea may be formed of the extent of the operations, mention the fact that, in one
of the Mines, the Maryland Mining
Company’s – the main track and branches
extend nine miles.

The citizens of Cumberland,
Frostburg and the vicinity, spared no pains,
either publicly or privately, to entertain their
guests. Such enthusiasm and hospitality
must have been highly gratifying to the
President of the Chesapeake and Ohio Canal
Company, evincing as it did the interest
taken in the Canal, and the confidence in,
and respect for, its President.

The excursion altogether, from
Georgetown to Cumberland and Frostburg,
was one of the most agreeable ever
witnessed by the writer- and he would
advise all who wish a few days rational
enjoyment, free from the cares of business,
or those who desire to dispel the blues, to
charter the “Flying Cloud,” Capt. Moore,
and take a trip to Cumberland – and his
word for it they will not regret it. A.

GA, Thu. 7/10/51, p. 2. Steam Tow Boat –
The little Steam Tow Boat Virginia, brought
back from New York to the Washington
City Canal, three boats laden with anthracite
coal for merchants in that city. She
proceeds again to Cumberland for more
Canal boats laden with coal.

Ibid, p. 3. CANAL TRADE

Arrived

Thomas Charlton, 99 miles, 491 bbls. flour
Osprey, Cumberland, coal.
C. F. Mudge, Cumberland, coal.
Gen. Tyson, Cumberland, coal.
American Flag, Cumberland, coal.
Otho Baker, Cumberland, coal.
J. Terrell, Cumberland, coal.
W. A. Harper, 17 miles, wood.
C. Shafer, 89 miles, wheat, &c.

Departures – Wm. Fowle, Pennsylvania,
Salome Clarke, H. H. Casey, North Bend,
Anna Woodward, T. Charlton, Rough &
Ready, Westmoreland, F. Rawdon.

The Ches. & Ohio Canal Company
having been lionizing and feasting up at the
Allegany Mines in great style. – Fine
dinners and good cheer makes everything
look very gratifying up in that direction.
But the lack of water in the Canal! – oh! that
is a sad thing! The necessity of pumping the
Canal full by steam engines, does not look
well – or scientific! However, the papers
report a sufficiency of water for the present
trade.

DAT, Thu. 7/10/51, p. 3. Canal Trade – W.
A. Harper, 17 miles, wood; Gen. Tyson,
Cumb., coal; C. Shafer, 89 miles, wheat,
&c.; American Flag, Cumb., coal; Otho
Baker, Cumb., coal; Reindeer, Cumb., coal;
James Terrell, Cumb., coal; John G. Stone,
Cumb., coal; F. Bloodgood, (a new boat,)
Cumb., coal; F. Thomas, Cumberland, coal.

Departed – North Bend, Anna Woodward,
Thos. Charlton, Rough & Ready,
Westmoreland, F. Rawdon, C. H. Ohr,
Southampton, Cumberland and Pacific.

Sun, Fri., 7/11/51, p. 2. Fatal Accident -
The lifeless body of Capt. Geo. Beard, of the
canal boat Millard Fillmore, was found, on
Tuesday morning, in the second lock of the
Canal, at Alexandria. It is supposed, that in
attempting to cross the lock with a bundle of
hay for his horses, he slipped and fell in. He
was a worthy and industrious man and
leaves a wife and two children to mourn
their loss.

DAT, Fri. 7/11/51, p. 3. I have just learned
that there is a breach in the Alexandria
canal, at the four-mile run, which will
interrupt the navigation for three or four
days.

Canal Trade – Arrived, Charles Perry,
Cumb., coal; El Dorado, Cumb., coal; James
Boyce, Cumb., coal.

Departed – Catharine Shafer, P. B. Petrie.
GA, Sat. 7/12/51, p. 2. The daily reports of canal commerce show the number of boats reaching Alexandria daily from Cumberland loaded with coal. The coal wharves at that place are heaped up with the products of the mines. Some six or seven vessels are lying there taking in their cargoes for the Eastern cities; and the steamer Martin Hoffman was filled with about five hundred tons, ready to start on her passage to New York. The more this Cumberland coal is used, the more will be the demand for it. The agents of the coal companies in Alexandria are all active business men, and, as Alexandria has been established as the Cumberland coal depot, they are determined to advance and extend the trade, and show its capabilities.

Alexandria Gazette.

Ibid, p. 3. CANAL TRADE

Arrived.
Reindeer, Cumberland, coal.
John G. Stone, Cumberland, coal.
*F. Bloodgood, Cumberland, coal.
F. Thomas, Cumberland, coal.
Charles Perry, Cumberland, coal.
El Dorado, Cumberland, coal.
Jas. Boyer, Cumberland, coal.

Departures – C. H. Ohr, Southampton, Cumberland, Pacific, Catherine Shafer, and P. B. Petrie.
* A new boat.

DAT, Sat. 7/12/51, p. 3. Canal Trade – Arrived, Gov. Sprigg, Cumb., coal; Wm. B. Clark, Cumb., coal; Anna Gilleece, Cumb., coal; Baltimore, 77 miles, flour and whiskey; H. B. Loomis, Cumb., coal.

Departed – General Cass.
P.S. There are now eighty-nine boats running from Cumberland, all engaged in the coal trade.

Sun, Mon., 7/14/51, p. 2. The Coal Trade - The Cumberland Civilian states that the amount of coal sent by canal during the week ending on Thursday last, was 2,803 tons, and by railroad, for the week ending on the fifth, 3,941 tons.

Canal Break - The Alexandria Gazette states that the settlement of the bank which has taken place on the berm side of the Alexandria canal, at four mile run, will cause a suspension of the navigation for about one week.

Ibid. p. 4. The Canal. - The officers of the Chesapeake and Ohio Canal Company are earnestly pressing the corporation of Georgetown for the further loan of its credit to the amount of some twenty-five thousand dollars, to enable them to put up the steam engines to pump water into the canal.

Georgetown Advocate.

Georgetown, D.C., July 12, 1851

During the last fall or winter, Mayor Addison submitted to the two boards of Council an able and elaborate report of Chief Engineer Fisk, on the subject of the Canal, as now located in this town. That energetic officer explained all of the existing difficulties - in the width of certain parts of the canal, and in all the bridges - all being too low for the passage of boats building for the coal trade. In addition to this report, he furnished estimates of the amount of money required to remedy the evils. At considerable pains and cost, the "Baltimore Sun" published the entire report.

Does anybody in the wide world know what action was taken by the Councils on that document? How was it disposed of, or where it so soon found a resting place.

George W. Riggs, Esq., I am credibly assured, contemplates the erection of a coal depot here during the approaching fall, and certain other circumstances revive our hopes that a large share of the coal trade will, ere long, be done at our wharves.
From Monday morning last until tonight there were thirty-one arrivals by canal. Of these, 25 were from Cumberland, with coal for Alexandria. Arrived, this afternoon, boats H. B. Loomis, Oregon and Wm. Albert.

Twenty-two boats departed in the same time.

DAT, Mon. 7/14/51, p. 3. Canal Trade – Arrived, Oregon, Cumb., coal; William Albert, Cumb., coal; C. C. Smoot, 124 miles, bark; Belle, 73 miles, 660 bbls. flour, 1,400 bushels bran; D. & H. Clagett, 81 miles, 761 bbls. flour; Benjamin Franklin, 115 miles, timber, 291 bbls. of flour, 20 bbls. whiskey, 4 tons hay, &c.; J. Lambie, 111 miles, wood; J. F. Essex, 61 miles, 441 bbls. flour, 300 bushels bran, &c.; D. J. McCoy, Cumb., coal, 72 tons bones, 88 tons coal; Gen. Cass, 31 miles, 222 bushels oats, &c.

Departed – Osprey, Baltimore, J. Seaton, Col. Young, Reindeer, L. Ferrin, Elizabeth, American Flag, J. Snively.

Sun, Tue., 7/15/51, p. 1. The Coal Trade - We learn from the Republic that there are about ninety boats on the Chesapeake and Ohio Canal engaged in the Cumberland coal trade.


There are now eighty-nine boats running on the Canal from Cumberland, all engaged in the coal trade.

DAT, Tue. 7/15/51, p. 3. Canal Trade – Arrived, E. W. Denham, (new boat, first trip,) Cumb., coal; Annawan, Cumb., coal; M. R. Hale, Cumb., coal.


DAT, Wed. 7/16/51, p. 3. Canal Trade – Arrived, Rambler, 42 miles, empty; Maryland, 42 miles, corn, &c.; H. G. Phelps, Cumb., coal; Mount Vernon, Cumb., coal; Yankee, Cumb., coal; Miles Standish, Cumb., coal; Edward Payson, 62 miles, limestone.


Sun, Thu. 7/17/51, p. 4. The canal is open and in fine navigable order, boats arrive and depart with great regularity.

Yours, &c. Mercury.


Canal Trade - 1851

Edward Payson, 62 miles, limestone.
Rambler, 42 miles, empty.
Maryland, 42 miles, limestone.
Experiment, 31 miles, corn, &c.


DAT, Thu. 7/17/51, p. 3. Canal Trade – Experiment, 31 miles, corn, &c.; Delaware, Cumb., coal; Old Dominion, Cumb., coal; Massasoit, Cumb., coal; Caroline, Cumb., coal; Augusta, Cumb., coal; G. W. Riggs, Cumb., coal;

Departed – C. Perry, Belle, Ben. Franklin, Anna Gilleece, H. B. Loomis, El Dorado, Oregon, Gondola, Maryland, W. B. Clarke.


Sat., 7/19/1851, p. 2. The Chesapeake and Ohio Canal. A writer in the Alexandria Gazette gives the following account of the late excursion of the Flying Cloud. He, as one of the guests of the President and Directors of the Chesapeake and Ohio Canal Company, has had the pleasure of accompanying the Board on a delightful excursion up the Canal from Georgetown to Cumberland.

"The party, the President, Directors, Engineer and Clerk of the Company, and a few invited guests, on board the good boat Flying Cloud, Capt. Moore, set out from Georgetown on the morning of the 23rd ult. The object of the President and Directors being to inspect the work thoroughly, we proceeded at the rate of 30 to 40 miles per day, which afforded ample time for examination, without any sense of tediousness. The works of art, the sublime scenery, delightful breeze, and agreeable company, even with less expedition would have been sufficient to dissipate everything like ennui. The days journeys were so arranged as to reach convenient points for passing the nights on land, one of which was spent at Bath, that delightful spot, being but two or three miles from a point on the Canal six miles above Hancock.

"The Chesapeake and Ohio Canal is a most significant work, in length 184½ miles, in breadth at the water surface 60 feet, the first 134 miles; and 54 feet in width from Dam No. 6 to Cumberland. The banks are sufficient; with a full supply of water, to afford a depth of six feet; at present the levels vary from 4 to 6 feet. There are from tide water to Cumberland, 74 lift locks and 3 guard locks; the elevation of the basin at Cumberland being 609 feet above mid-tide in the Potomac. The Tunnel, passing through a spur of Townhill mountain, is 3118 feet long and cost $700,000. The entire cost of the canal has been upwards of $11,000,000. With the proceeds of the bonds guaranteed by the State of Virginia, important improvements and essential repairs have been made. Care has been had to those portions of the Canal subject to lime sinks or to those parts composed of slatey materials, where leakage has been very great. On the division from Dam No. 1 to Dam No. 2, at the tow points (Bear Island and Seneca) where the greatest damage was done by a freshet in '43 and '47, the Canal has been made entirely secure against damage from freshets even higher than those. At Dam No. 4, where great injury has
been done by freshets from water passing over and around the abutments, the guard
bank, guard and stop lock, have been raised so as to protect the Canal against overflows
from the highest freshet; and on the other levels, which will yet be liable to overflows,
long over-falls or waste weirs have been made, the effect of which will be to lessen, if not to entirely prevent, damage from future freshets.

"The new portion of the work, from Dam No. 6 to Cumberland, 50 miles, is
entirely out of the reach of freshets, and that dam is in good condition as it was the day it
was completed. Dam No. 3, called the Government Dam, at Harpers Ferry, is also
in good order, but the other dams, not having been originally so well constructed,
require every year more or less temporary repair, and at present need raising and
permanently repairing, especially dams No. 1 and 4; and on the division next above
Harpers Ferry, a culvert will be substituted for a wooden trunk. This work and all other
necessary on the whole line of canal, I am informed, can be done with but slight
interruption to the navigation; and there remains unexpended of the Virginia
guarantee fund, sufficient to defray the probable cost.

"The coal mines are now turning out about 1,000 tons daily, and there are on the
line of the canal, upwards of 80 boats suited to the coal trade and more building.
Alexandria is prepared with wharves to accommodate the shipment of a quarter of a
million of tons per annum, and can, as required, increase her works to almost any
extent. The capacity of the canal, with its present locks, is generally spoken of as a
million of tons per annum. It will probably prove much greater. With a full supply of
water, there could certainly [be] more than 10,000 boats of 100 tons each, pass through
the locks in one year, it requiring but three minutes to fill or empty a lock, and the
whole detention of the boat not averaging more than 5 to 7 minutes. If necessary,
another set of locks may be constructed at a cost of about one million dollars, thereby
nearly doubling the capacity of the canal.

The writer, though making no pretensions to the spirit of prophesy, will venture to predict
that in less than 20 years, two millions of tons per annum will be transported on the
Chesapeake and Ohio Canal, and the company will be relieved of its embarrassments.

"The banks and locks of the Canal are in good order throughout the whole line, and,
with an ordinary supply of water, boats carrying 100 tons of coal can readily pass
from Cumberland to tidewater at Georgetown, or through the Alexandria Canal to Alexandria. But it is now apparent, indeed it has from the commencement of the work been known, that to afford an adequate supply of water at all times from
Cumberland to Dam No. 6, a distance of 50 miles, it will be necessary to construct
additional works. Dam No. 8, at Cumberland, will probably be sufficient at all times to supply the first 10 miles of the Canal; the additional quantity of water
necessary in the driest season is estimated at 6,000 cubic feet per minute. Since the
failure of the company to obtain the guarantee of Virginia of the Company's
bonds to an amount sufficient to construct the South Branch feeder (estimated cost
$150,000 and capacity in the driest season 2,550 cubic feet per minute,) the scientific
and accomplished engineer, C. B. Fisk, esq., proposes raising a sufficient supply of water
from the river Potomac by means of four steam pumps, placed at a distance of about
10 miles apart, (the first or upper pump 10 miles from Cumberland,) at a cost of over
$84,000, or but three pumps with Evitts Creek as a feeder; that creek is only 3 or 4
miles from Cumberland and would enter the Canal at a point favorable for furnishing
water on the whole of the division from that point to dam No. 6, 45 or 46 miles. The natural flow of that stream in a dry time, is 400 cubic feet per minute, (1-15 of the capacity of four pumps) with a reservoir of 100 acres ten feet deep, it would be equal to the capacity of four pumps for five days, a supply for sixty days would require a reservoir of 600 acres 20 feet deep. If Evitts Creek be used at all, it will probably be a reservoir sufficient to supply the pace of one pump. Doubts have been expressed in some quarters of the feasibility of the plan, but it is not an experiment, having been tried elsewhere, and its efficiency is capable of mathematical demonstration. Those well acquainted with the location and deeply interested in the usefulness and success of the Canal, with whom I have conversed, fully approve of the plan and express entire confidence in its adequacy.

"It is much to be regretted, that it has become necessary temporarily to suspend the transportation of Coal, for want of a sufficiency of water in the Canal. The dam at this place secures almost every gallon that passes down the North Branch of the Potomac and Wills Creek, but the quantity is insufficient to supply the 50 miles of Canal between this place and Dam No. 6. The drought has been of longer continuance, and much earlier, than in the average of years. Some of the oldest residents along the river, assure us that they can remember but one or two seasons, when the water was as low as at present."

Sun, Sat., 7/19/51, p. 4. Nine thousand five hundred and forty tons of coal were received from Cumberland, by the Alexandria Canal, during the month of June.

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Twelve miles from Martinsburg we again crossed the Potomac, and entered the pretty and pleasant town of Williamsport, in Washington county, Md., the place which was once strongly contemplated by George Washington as the seat of Government. The canal passes through the edge of town, and there is considerable business apparently doing, there being little or no scarcity of water in the river and canal here. I observed a fine canal boat nearly ready to launch, and as we passed through the town, the substantial building of the substantial Washington County Bank attracted general attention.

GA, Sat. 7/19/51, p. 2. CANAL TRADE
Arrived.
Delaware, Cumberland, coal.
Old Dominion, Cumberland, coal.
Massasoit, Cumberland, coal.
Caroline, Cumberland, coal.
Augusta, Cumberland, coal.
G. W. Riggs, Cumberland, coal.
Martin Hoffman, Cumberland, coal
M. R. Zimmerman, Cumberland, coal.
C. Arthur, Cumberland, coal.
J. R. Annan, Cumberland, coal.
Louisa, Cumberland, coal.
Metacomet, Cumberland, coal.
Gondola, 49 miles, corn, &c.

DAT, Sat. 7/19/51, p. 3. The steamer Virginia leaves today with five large tow boats in tow, for Cumberland.
Canal Trade – Arrived, Isaac Motter, Cumb., coal;
DAT, Mon. 7/21/51, p. 3. *Canal Trade* –
Arrived, Mountaineer, Cumb., coal; Emily Hoffman, Cumb., coal; Ohio, Cumb., coal; L. A. Phelps, Cumb., coal; John Lambie, 22 miles, wood; Buena Vista, 69 miles, limestone.

*Departed* – Mt. Vernon, Miles Standish, C. C. Smoot, Caroline, Yankee, J. P. Smart.

GA, Tue. 7/22/51, p. 3. **CANAL TRADE**

*Arrived.*

*Departed.*

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**Coal Trade** – Mr. Robert Mills publishes an article in the last Intelligencer, on the importance of the Coal Trade to Washington, and the necessity of her making some effort to secure it. He speaks of the praiseworthy exertions of Alexandria and Georgetown, whose facilities for exportation he says, “are at present superior to ours.”

We are sorry that the facility, so far as Georgetown is concerned, are so meagre as yet; but still, we hope on, that something to accommodate the trade will shortly be done, and that under the sure guidance of that best of teacher, Experience, the people of Georgetown, when they do act, will act both prudently and efficiently.

Mr. Mills goes on to boast, that Washington has a “better harbor” than either Alexandria or Georgetown; and yet makes no effort to realize its advantages by improving the facilities of approaching it.

In regard to this point, we fancy that Georgetown and Alexandria will scarce be willing to yield the palm to our neighboring city, since the decision of mariners seems to have hitherto been pretty conclusively in our favor.

And there is one advantage which Georgetown securely possesses from Nature, which cannot be taken from her. She is at the foot of the Canal, and at the head of navigable water. People below her may use all the circumlocution of which they are capable, but it will puzzle them to get over this undeniable advantage.

Mr. Mills complains that the canal does not open in a broad basin; that the eastern outlet is inadequate to the trade that will pass through it; and that the canal narrows so as scarcely to allow the passage of two boats. Two alternatives are presented; either to widen the canal, or to cut a new channel through more favorable grounds.

The latter plan is advocated by Mr. M. On the plan of the City, the southern line is laid down as the principal line and could have been executed at half the expense of the other. Mr. M. continues as follows:

“Independent of the local advantages which this branch of the canal possesses; it is due to this southern section of the city that its interests should claim some consideration of its public guardians. The passage of this canal through this section, while it would contribute to its salubrity, would afford the best terminus to our foreign trade which would float on its waters. One of the best harbors along our shores will be found at this point, and, from the nature of the ground through which this canal would pass, a basin spacious enough to contain hundreds of boats can be formed at comparatively little expense.
The advantages of this canal to the Government would be important also, terminating, as it will, so near to its two great establishments, the Arsenal and Navy Yard; we may then anticipate a liberal appropriation from Congress to aid in completing the work. Not a moment should be lost to put this canal under execution, and our public authorities should take up the subject without delay, and act on it, either to undertake the work itself, or to place it in the hands of men of capital; a company of whom, I understand, is willing to embark on this navigation, and on terms advantageous to the city. The aid which Congress would afford to this would constitute the city stock invested that of the company. The deep interests which this company would have in this undertaking would ensure its early completion, and the revenue created by it will yield a handsome dividend, so that every inducement is held out to active exertion and permanent works.


Sat., 7/26/51, p. 2. Transportation On the Canal. - Notwithstanding the low stage of the water, 42 boats laden with coal, have departed from Cumberland within the last eight days. These boats have carried, on average 60 tons of coal; about two-thirds of their various capacities. We understand that the several levels between Cumberland and Dam No. 6 have from 3 to 4 feet of water, which quantity will be likely to be kept up from the Dam at this place, unless the drought should continue for several weeks longer.


The recent rains have increased the water in the upper levels of the canal, and a large number of boats are expected between this and Monday.


Sun, Tue., 7/29/51, p. 2. Cumberland Coal Trade - The amount of coal shipped from Cumberland by the Chesapeake and Ohio
Canal during the week ending on the 24th instant, was 2,251 tons. During the week ending 19th, 4,963 tons were sent to Baltimore by railroad.

GA, Tue. 7/29/51, p. 2. CANAL TRADE

Arrived
Southampton, Cumberland, coal.
Canonicus, Cumberland, coal.
Reindeer, Cumberland, coal.
Columbia, Cumberland, coal.
I. Long, Cumberland, coal.
Lewis Cass, Cumberland, coal.
Jenny Lind, Cumberland, coal.
M. L. Rawdon, Cumberland, coal.
Oregon, Cumberland, coal.
David Shriver, Cumberland, coal.
William Fowle, Cumberland, coal.
H. H. Casey, Cumberland, coal.
Freeman Rawdon, Cumberland, coal.
C. H. Ohr, Cumberland, coal.
Captain Walker, 63 miles, limestone.
J. P. Smart, 31 miles, corn, &c., &c.
Col. Clay, 73 miles, cement, &c.
D. & H. Clagett, 80 miles, flour.


DAT, Tue. 7/29/1851, p. 3. Canal Trade – Arrived, Pacific, Cumb., coal; North Bend, Cumb., coal; Sarah Perry, Cumb., coal; Salome Clarke, Cumb., coal; Anna Woodward, Cumb., coal; Packet boat Fashion; John G. Stone, Cumb., coal; Osprey, Cumb., coal; Mary.


Wed. 7/30/51, p. 2. Transportation on the Chesapeake and Ohio Canal – The Cumberland Alleghenian says that, notwithstanding the low stage of water, forty-two boats, laden with coal, have departed from Cumberland within the last eight days. These boats have carried, on an average, sixty tons of coal – about two-thirds of their various capacities. We understand that the several levels between Cumberland and Dam No. 6 have from three to four feet of water, which quantity will be likely to be kept up from the dam at Cumberland, unless the drought should continue for several weeks longer.¹⁰

DAT, Wed. 7/30/51, p. 3. Canal Trade – Arrived, Josephine Seaton, Cumb., coal; Elizabeth, Cumb., coal; Wm. Albert, Cumb., coal; P. B. Petrie, Cumb., coal; Annawan, Cumb., coal; N. J. Berston, Cumb., coal; Col. Young, Cumb., coal; Star, 22 miles, 300 bbls. of staves and wood; Martha Frances, 62 miles, limestone; Jacob Snively, Cumb., coal; W. B. Clarke, Cumb., coal.


Sun, Thu. 7/31/51, p. 2. Accident at Georgetown - We learn from the Washington Telegraph that Captain Murrell, of the canal packet Fashion, was yesterday knocked down and severely injured by the accidental breaking of the single tree. His arm was broken and his head severely cut. A drunken negro, named Smith, also fell into the canal and was drowned.

GA, Thu. 7/31/51, p. 2. CANAL TRADE

Arrived.
Pacific, Cumberland, coal.
North Bend, Cumberland, coal.
Sarah Perry, Cumberland, coal.
S. Clarke, Cumberland, coal.
Anna Woodward, Cumberland, coal.
Packet boat Fashion
John G. Stone, Cumberland, coal.
Osprey, Cumberland, coal.

¹⁰ Republic, Washington, D. C., newspaper.
Canal Trade - 1851

Mary, Cumberland, coal.
Josephine Seaton, Cumberland, coal.
Elizabeth, Cumberland, coal.
Wm. Albert, Cumberland, coal.
Col. Young, Cumberland, coal.

**Departed** – Reindeer, Jenny Lind, M. L.
Rawdon, Columbia, Oregon, Pacific, H. H.
Casey, Wm. Fowle, D. & H. Claggett, C. H.
Ohr, Capt. Walker, I. Long, L. Cass,
*Fashion*, J. P. Smoot.

DAT, Fri. 8/1/51, p. 3. *Canal Trade* –
Arrived, Belle, 73 miles, flour, &c.;
Maryland, 42 miles, corn, &c.; J. P. Garrett,
57 miles, corn, rye, &c.; Edward Payson, 62
miles, limestone; Col. H. Clay, 62 miles,
limestone.

**Departed** – M. Francis, D. Shriver, W.
Albert, W. B. Clarke, P. B. Petrie, Osprey,
Thos. Jefferson, Otho Baker, J. Seaton,
Anna Woodward.

Sat., 8/2/51, p. 2. **Trade upon the Canal.**
The rains since the issue of our last
paper, have supplied the Canal with water,
and boats are now enabled to take nearly full
loads. About 20 boats, laden with coal, have
departed within the week, about one-fourth
of them carrying above 100 tons each.

The following extract from the 23rd
annual report of the President and Directors
of the Chesapeake & Ohio Canal Company,
shows the increase of trade upon the Canal:

"The trade upon the canal during the
present season compares very favorably
with any former year, in the leading articles
of transportation; but we regret to say that in
the article of coal, there has so far, been less
transported, than we were induced to expect
from the representations of the various
mining companies. This, in part, may be
owing to the want of sufficient number of
boats, on the opening of the canal, and as
they are gradually increasing in number, we
confidently hope before the close of the
present year, that a greatly augmented trade
will result from it. Comparing the trade
upon the canal, from the 1st of January to the
31st of May, for the years 1850 and 1851
respectively, it will be seen that a gratifying
increase both in the articles transported, and
the tolls accrued, has been realized. It is
proper however, to state, that in this period
of the former year, the canal was navigable
for 2½ months only, whilst in the present
year, it was navigated 3½ months.

**Articles transported on the Chesapeake and**
**Ohio Canal, from the**

<table>
<thead>
<tr>
<th>1st Jan'y to 31st May,</th>
<th>1st Jan'y to 31st May,</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td>1851</td>
</tr>
<tr>
<td>Flour 138,930 barrels</td>
<td>Flour 134,220 barrels</td>
</tr>
<tr>
<td>Wheat 58,800 bushels</td>
<td>Wheat 97,320 bushels</td>
</tr>
<tr>
<td>Corn 32,280 bushels</td>
<td>Corn 138,260 bushels</td>
</tr>
<tr>
<td>Coal 897 tons</td>
<td>Coal 20,319 tons</td>
</tr>
</tbody>
</table>

Total of all articles ascending, 1850, 8,821 tons
" " " descending, " 22,084 tons
Tolls accrued, $26,724.71
Total of all articles ascending, 1851, 9,192 tons
" " " descending, " 59,620 tons
Tolls accrued, $44,106.41
Increase in the year 1851 over 1850: $17,381.70

Sun, Sat. 8/2/51, p. 2. **The Canal.** - The
Cumberland *Civilian* says that the heavy
rains on Saturday night, with the frequent
showers that have since fallen, have raised
to Potomac and afforded a large supply of
water for the canal. On Thursday there were
five feet eight inches of water in the canal at
that place, with a head of nearly ten inches
in the river, and still rising. This has already
revived business on the canal, and the boats
now ascending will be able to take down
heavier cargoes of coal. With judicious
management, says the *Civilian*, there will
probably be no further lack of water this
season.

GA, Sat. 8/2/51, p. 2. **CANAL TRADE**
**Arrived.**
Isabel, 107 miles, wood.
Col. Young, Cumberland, coal.
Otho Baker, Cumberland, coal.
Baltimore, Cumberland, coal.
Thomas Jefferson, 62 miles, limestone.
Wm. Jackson, 62 miles, limestone.
Belle, 73 miles, flour, &c.
Maryland, 42 miles, corn, &c.
J. P. Garrett, 57 miles, corn, &c.
E. Payson, 62 miles, limestone.
Col. H. Clay, 62 miles, limestone.


Sat. 8/2/51, p. 3. Wood – Oak is selling at $4.12½, and pine at $3 per cord, from long-boats in the Washington City Canal. The prices are a shade lower on boats in the Potomac river. ¹¹

DAT, Sat. 8/2/51, p. 3. Canal Trade –
Arrived, Charlotte, 108 miles, flour, &c.; J. Van Lear, 100 miles, flour, &c.

Sun, Mon., 8/4/51, p. 4. Canal Report -
During the last week 44 boats arrived by canal, 27 of which were from Cumberland with coal. The boat Enterprise, from that place, arrived late this evening. But few arrivals within the last two days, owing, in part, to a sunken boat on one of the upper levels.

Boats departed - Jacob Snively, Francis, Maryland and North Bend.

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Alexandria, August 2.

The amount of coal received from Cumberland during the month of July, is 5,315 tons. I am informed that the coal which is landed on the fish wharves belong to the "Washington City Mining Company." Not having accommodations themselves, they send it down here for shipment. Wonder the company didn't wharf it in Georgetown.

DAT, Mon. 8/4/1851, p. 3. Canal Trade –

Departed – North Bend, Belle, John P. Garrett, John Van Lear.

GA, Tue. 8/5/51, p. 2. TRADE UPON THE CANAL – The rains since the issue of our last paper, have supplied the Canal with water, and boats are now enabled to take nearly full loads. About 20 boats, laden with coal, have departed within the week, about one-fourth of them carrying above 100 tons each.

The following extract from the 23rd annual report of the President and Directors of the Chesapeake & Ohio Canal Company, shows the increase of trade upon the Canal:

“The trade upon the canal during the present season compares very favorably with former years, in the leading articles of transportation; but we regret to say that in the article of coal, there has so far, been less transported, than we were induced to expect from the representations of the various mining companies. This, in part, may be owing to the want of a sufficient number of boats, on the opening of the canal, and as they are gradually increasing the number, we confidently hope before the close of the present year, that a greatly augmented trade

¹¹ Republic, Washington, D. C.
Canal Trade - 1851

upon the canal, will result from it. Comparing the trade upon the canal, from the 1st of January to the 31st of May, for the years 1850 and 1851 respectively, it will be seen that a gratifying increase both in the articles transported, and the tolls accrued, has been realized. It is proper, however, to state, that in this period of the former year, the canal was navigable for 2-1/2 months only, whilst in the present year, it was navigable 3-1/2 months.

Articles transported on the Chesapeake and Ohio Canal, from the 1st Jan’y to 31st May

<table>
<thead>
<tr>
<th>Year</th>
<th>Flour</th>
<th>Wheat</th>
<th>Corn</th>
<th>Coal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td>138,930 bbls.</td>
<td>58,800 bu.</td>
<td>32,280 bu.</td>
<td>807 tons</td>
</tr>
<tr>
<td>1851</td>
<td>131,220 bbls.</td>
<td>97,320 bu.</td>
<td>138,360 bu.</td>
<td>20,319 tons</td>
</tr>
</tbody>
</table>

Total of all articles ascending, 1850, 8,821 tons
Total of all articles descending 1850, 32,084 tons
Tolls accrued, $26,721.71.

Total of all articles ascending, 1851, 9,192 tons
Total of all articles descending 1851, 59,620 tons
Tolls accrued, $44,106.41
Increase in the year 1851 over 1850, $17,381.70

During the months of June and July, about 25,000 tons of Coal have been transported on the Canal.

Coal Trade – The following is the amount of Coal shipped by the Ches. & Ohio Canal for the week ending Thursday, July 31st, at 3 o’clock, P.M.:

<table>
<thead>
<tr>
<th>Company</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Coal Co.</td>
<td>271 13</td>
</tr>
<tr>
<td>Allegany Mining Co.</td>
<td>366 00</td>
</tr>
<tr>
<td>Borden Mining Co.</td>
<td>338 17</td>
</tr>
<tr>
<td>Maryland Mining Co.</td>
<td>173 04</td>
</tr>
</tbody>
</table>

Amt of coal by canal this week, Tons, 1,149 14
Amt. before, since opening of canal, 45,700 03
Amount to date, Tons 46,849 17

Canal Trade - Arrived.

Hugh Smith, Harper’s Ferry, 400 boxes guns, flour, &c.
Geo. Washington, Edward’s Ferry, corn, flour, &c.
Gen. Taylor, Cumberland, coal.
C. F. Mudge, Cumberland, coal.
Massasoit, Cumberland, coal.
Enterprise, Cumberland, coal.
J. P. Smart, Edward’s Ferry, flour, &c.
Ohio, Edward’s Ferry, wheat, flour, oats, &c.
John Lambie, 116 miles, wood.

Departed

Jacob Snively, Francis, Maryland, N. Bend, Belle, John P. Garrett, John Van Lear.

DAT, Tue. 8/5/51, p. 3. Canal Trade – Arrived, Gen. Tyson, Cumb., coal; M. R. Zimmerman, Cumb., coal; Southampton, Cumb., coal; Miles Standish, Cumb., coal; James Terrell, Old Town, 2,600 bushels of wheat; M. R. Hale, Cumb., coal; Martin Hoffman, Cumb., coal; Delaware, Cumb., coal; Tonoloway, 99 miles, flour; Daniel Webster, 62 miles, limestone, &c.; F. Bloodgood, Cumb., coal; Lady of North Bend, flour. The packet boat Fashion is hourly expected.

Departed – Charlotte and Charles F. Mudge.

Sun, Wed., 8/6/51, p. 2. Canal Breach - We learn from the Alexandria Gazette that a slight breach occurred on the Chesapeake and Ohio Canal, near Dam No. 6, below Williamsport, on Saturday last. It will be repaired in the course of this week.

DAT, Wed. 8/6/51, p. 3. The packet boat Flying Cloud left this morning with a large company, bound to the Great Falls, on a pleasure excursion.
Owing to a small break or leak in the canal near Williamsport, the packet boat Fashion has not yet arrived.

Canal Trade – Arrived, James Boyce, Cumb., coal; Charles Arthur, Cumb., 104 tons coal; Metacomet, Cumb., coal; H. B.
Loomis, Cumb., coal; El Dorado, Cumb., coal; Martha Frances, 62 miles, limestone.


GA, Thu. 8/7/51, p. 3. CANAL TRADE

**Arrived.**

Gen. Tyson, Cumberland, coal.
M. R. Zimmerman, Cumberland, coal.
Southampton, Cumberland, coal.
Miles Standish, Cumberland, coal.
James Terrell, Old Town, 2,600 bushels wheat.
M. R. Hale, Cumberland, coal.
Martha Hoffman, Cumberland, coal.
Delaware, Cumberland, coal.
Tonoloway, 100 miles, flour.
Daniel Webster, 62 miles, limestone, &c.
F. Bloodgood, Cumberland, coal.
Lady of North bend, flour.
James Boyce, Cumberland, coal.
Charles Arthur, Cumberland, 104 tons coal
Metacomet, Cumberland, 104 tons coal.
H. B. Loomis, Cumberland, coal.
El Dorado, Cumberland, coal.
Martha Frances, 62 miles, limestone.

**Departed** – Charlotte, Charles F. Mudge, Massasoit, Gen. Taylor, Flying Cloud, Enterprise, M. Zimmerman.

DAT, Thu. 8/7/51, p. 3. Canal Trade –

Arrived, Wm. Jackson, 62 miles, limestone; Edward Payson, 62 miles, limestone;
Experiment, 31 miles, wheat, flour, corn, &c.; Buena Vista, 69 miles, limestone; D. & H. Clagett, 81 miles, 820 bbls. flour.

**Departed** – Miles Standish, F. Bloodgood, John Lambie, M. Francis, John P. Smart, Hugh Smith.

Sun, Fri., 8/8/51, p. 2. **The Canal** - The Clearspring (Md.) Whig says that the small breach in the Chesapeake and Ohio Canal, at the High Rocks, two miles above Williamsport, it is expected will be sufficiently repaired to pass empty boats by Saturday.

DAT, Fri. 8/8/51, p. 3. Canal Trade –


Sat., 8/9/51, p. 2. [On the Canal. A break] occurred on the Canal below Williamsport, on Saturday last, which prevented the passage of boats for several days. It is represented that the breach might have been repaired, without any interruption of transportation on the Canal, had there been proper diligence on the part of the agents of the Company. This may be a mistake, but the proper officers should see to it, that Breaches are repaired immediately on being discovered.

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Tons Coal</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/1</td>
<td>J. R. Annan</td>
<td>86 02</td>
</tr>
<tr>
<td></td>
<td>Pennsylvania</td>
<td>82 00</td>
</tr>
<tr>
<td></td>
<td>Canonicus</td>
<td>98 10</td>
</tr>
<tr>
<td></td>
<td>D. J. McCoy</td>
<td>89 00</td>
</tr>
<tr>
<td></td>
<td>E. Hoffman</td>
<td>86 06</td>
</tr>
<tr>
<td></td>
<td>Ohio</td>
<td>76 06</td>
</tr>
<tr>
<td></td>
<td>Millard Fillmore</td>
<td>80 04</td>
</tr>
<tr>
<td>8/2</td>
<td>M. L. Rawdon</td>
<td>101 18</td>
</tr>
<tr>
<td></td>
<td>D. Seigle</td>
<td>87 17</td>
</tr>
<tr>
<td></td>
<td>M. H. Ensminger</td>
<td>82 05</td>
</tr>
<tr>
<td></td>
<td>Ariel</td>
<td>72 16</td>
</tr>
<tr>
<td></td>
<td>American Eagle</td>
<td>72 17</td>
</tr>
<tr>
<td></td>
<td>Montour</td>
<td>74 13</td>
</tr>
<tr>
<td></td>
<td>Mountaineer</td>
<td>95 03</td>
</tr>
<tr>
<td></td>
<td>Reindeer</td>
<td>93 19</td>
</tr>
<tr>
<td></td>
<td>Oregon</td>
<td>88 06</td>
</tr>
<tr>
<td></td>
<td>Isaac Motter</td>
<td>104 00</td>
</tr>
</tbody>
</table>
8/4  H. H. Casey  98 16
     Columbia  103 09
     F. Rawdon  100 02
     H. G. Phelps  89 00
     L. A. Phelps  60 tons fire brick
8/5  American Flag  96 00
     Isaac Long  67 07
     S. B. Stone  111 09
     F. Thomas  53.17 tons coke
8/6  C. H. Ohr  99 05

Total No. tons of coal, 2,211.

Sun, Sat. 8/9/51, p. 1. Reduction of Freights. - It is reported that the board of directors of the Baltimore and Ohio railroad have determined to reduce the freight on coal from Cumberland to Baltimore to $2 per ton. We sincerely hope this statement is correct. We desire to see our coal transported to market as cheaply as possible, whatever route it may take. We trust that the first act of the board of public works, that is to be elected in November next, will be to reduce the toll on coal to twenty-five cents a ton from Cumberland to Georgetown. Cumberland Civilian.

This last, of course, refers to the toll only which is paid to the canal company - the freight to the boat owners, and other charges, having still to be added to the cost of getting coal to market. It then, in addition, has to be transferred from the boat to the vessels, whereas the railroad dumps the black-diamonds from its care immediately into the hold of the vessel. Ibid. p. 2. Canal Packet - Mr. Ward's canal packet Fashion left Cumberland on Wednesday evening, with quite a handsome list of passengers, expecting to pass the late break above Williamsport, without any difficulty.

The Canal Break - We learn from the Washington Telegraph, that the break on the Chesapeake and Ohio Canal near Williamsport, has been repaired, and that navigation will be resumed again today.

The Williamsport Sentinel of Friday, says there was about fifty boats detained above and below the break, and says the work of repairing has not been pushed on as briskly as it might have been, in view of the important interests at stake. The packet boat Fashion was prevented from going to Alexandria, and after sending her passengers to the Railroad returned to Cumberland.


The break in the canal near Williamsport, will be fully repaired tomorrow. A large number of boats are waiting, bound down.

Sun, Mon., 8/11/51, p. 2. Canal Trade. - The Alexandria Gazette says that the daily reports of arrivals of coal from Cumberland by the canal, and the sailing of vessels for eastern ports, loaded with coal from that port, present gratifying proofs of the favorable manner in which the coal trade has commenced and is conducted.

DAT, Tue. 8/12/51, p. 3. Canal Trade – Arrived, Chesapeake, 62 miles, limestone; Col. H. Clay, 62 miles, limestone; Belle, 73 miles, 3,000 bushels corn, &c.; J. P. Garrett,
57 miles, wheat, corn, &c.; John P. Smart, 31 miles, flour, &c.

Departed – Ant, Victory, J. Terrell, J. Boyce, H. B. Loomis.

Sun, Wed. 8/13/51, p. 4. *Georgetown, D. C.* – Arrived by canal, a few boats arrived this morning, among which are the Belle and John P. Garrett. A fleet of boats are expected in tonight and tomorrow.

Sun, Fri., 8/15/51, p. 4. A new iron bridge is about to be erected over the Canal at Washington, near the Smithsonian Institute.

We do not exactly understand the cause of the non-arrival of the fleet of canal boats which I apprised your readers of a few days since.

The weather is exceedingly hot, and the town is dull. Everybody who can get away has left. Yours, Mercury.

The fine packet boat *Delaware* has arrived from Hollidaysburg, Penn. She is handsomely fitted up, and has been brought on by J. A. Reeside, an enterprising brother of the Admiral, for the purpose of making regular trips with passengers and freight, between Georgetown and Harper's Ferry. The young captain, on the canal, will be as energetic and popular as the Admiral is on the land, and by both the public will be well served.

DAT, Fri. 8/15/51, p. 3. Good News! I learned this morning that some of our enterprising citizens intend to establish immediately a coal depot in our town, and that one or more of their boats have already gone up for loads.

The canal packet boat *Fashion* has been down. She left again yesterday afternoon for Cumberland, with a number of passengers. She reports the entire line of the canal in good navigable order, and a number of coal and other boats bound down.

**Canal Trade** – Arrived, J. P. Smart, 31 miles, flour, &c.; M. Francis, 62 miles, limestone; Rough & Ready, 55 miles, wheat, &c.; J. F. Essex, 61 miles, flour; Frances, 23 miles, flour, &c.; Wm. Jackson, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; W. C. Johnson, 68 miles, bark, hay, &c.; packet *Fashion*.


Sat., 8/16/51, p. 2. **A Fight and two Men Drowned.** - On Sunday last, as a boat was passing through the Four Locks below the Tunnel, a fight sprang up on board between a white man named Snyder, attached to one of the boats, and George a negro belonging to the estate of Henry Bevans, dec'd. The origin of the difficulty is of no importance, but the fight was commenced with such hearty good will, that in a short time the two combatants found themselves in the lock. Upon rising to the surface, they renewed the struggle in the water, and carried it on so fiercely that in a short time both sunk to rise no more in life. Their bodies were afterwards found in the lock. - *Civilian.*

**CANAL TRADE DEPARTURES**

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Tons</th>
<th>Coal</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/9</td>
<td>T. W. Gorter</td>
<td>111</td>
<td>18</td>
</tr>
<tr>
<td>8/12</td>
<td>Osprey</td>
<td>95</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Josephine Seaton</td>
<td>104</td>
<td>13</td>
</tr>
<tr>
<td>8/13</td>
<td>Wm. Albert</td>
<td>104</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>A. J. Benton</td>
<td>107</td>
<td>07</td>
</tr>
<tr>
<td></td>
<td>Cumberland</td>
<td>111</td>
<td>03</td>
</tr>
<tr>
<td></td>
<td>P. B. Petrie</td>
<td>107</td>
<td>02</td>
</tr>
<tr>
<td>8/14</td>
<td>Lewis Cass</td>
<td>108</td>
<td>00</td>
</tr>
<tr>
<td></td>
<td>Gov. Sprigg</td>
<td>91</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Anna Woodward</td>
<td>99</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>R. G. Violett</td>
<td>103</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Col. Young</td>
<td>101</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Charles Arthur</td>
<td>102</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>Salome Clarke</td>
<td>99</td>
<td>14</td>
</tr>
</tbody>
</table>
Sun, Sat., 8/16/51, p. 1. **The Canal** - After an interruption of more than a week, says the Williamsport *Sentinel*, the canal is again in navigable order. Between one and two hundred boats were detained below and above the "leak." On Wednesday fifty passed down in one unbroken line. Among the number was the steam tow boat Virginia, which had five boats in tow, all loaded with coal. The *Sentinel* finds great fault with the management of the canal in that vicinity and says: "We design to have a change in the management of the canal and will have it. We speak for the people of Maryland. The superintendent of this part of the work stated that it was 'a small leak or break, and that it would be repaired in a few days.' The facts of the case are, that navigation was suspended eight or nine days, at a loss of at least $6,000 or $7,000 to boat owners, when the work might have been repaired in two or three days. Any amount of hands might have been procured."

*Ibid.* p. 2. **Cumberland Coal Trade** - The amount of coal shipped from Cumberland by Chesapeake and Ohio Canal for the week ending August 14th, at 3 P.M., was 1,247 16 tons. The amount sent by the Baltimore and Ohio Railroad for the week ending the 9th, was 5,226 tons.

*Ibid.* p. 4. A **Launch** - Today a splendid, large class canal boat will be launched at Williamsport, Md., from the boat yard of Messrs. A. K. Stake & Bitner. She is to carry 115 tons.

DAT, Sat. 8/16/51, p. 3. **Canal Trade** - Arrived, Rambler, 45 miles, hay, bark, &c.; Capt. Walker, 69 miles, limestone; Oregon, Cumb., coal; Yankee, Cumb., coal; Columbia, Cumb., coal; Isaac Motter, Cumb., coal; Ann Gilleece, Cumb., coal; J. R. Annan, Cumb., coal; Augusta, Cumb., 104 tons coal; Canonicus, Cumberland, coal. **Departed** – Belle and W. C. Johnson.

DAT, Mon. 8/18/51, p. 3. **Canal Trade** – Louisa, Cumb., 107 tons coal; Pennsylvania, Cumb., 82 tons coal; Millard Fillmore, Cumb., 80 tons coal; Caroline, Cumb., 90 tons coal; E. W. Denham, Cumb., 105 tons coal; Old Dominion, Cumb., 80 tons coal; Morning Star, first trip, Cumb., 72 tons coal; G. W. Riggs, Cumb., 100 tons coal; H. G. Phelps, Cumb., 80 tons coal; Emily Hoffman, Cumb., 86 tons coal; D. J. McCoy, Cumb., 80 tons coal; American Flag, Cumb., 96 tons coal; L. A. Phelps, Cumb., 60 tons coal; Mountaineer, Cumb., 95 tons coal; M. L. Rawdon, Cumb., 101 tons coal; H. H. Casey, Cumb., 98 tons coal; Freeman Rawdon, Cumb., 100 tons coal; C. H. Ohr, Cumb., 100 tons coal; J. B. Stone, Cumb., 111 tons coal; Mount Vernon, Cumb., 104 tons coal; William Albert, Cumb., 105 tons coal; steamer *Virginia*; American Eagle, Cumb. 80 tons coal; Montour, Cumb., 80 tons coal; Aerial, Cumb., 80 tons coal; W. H. Ensminger, Cumb., 80 tons coal; David Leigh, Cumb., 80 tons coal; making in the aggregate 2,498 tons coal. C. C. Smoot, 169 miles, bark, &c.; Mary, 23 miles, stone; John Van Lear, 100 miles, flour; Union, 100 miles, flour, &c.; Chesapeake, 62 miles, limestone; Oregon, 73 miles, flour, &c.; John Hetzer, 100 miles, flour, &c.


Sun, Tue., 8/19/51, p. 4. **Canal Trade** - Arrived, Louisa, Cumberland, 107 tons coal; Pennsylvania, do., 82 tons coal; Millard Fillmore, do., 80 tons coal; Caroline, do., 97 tons coal; E. W. Denham, do., 105 tons coal; Old Dominion, do. 80 tons coal; Morning Star, first trip, do., 72 tons coal; G. W.
Canal Trade - 1851

Riggs, do., 100 tons coal; H. G. Phelps, do., 80 tons coal; Emily Hoffman, do., 86 tons coal; D. J. McCoy, do., 80 tons coal; American Flag, do., 96 tons coal; L.A. Phelps, do., 60 tons coal; Mountaineer, Do., 95 tons coal; M. L. Rawdon, do., 101 tons coal; H. H. Casey, do., 68 tons coal; Freeman Rawson, do., 100 tons coal; C.H. Ohr, do., 100 tons coal; S. B. Stone, do., 111 tons coal; Mount Vernon, do., 104 tons coal; William Albert, do., 105 tons coal; steamer Virginia; American Eagle, do., 80 tons coal; Montour, do., 80 tons coal; Aerial, do., 80 tons coal; M. H. Ensminger, do., 80 tons coal; David Seigel, do., 80 tons coal; making in the aggregate 2,498 tons coal. C. C. Smoot, 169 miles, bark, &c.; Mary, 23 miles, stone; John Van Lear, 100 miles, flour; Union, 100 miles, flour, &c.; Chesapeake, 62 miles, limestone; Oregon, 73 miles, flour, &c.; John Hetzer, 100 miles, flour, &c.

- Washington Telegraph.

DAT, Tue. 8/19/51, p. 3. Canal Trade – Arrived, John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, flour, &c.; Benj. Franklin, 100 miles, flour; D. Webster, 62 miles, limestone; I. Long, Cumb., coal.

Departed – Chesapeake, Anna Gilleece, Columbia and John Van Lear.


Departed - Chesapeake, Anna Gilleece, Columbia and John Van Lear. - Washington Telegraph.

DAT, Wed. 8/20/51, p. 2. The packet boat Fashion is expected in the course of the afternoon and leaves again on tomorrow at five o’clock.

Canal Trade – Arrived, J. Seaton, Cumb., 104 tons coal; Edward Payson, 62 miles, limestone; Star, 22 miles, wood; N. J. Berston, Cumb., 107 tons coal; Osprey, Cumb., 95 tons coal; Arthur, Cumb., 102 tons coal; Maryland, 42 miles, wheat and corn.


Sun, Thu., 8/21/51, p. 4. The packet-boat Fashion is expected in the course of the afternoon and leaves again on tomorrow at 5 o’clock.

Canal Trade - Arrived, J. Seaton, Cumberland,104 tons coal; Edward Payson, 62 miles, limestone; Star, 22 miles, wood; A. J. Benton, Cumberland, 107 tons coal; Osprey, do., 95 tons coal; Arthur, Do., 102 tons coal; Maryland, 42 miles, wheat and corn.


GA, Thu. 8/21/51, p. 3. CANAL TRADE Arrived.

John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, flour &c.; Benj. Franklin, 100 miles, flour; D. Webster, 62 miles, limestone; I. Long, Cumb., coal; J. Seaton, Cumberland, 104 tons coal; Edward Payson, 62 miles, limestone; Star, 22 miles, wood; N. J. Berston, Cumberland, 107 tons coal; Osprey, Cumberland, 95 tons coal; Arthur, Cumberland, 102 tons coal; Maryland, 42 miles, wheat and corn; G. W. Gale, (new boat, first trip) Cumberland, coal.

DAT, Thu. 8/21/51, p. 3. The magnificent packet boat Delaware passed up the canal this morning, for the first time, with a company of ladies and gentlemen, bound for the Great Falls, on a pleasure excursion. Quite a large number of persons gathered along the canal wharves to see her start, and all appeared highly pleased when she floated off in beautiful style, with the broad stripes and bright stars flying at her bows.

The packet boat Fashion arrived here last night at eight o’clock, with quite a large number of passengers on board.

Canal Trade – Arrived, T. W. Gale, Cumb., coal; Southampton, Cumb., coal; Frances, 23 miles, flour, &c.; Annawan, 23 miles, flour, &c.; Martha Frances, limestone; Charlotte, 723 barrels flour; Andrew Jackson, corn, &c.; Wm. Jackson, 62 miles, limestone.

Departed – John P. Smart, Benjamin Franklin, Star and Delaware.


Sat., 8/23/51, p. 2. CANAL TRADE DEPARTURES

<table>
<thead>
<tr>
<th>Date</th>
<th>Boat</th>
<th>Tons Coal</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/15</td>
<td>Wm. Fowle</td>
<td>96 00</td>
</tr>
</tbody>
</table>

Total number of tons of coal, 3,372.

The Canal is again in navigable order, throughout its entire length. It is to be hoped that the loud complaints of negligence, and the absence of proper energy in repairing the recent breach, will have the effect of making the agents of the company more vigilant and industrious in future. - The Williamsport Sentinel states that one hundred boats were detained below
and above the "leak," and that on the 14th, fifty passed down in one unbroken line.

**Chesapeake & Ohio Canal.**
The committee of the Corporation of Georgetown, to whom the subject was referred, have made a report in favor of a loan to the Canal Company, to procure pumps and machinery in order to secure an adequate supply of water for the upper portion of the Canal at all seasons, which report has been published for the information of the citizens of Georgetown. The following resolution, recommended for adoption, embodies the views of the committee:

"Resolved, That this Corporation will lend to the Ches. & Ohio Canal company, for the purpose of procuring and erecting pumps with suitable machinery, in order to provide at all seasons an adequate supply of water for said Canal above Dam No. 6, the sum of twenty-five thousand dollars of the funded certificates of debt of this Corporation, bearing an interest at the rate of six per cent yearly, payable half yearly, and redeemable at the pleasure of this Corporation, on bonds to be issued by said Canal Company to the amount of twenty-five thousand dollars, bearing interest at the rate of six per cent; payable half yearly. Provided, that one or both of the cities of Washington and Alexandria or the citizens thereof or other citizens of the United States shall agree to aid the said Canal Company in an equally effective way to the extent of the further sum of fifty thousand dollars, and the engineers of the said Canal Company shall satisfy the said Commissioners of the Sinking Fund, appointed by ordinance of this Corporation, approved April 11, 1846, that the sums aforesaid will be sufficient effectually to secure the object for which they are intended. Provided also, that the said bonds of said Canal Company shall be payable in not more than ten years after their date, and shall appear on the face of the same to be issued for the object aforesaid, and to be preferred liens on the revenues of said Canal Company; and provided also, that the Trustees, or a majority of them, to whom the said Canal Company and its works were conveyed by mortgage dated June 8, 1848, and of record, shall by a written instrument, to be filed with the Clerk of this Corporation, assent to the issuing of the bonds aforesaid and to the application of the tolls and other revenues of said Company to the payment of said bonds in preference to the bonds heretofore issued by said Company, for the completion of said Canal, and shall agree, and personally bind themselves to make such application in case they shall hereafter take possession of said Canal in order to execute said mortgage."

Sun, Sat. 8/23/51, p. 4. *Georgetown, D. C.—* Reeside’a new packet boat Delaware, with a large party of ladies and gentlemen, yesterday visited the Great Falls; and last evening the Fashion went up on a similar trip.

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**Canal News** - Arrived, boats Col. Young, Salome Clarke, Robert G. Violet, O. W. Sturtevant, Lewis Cass, P. B. Petrie and David Shriver, all from Cumberland, passed down to Alexandria.

Also arrived, John P. Garrett, 57 miles, wheat, &c.; Thomas Jefferson, 62 miles, limestone; Geo. Waters, 73 miles, flour; W. C. Johnson, 45 miles, flour; Baltic, 81 miles, flour; Experiment, 31 miles, wheat and corn.


GA, Sat. 8/23/51, p. 2. **The Coal Trade** – Mr. John H. Holtzman and Co. who have
Canal Trade - 1851

purchased the Union Coal boats, are making preparations to establish a Depot in our town and to carry on the Coal trade in an extensive manner.

Canal Excursion – On Thursday last the fine Packet Boat Delaware made a pleasure excursion to the Falls with a large company of ladies and gentlemen and returned in the evening.

Today she has another trip, having been chartered by the Rev. Mr. Ted Broeck.

Ibid, p. 3. CANAL TRADE

Arrived

G. W. Gale, Cumb., coal; Southampton, Cumberland, coal, Frances, 23 miles, flour, &c.; Annawan, 23 miles, flour, &c.; Martha Frances, limestone; Charlotte, 723 barrels flour; Andrew Jackson, 62 miles, limestone; Col. Young, Cumberland, 101 tons of coal; John P. Garrett, 57 miles, wheat and rye; Salome Clarke, Cumberland, 99 tons of coal; Robert G. Violet, (first trip) Cumberland, 103 tons of coal; C. W. Sturtevant, (first trip) Cumberland, 112 tons coal; George Waters, 73 miles, flour and corn; W. C. Johnson, 45 miles, flour, &c.; Anna Woodward, Cumberland, coal.


Sun, Mon., 8/25/51, p. 1. Canal Packet - The Cumberland (Md.) Civilian says that Mr. Ward is about to add a new packet to his canal line, of larger size and superior accommodations to the Fashion. This experiment is succeeding very well.

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The Chesapeake and Ohio Canal - We learn from the Cumberland Civilian that the canal is now in good navigable order its whole length. The general superintendent is now engaged, under a resolution of the Board of Directors, in examining into the alleged mismanagement of the recent break at Williamsport.

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Ibid, p. 4. Canal Trade - Arrived today, boats Mary R. Zimmerman, Massasoit, General Tyson, Otho Baker, Salem, Elizabeth, Metacomet, Wm. Fowle and Wm. B. Clarke - all from Cumberland, with coal - passed down to Alexandria. (When shall I have the pleasure to report that portion of this trade, at least, stops in this town.)


The whole number of arrivals for the week amount to 77 boats, 51 from Cumberland and 26 from intermediate points, with flour, grain, stone.
Eastback has just launched another fine canal boat, and has two others, about half finished, on the stocks.

_Sun, Tue., 8/26/51, p. 1._ **Cumberland Coal Trade** - The amount of coal shipped from Cumberland by the Chesapeake and Ohio Canal for the week ending August 21st was 3,957 tons. Amount of coal sent by the Baltimore & Ohio Railroad for the week ending August 16th was 4,330 62 tons.

_Ibid._ p. 4. **Canal Trade.** - Arrived, boats John G. Stone, Jacob Snively, James Boyce, F. Bloodgood and John Lambie, all from Cumberland, for Alexandria; Chesapeake, 62 miles, limestone; John P. Smart, 31 miles, flour, corn, &c.


The packet boat _Fashion_ will be here on Wednesday evening, from Cumberland, and leave Alexandria Thursday at 4 P.M., and Georgetown at 6 for Cumberland, arriving there in 48 hours.

Yours, &c. Mercury.

GA, Tue. 8/26/51, p. 3. **Canal Trade.**

P. B. Petrie, Cumberland, 107 tons coal; W. C. Johnson, 45 miles, flour; Baltic, 80 miles, 1132 bbls. flour; David Shriver, Cumberland, 103 tons coal; Lewis Cass, Cumberland, 108 tons coal; Experiment, 31 miles, wheat & corn; M. R. Zimmerman, Cumberland, 106 tons coal; Massasoit, Cumberland, 104 tons coal; Gen. Tyson, Cumberland, 104 tons coal; Otho Baker, Cumberland, 102 tons coal; Baltimore, Cumb., coal; Thos. Jefferson, 62 miles, limestone; E. Payson, limestone; Maryland, 42 miles, corn, &c.; J. P. Garrett, 57 miles, corn, &c.; Belle, 73 miles, flour, &c.; Col. H. Clay, 62 miles, limestone; Salome,

Elizabeth, Metacomet, Wm. Fowle, Wm. B. Clark, John G. Stone, Jacob Snively, James Boyer, from Cumberland with coal; Chesapeake, 62 miles, limestone; John P. Smart, 31 miles, flour & corn; F. Bloodgood, Cumberland, 108 tons coal.

**Departed**


_Sun, Wed., 8/27/51, p. 4._ **City Canal**

The receipts from the western section of the canal for the past year amounted to $2,966.44 in excess over those of the previous year $386.42; those of the eastern to $218.16, being an increase of $61.30. In explanation of the small amount received from the western section, the wharves were not in a condition to be rented before the 1st of May last.

The sum for which those now contemplated have been rented until the 1st May next, is $5,630.50, and the residue it is now known can be readily rented when finished. In view of a renewal of business upon the line of the canal, a revision of the laws in relation to rents, landing and wharfage is very necessary. The bridge at Fourteenth street is in a very dilapidated condition. The mayor earnestly recommends that a draw or pivot bridge be constructed at that point, as one of that character would largely augment the canal trade.

In reference to the canal, matters in controversy between certain contractors and the corporation, have been referred to Mr. C.
B. Fisk, the present engineer, who will report shortly.

He next urges immediate attention to the law approved January 8, 1831, entitled "An act to preserve the navigation of the Potomac and Anacostia rivers."

DAT, Wed. 8/27/51, p. 2. I am happy to observe, amidst the quiet that reigns, our fellow-citizen, Peter Barry, continues prosecuting, with activity, his new wharf. He has now about three hundred hands, with ploughs and carts, executing their respective duties, and I hope not many weeks will elapse before we will have one, if not more, wharves for our contemplated coal trade.

The packet Delaware left this morning for the Falls; and the Fashion is expected this afternoon from Cumberland. The latter leaves tomorrow at 6 o’clock, p.m., and reaches her destination on Saturday about the same hour in the evening, taking forty-eight hours for the passage. Fare through to Cumberland $4.50, and board found.

This route I think is destined to be much traveled on account of its cheapness, it being about one-half of that upon the railroad, and most persons from this District, not pressed for time, will take it.


Sun, Thu., 8/28/51, p. 4. Steam Canal Navigation - The steamer Virginia, Capt. R. H. Clark, with three barges in tow, arrived at Norfolk on Monday, says the Beacon, direct from the Cumberland mountains, having on board about three hundred tons of coal. Steamers on this plan are becoming extensively used on the Northern Canals, where they are very highly spoken of. The Virginia has made a trip with her barges, carrying about the same quantity of coal direct from the mines to Buffalo, N.Y., one never before accomplished.

Ibid. Canal Trade - Arrived, Miles Standish, Pacific, Oregon, C. F. Mudge, Edward Payson and Cumberland, from Cumberland, for Alexandria; and boats Capt. Walker, 62 miles, limestone; J. Charlton, 100 miles, flour; Texas, 77 miles, flour; Frances, 23 miles, flour.

Departures - Twenty-four boats have left within the last two days, freighted with groceries.

GA, Thu. 8/28/51, p. 3. Canal Trade Arrived.

John Lambie, Cumb., coal; Miles Standish, Cumberland, 98 tons coal; Capt. Walker, 62 miles, limestone; Tom Charlton, 100 miles, 735 bbls. flour; Texas, 77 miles, 558 bbls. flour; Frances, 23 miles, 400 bbls. flour & offal; Oregon, Cumberland, 96 tons coal; C. F. Mudge, Cumb., coal; Ed. Payson, 62 miles, limestone; Cumberland, Cumberland, coal.


The Canal Boat G. W. Gale, which is one of the boats for the Cumberland line, was obliged to return here on Monday last, from not being able to pass lock number eight, about seven miles from this place.

DAT, Thu. 8/28/51, p. 2. As noticed in my letter of yesterday, the packet boat Fashion arrived here at 5 o’clock, p.m., making the passage from Cumberland in forty-six hours. She had on board a large number of passengers, and one could easily read from
their countenances that the trip had been a pleasant one; so totally different from the appearances of travelers on the railroad, having their eyes filled with the cinders that float around the cars, their limbs cramped from a sitting position, and their skin dry and husky, feeling, as they look, jaded and discontented.

_Canal Trade_ – Arrived, Cumberland, Cumb., 94 tons of coal; Jenny Lind, Cumb., 94 tons of coal; Charles Perry, Cumb., 104 tons of coal; Sarah Perry, Cumb., 105 tons of coal; Wm. J. Boothe, Cumb., 104 tons of coal; Anna Harrison, Cumb., 95 tons of coal; Enterprise, Cumb., 88 tons of coal.


DAT, Fri. 8/29/51, p. 2. _Canal Trade_ – Arrived, Grampus, 124 miles, wheat; Experiment, 31 miles, wheat.


The packet boat _Fashion_ left here yesterday at 7 o’clock, p.m., with some forty or fifty passengers on board.

Sat., 8/30/51, p. 2. _The Steamer Virginia_, Capt. Clark, with three barges in tow, arrived at Norfolk, on Monday last, says the “Beacon,” direct from the Cumberland mountains, having on board the barges about three hundred tons of coal.

The Canal Boat Oregon arrived at Georgetown, D.C., on Tuesday morning from Cumberland, having made the round trip between the two places in nine days and a half, the quickest trip, it is said, ever made on the canal by a freight boat. The distance is 184 miles.
The packet boat *Fashion* left town on Thursday evening last, at 7 o’clock, with some forty or fifty passengers.

**Sat. 8/30/51, p. 2. Message of the Mayor of Washington – CITY CANAL** – The receipts from the western section of the Canal for the past year amounted to $2,966.44, in excess over those of the previous year, $386.42; those of the eastern to $218.16, being an increase of $61.30. In explanation of the small amount received from the western section during the past year, it is proper to state that the wharves were not in a condition to be rented before the 1st May last. The sum for which those now completed have been rented until the 1st of May next year is $5,630.50, and the residue, it is now known, can be readily rented when finished. In view of a revival of business upon the line of the Canal, a revision of the laws in relation to rents, landing, and wharfage, is very necessary. The bridge at 14th street is in a very dilapidated condition, and I therefore earnestly invite your attention to the recommendation of the Commissioner that a draw or pivot bridge be constructed at that point, as one of that character would largely augment the Canal trade. I do not deem it appropriate, at the present time, to present any detailed statement as to the execution of the law approved December 18, 1848, for the improvement of the Washington City Canal. The matters in controversy between the Corporation and the contractors have, under the authority of the joint resolution approved April 19, 1851, been submitted to the present engineer, Mr. C. B. Fisk, for final settlement, from whom an award may be executed in a few days. Immediately following this he will render a report of the condition of the work at the time he assumed the management, its subsequent progress and present state. We may confidently expect the completion of the present work...
this fall, and that it will be protected along its entire length by cesspools and embankments from further injury by deposits and washings. I am happy to say, that no difficulties have occurred since the work has been prosecuted under the direction of Mr. Fisk, and his assistant, Mr. Wm. B. Bryan. The Canal from Third street has been restored to the depth required by law, and the whole work has been faithfully superintended by the Commissioners.

As a matter directly connected with the usefulness of the Canal, I invite your immediate attention to the law approved January 8, 1831, entitled “An act to preserve the navigation of the Potomac and Anacostia rivers.” It is wholly insufficient to protect the navigation from wrecks and similar obstructions. I think it would be advisable to invest the Commissioners of the Canal with powers similar to those exercised by port wardens in other places for these objects.

No return has been made of the number of hogsheads of tobacco inspected by the late inspector.

The following quantities of lumber, fuel, flour, &c., have been reported by the respective officers as having been measured, inspected and weighted during the past year:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
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</thead>
<tbody>
<tr>
<td>Flour</td>
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<td>Salt fish</td>
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<tr>
<td>Soft coal</td>
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<tr>
<td>Hay</td>
<td>1,726</td>
</tr>
<tr>
<td>Wood</td>
<td>55,354</td>
</tr>
<tr>
<td>Lumber</td>
<td>4,000,000</td>
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Sun, Mon. 9/1/51, p. 1. **Cumberland Coal Trade.** - The amount sent by canal for the week up to Thursday, August 28th, was 2,178 14. Coal by Railroad to Saturday the 23rd of August, 3,741 10 tons. 

*ibid.* p. 4. There is but little doing on the canal. **Arrived** - boats Morning Star, 19 miles, wood; P. F. Thomas, 31 miles, hay, oats, &c.; and the Grampus, from Alexandria, bound up. **Departed** - the boats F. Bloodgood, Experiment, Miles Standish, Sarah Perry, Anna Marion, for various points on the canal. 

GA, Tue. 9/2/51, p. 3. **CANAL TRADE Arrived.**

Morning Star, 19 miles, wood.

P. F. Thomas, 31 miles, hay, oats, &c. packet Delaware.

**Departed** – F. Bloodgood, Experiment, M. Standish, Sarah Perry, Ann Marion, Delaware.

GA, Thu. 9/4/51, p. 3. **CANAL TRADE Arrived.**

John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, flour, corn, &c.; Geo. Washington, 31 miles, flour, wheat, &c.; Isabel, 89 miles, corn, flour, &c.; Susan, 119 miles, flour, bark, &c.; John Van Lear, 100 miles, flour and lumber; Buena Vista, 69 miles, limestone; Ben Franklin, 100 miles, flour, lumber, &c.; Oregon, 73 miles, wheat, &c.; Col. H. Clay, 62 miles, limestone; Wm. Jackson, 62 miles, limestone.

**Departed** – Grampus, Morning Star, Mary and the packet Delaware to the Great Falls; J. P. Smart.

DAT, Sat. 8/30/51, p. 3. **Canal Trade – Arrived.** Morning Star, 19 miles, wood; P. F. Thomas, 31 miles, hay, oats, &c.; and packet Delaware.

**Departed** – F. Bloodgood, Experiment, M. Standish, Sarah Perry, Ann Marion, and Delaware.
The enterprising owner of the packet boat Fashion will start today another boat, to leave Georgetown for Cumberland at 7 o’clock, p.m. The proprietor of this line, (Mr. Ward,) with a determination to accommodate the public, intends, in a few weeks, to place upon the route four first-class boats, so as to have a daily line through the entire length of the canal.

Canal Trade – Oregon, 73 miles, wheat, &c.; Col. Henry Clay, 62 miles, limestone; W. Jackson, 62 miles, limestone; Union, 100 miles, 604 bbls. flour; Martha Frances, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; W. C. Johnson, 45 miles, rye, &c.; Frances, 23 miles, wheat, &c.; F. Thomas, Cumb., coal; Canonicus, Cumb., coal; M. H. Hoffman, Cumb., coal; James Terrell, Cumb., coal; Reindeer, Cumb., coal; Mary, 23 miles, stone.

Departed – J. P. Smart, A. Cary, B. Franklin, Delaware.

DAT, Fri. 9/5/51, p. 3. Canal Trade – Arrived, Louisa, Cumb., coal; Geo. W. Riggs, Cumb., coal; Catharine Shafer, 89 miles, wheat, &c.; H. B. Loomis, Cumb., coal; El Dorado, Cumb., coal; Delaware, Cumb., coal; Southampton, Cumb., coal; Gov. Sprigg, Cumb., coal; Wm. Albert, Cumb., coal; Eckhart, Cumb., coal; Columbia, Cumb., coal; E. A. Cooke, Cumb., coal; Westmoreland, Cumb., coal; Yankee, Cumb., coal; P. Janney, flour; Millard Fillmore, Cumb., coal; M. R. Hale, Cumb., coal; D. J. McCoy, Cumb., coal; I. Motter, Cumb., coal; I Motter, Cumb., coal; Anna Gilleece, Cumb., coal; Charles Arthur, Cumb., coal; E. Payson, 62 miles, limestone; Daniel Webster, 62 miles, limestone; Star, 22 miles, wood; Capt. Walker, 69 miles, limestone; Ohio, 31 miles, wheat, &c.


Sat., 9/6/51, p. 3. Canal Trade Departures

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<tr>
<th>Date</th>
<th>Boat</th>
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<tr>
<td>8/29</td>
<td>American Flag</td>
<td>96 00</td>
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<tr>
<td></td>
<td>Caroline</td>
<td>100 00</td>
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<td></td>
<td>Charles Arthur</td>
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<td>Wm. T. Hamilton</td>
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<td>S. B. Stone</td>
<td>108 10</td>
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<td>8/30</td>
<td>E. J. Neal</td>
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<td>Massasoit</td>
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<td>Old Dominion</td>
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<td>Mountaineer</td>
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<td>P. B. Petrie</td>
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<td>A. Leiter</td>
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<td></td>
<td>Annawan</td>
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<td></td>
<td>Lewis Cass</td>
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<td>H. G. Phelps</td>
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<td>Gen. Tyson</td>
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<td>Mt. Vernon</td>
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<td>Constitution</td>
<td>72 03</td>
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<td>James Boyce</td>
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<td>9/3</td>
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<td>86 00</td>
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<td>Metacomet</td>
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<td>R. G. Violett</td>
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<td>Geo. Waters</td>
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<td>David Shriver</td>
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<td>Salome Clarke</td>
<td>97 09</td>
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<tr>
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<td>L. A. Phelps</td>
<td>72 00</td>
</tr>
<tr>
<td>9/5</td>
<td>William B. Clarke</td>
<td>95 04</td>
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</tbody>
</table>

Total number tons of coal, 3,647 11
Number tons of coal sent by Rail Road last week, 3,967.14
Canal Trade - 1851

Sun, Sat., 9/6/51, p. 1. **Chesapeake and Ohio Canal** - The Cumberland Civilian, of yesterday, says: "The water in the canal is abundant, and will continue so throughout the season. We hope to see greater activity in the coal trade from this time forth. The complaints concerning the late break at Williamsport are about to be examined, after an unnecessary delay."

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**The Canal** - We learn from the Williamsport Sentinel that the Chesapeake and Ohio Canal is in fine navigable order, and a large amount of trade is now being done on it.

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**Cumberland Coal trade** - The amount of coal shipped by canal for the week up to Thursday, September 5, was 3,673.18 tons. Amount by railroad to Saturday, August 3, was 3,967.14 tons.

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**A Favorite Route** - The packet-boat Fashion arrived at Georgetown, D.C., on Wednesday evening from Cumberland, with over sixty passengers.

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*Ibid.* p. 4. Owing to the small quantity of water in the canal at the present time, it has been found necessary to shut off the supply from the mills.


GA, Sat. 9/6/51, p. 3. **CANAL TRADE**

Arrived.

Oregon, 73 miles, wheat, &c.; Col. Henry Clay, 62 miles, limestone; W. Jackson; Union, 100 miles, 604 bbls. flour; Martha Frances, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; W. C. Johnson, 45 miles, rye, &c.; Frances, 23 miles, wheat, &c.; F. Thomas, Canonicus, M. Hoffman, James Terrell, Reindeer, all Cumb., coal; Mary, 23 miles, stone; Baltimore, H. Hoffman, B. Loomis, Delaware, Southampton, Gov. Spriggs, Wm. Albert, Eckhart, Columbia, E. A. Cook, Westmoreland, Yankee, M. Fillmore, M. R. Hale, D. J. McCoy, I. Motter, Anna Gilleece, G. W. Riggs, Chas. Arthur, Mountain Ranger, Louisa, H. H. Casey, C. H. Ohr, Augusta, F. Rawdon, Oregon, all Cumb., coal; Ohio, 31 miles, wheat, corn, &c.; C. Shafer, 89 miles, wheat; El Dorado, Cumberland, whiskey; Capt. Walker, 69 miles, limestone; Star, 22 miles, wood; Daniel Webster, 62 miles, limestone; Ph. Janney, Cumberland, 79 bbls. flour; E. Payson, 62 miles, limestone; Louisa, 95 miles, flour and wheat; North bend, Cumberland, hoop poles, &c.; Belle, 73 miles, 1,090 bushels wheat and 444 bbls. flour; Baltic, 81 miles, 114 bbls. flour; Martha Frances, 62 miles, limestone.


**DAT, Sat. 9/6/51, p. 3.** *Canal Trade –* Arrived, Louisa, 95 miles, flour and wheat;
Sun, Mon., 9/8/51, p. 4. Canal Trade -
Arrived today, boats Osprey, Oregon, Caroline, Massasoit, Wm. T. Hamilton, S. B. Stone, E. J. Neal and American Flag, all from Cumberland, for Alexandria. Also boats P. F. Thomas, 31 miles, wood; Anna Marion, 77 miles, flour; J. P. Smart, 31 miles, wheat and flour.


The amount of Coal which passed here since Wednesday is 4,000 tons.

Yours, &c. Mercury.

DAT, Mon. 9/8/51, p. 3. Canal Trade –
Arrived, S. B. Stone, Osprey, Massasoit, William T. Hamilton, E. L. Neal, P. B. Petrie, American Flag, Annawan, Old Dominion, Gen. Tyson and Mountaineer, from Cumberland with coal; J. P. Smart, 31 miles, corn and flour; Col. Crockett, 58 miles, wheat, wood, &c.; John Hetzer, 100 miles, 740 bbls. flour; Experiment, 31 miles, 1,400 bushels wheat; Rambler, 42 miles, wheat, &c.; Seaman, 141 miles, cement.


Sun, Tue., 9/9/51, p. 4. Georgetown (D. C.)
Monday Afternoon. - Our Canal is now in fine navigable order, and boats are hourly arriving from Cumberland and the intermediate points.

Yours, &c. Mercury.

GA, Tue. 9/9/51, p. 2. Washington City Canal – The matters in controversy between the corporation and the contractors (Messrs. Harkness and Lewis,) for restoring the canal to the depth required by law, were, we learn, settled by the Board of Control at their meeting on Saturday. Messrs. J. C. Harkness and Samuel Stott were the assignees of the contractors. The subject having been submitted, by joint resolution of the City Councils, to the present engineer of the work, Mr. C. B. Fisk, for the final settlement, he, after a careful review of all circumstances, made an award, in accordance with which the amount to be paid to them, including the twenty percent retained, is fifteen thousand dollars; or from four to five thousand dollars more than was adjudged to be due by the former engineer, Mr. C. B. Cluskey, and from five to six thousand dollars less than was claimed.

Ibid, p. 3. CANAL TRADE

Arrived.

Jas. F. Essex, 61 miles, 900 bbls. flour; Osprey, Cumberland, 98 tons coal; P. F. Thomas, 31 miles, wood; Caroline, Cumberland, 100 tons coal; Anna Marion, 77 miles, 900 bbls. flour; E. J. Neal, Cumberland, 108 tons coal; S. B. Stone, Massasoit, William T. Hamilton, P. B.
Petrie, American Flag, Annawan, Old Dominion, Gen. Tyson and Mountaineer, from Cumberland with coal; J. P. Smart, 31 miles, corn & flour; Col. Crocket, 58 miles, wheat, wood, &c.; John Hetzer, 100 miles, 740 bbls. flour; Experiment, 31 miles, 1,400 bushels wheat; Rambler, 42 miles, wheat, &c.; Seaman, 141 miles, cement.


**Departed** – Chesapeake, Baltic, Columbia, J. Hetzer, D. J. McCoy, Delaware, M. R. Hale, Col. Crockett, C. Shafer.

*Sun*, Wed., 9/10/51, p. 4. The Board of Aldermen, last evening, authorized the mayor to accept the proposition of Messrs. Ryder & Co., for the construction of an iron footbridge across the Canal at Tenth street. A plan and specifications were submitted by Messrs. R., and, should they be adopted, the bridge will not only be a great convenience to our citizens, but a vast improvement to that part of the city. Two thousand dollars were appropriated to carry the law into effect.


GA. Thu. 9/11/51, p. 3. **CANAL TRADE**

**Arrived.**


DAT, Thu. 9/11/51, p. 3. *Canal Trade* – Arrived, Salem, David Shriver, George Waters, Charles Williams, (new boat, first trip,) Charles Perry, with Cumberland coal; and Frances, 23 miles, 318 barrels flour; Ohio, 100 miles, wood, wheat, apples, &c.


DAT, Fri. 9/12/51, p. 3. *Canal Trade* – Arrived, Charles Perry, R. Violett, Salome Clarke, from Cumberland, with coal; Hugh Smith, 61 miles, 784 barrels flour, &c.; Maryland, 42 miles, sumac, &c.; Edward Payson, 62 miles, limestone; W. C. Johnson, 45 miles, 50 barrels flour, 165 bushels corn, 1,500 bushels offal, 2½ cords wood, &c.;
Captain Walker, 69 miles, lime and limestone; P. F. Thomas, 31 miles, 100 bushels wheat, 19 bushels potatoes, 100 bushels sumac, 6 barrels of peaches and 7 hogheads of tobacco; Gen. Cass, 31 miles, flour and wheat; Dan. Webster, 62 miles, limestone.

Departed – Eckhart, Old Dominion, C. H. Ohr, Yankee, Metacomet, Morning Star.

Sat., 9/13/51, p. 2. Preparing for the Coal Trade - The Georgetown Reporter says that it is informed upon reliable authority that several gentlemen (some residents of Georgetown) are making arrangements with the view of entering extensively into the Cumberland coal trade. They will run their own boats, of which twenty-four are to be built immediately.

Excursion on the Canal.
Mr. Weber: - Permit me to notice through your paper, a picnic party which came off on Wednesday of last week. The company consisted of a number of youth of our city, attached to Allegany Section No. 13 Cadets of Temperance, accompanied by several gentlemen; and proceeded down the Canal, on one of Mr. Ward's boats, to Big Spring, where the day was spent in harmonious and healthful amusements. The boys were much delighted with their trip; and desire to express their thanks, publicly, to Mr. Ward for his kind generosity in furnishing the boat, men and team for the occasion, without charge.

ONE OF THE COMPANY

DAT, Sat. 9/13/51, p. 3. Canal Trade – Arrived, Wm. Fowle, Cumb., coal; Union, 667 bbls. flour; William Jackson, 62 miles, limestone; Star, 22 miles, wood; Isaac Long, Cumb., coal; D. & H. Clagett, 81 miles, flour; Martha Frances, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone.


Sun, Mon. 9/15/51, p. 1. Cumberland Coal Trade. - The amount of coal shipped from Cumberland by the canal, for the week ending September 11, was 2,316 tons. The amount carried by railroad was not given.

DAT, Mon. 9/15/51, p. 3. Canal Trade – Arrived, Thomas Jefferson, 62 miles, limestone; John Van Lear, 100 miles, flour, &c.; J. Berston, Cumb., coal; L. A. Phelps, Cumb., coal; W. B. Clarke, Cumb., coal; Cumberland, Cumb., coal; F. Bloodgood, Cumb., coal; Southampton, Cumb., coal; Y. W. Gale, Cumb., coal; Pacific, Cumb., coal; J. Snively, Cumb., coal; Elizabeth, Cumb., coal; M. L. Rawdon, Cumb., coal; J. L. Pasco, 69 miles, iron; Buena Vista, 69 miles, pig iron; Jenny Lind, 86 miles, flour, &c.; Andrew Jackson, 50 miles, wheat, &c.; John P. Smart, 31 miles, flour, &c.; Benj. Franklin, 100 miles, flour, &c.


GA, Tue. 9/16/51, p. 3. Canal Trade Arrived

Smart, 31 miles, flour, &c.; Benj. Franklin, 100 miles, flour, &c.

**Departed**

DAT, Tue. 9/16/51, p. 3. *Canal Trade* – Arrived, Experiment, 31 miles, wheat and corn; E. W. Denham, Cumb., coal; Gondola, 31 miles, hogs, &c.


Sun, Wed., 9/17/51, p. 4. *Canal News* - The boat Elizabeth, Capt. Gwinner, from Cumberland, with coal, sunk on Sunday night in the Alexandria basin, and two horses were drowned.

Arrived, from Cumberland, boats A. J. Benton, L. A. Phelps, Cumberland, Wm. B. Clarke, F. Bloodgood, Southampton, T. W. Gorter, Pacific, J. Snively, Elizabeth, Mary L. Rawdon and E. W. Denham - all passed down to Alexandria. Boats M. Francis, 62 miles, limestone; J. L. Pascoe, 69 miles, pig iron; Buena Vista, 69 miles, pig iron; Andrew Jackson, 50 miles, wheat and corn; John P. Smart, 31 miles, flour, &c.; Experiment, 31 miles, wheat; Ben Franklin, 100 miles, flour, &c.; Gondola, 31 miles, live hogs; scow Ann, 9 miles, oats and stone.

**Departures** - Boats William Fowle, John Van Lear, John P. Smart, Southampton, Abraham Leiter, H. G. Phelps, Jenny Lind, Mountaineer, Hugh Smith and Mary Zimmerman. The *Fashion* is expected down from Cumberland tomorrow.

On the canal, one of the packets brought as passengers, from Harper's Ferry and the intermediate points, fifty ladies and gentlemen, who will doubtless do some business in the way of fall purchases in our three cities.

In the Common Council the bill for the new Iron bridge across the Canal, at Tenth street, was postponed for a week.

Our harbor is lively - canal crowded with boats - markets for every species of produce at ready sales and good prices. Let the Alexandrians boast of their "black diamonds." Give us the custom of the lively and intelligent ladies of Maryland and Virginia, and they are welcome to the coal. It's a *gassy* article at best.

GA, Thu. 9/18/51, p. 3. *CANAL TRADE* 

**Arrived.**
Experiment, 31 miles, wheat and corn; E. W. Denham, Cumb., coal; Gondola, 31 miles, hogs, &c.


DAT, Fri. 9/19/51, p. 3. *Canal Trade* – Arrived, J. P. Garrett, 57 miles, flour; Anna Woodward, Cumb., coal; Charles Arthur, Cumb., coal; Columbia, Cumb., coal; Canonicus, Cumb., coal; Wm. Albert, Cumb., coal; W. J. Boothe, Cumb., coal; Pennsylvania, Cumb., coal; Reindeer, Cumb., coal; Josephine Seaton, Cumb., coal; Ohio, Cumb., coal; Miles Standish, Cumb., coal; Rambler, 51 miles, wood, &c.


Sat., 9/20/51, p. 3. **CANAL TRADE DEPARTURES**

<table>
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<tr>
<th>Date</th>
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Total number of tons of coal, 2,961.9; coke, 73.18.

Sun, Sat., 9/20/51, p. 4. **Georgetown, D. C., Friday Afternoon.** - The canal is again in navigable order, and the following boats have arrived: Boats Anna Woodward, Charles Arthur, Columbia, Canonicus, Wm. Albert, W. J. Boothe, Pennsylvania, Reindeer, Josephine Seaton, Ohio, and Miles Standish - all from Cumberland, passed down to Alexandria. Boat J. P. Garrett, 57 miles, flour; Rambler, 51 miles, wood.


GA, Sat. 9/20/51, p. 3. **CANAL TRADE ARRIVED.**


DAT, Sat. 9/20/51, p. 3. **Canal Trade – ARRIVED.**

Arrived, Sarah Perry, Ohio, O. W. Sturtevant, C. F. Mudge, H. B. Loomis, Cumb., coal; Wm. C. Johnson, 45 miles, flour; Belle, 73 miles, flour, &c.; James F. Essex, 61 miles, flour, &c.


Sun, Mon., 9/22/51, p. 4. **Canal Trade – ARRIVED.**

boats C. F. Mudge and H. B. Loomis, from Cumberland, passed down to Alexandria; also boats W. C. Johnson, 45 miles, flour; Belle, 73 miles, flour; J. F.
Essex, 61 miles, flour; Baltic, 81 miles, with 1,010 barrels of flour.

Departed, boats P. F. Thomas, Captain Walker, Rambler, Wm. J. Boothe and R. G. Violett.

During the week 28 boats have come down, and 1,702 tons of coal were received.

DAT, Mon. 9/22/51, p. 3. A new boat, the James A. Magruder, came in this morning with over one hundred tons of flour and whiskey, drawing only three feet and eight inches of water. This boat was built by Thomas Hassett, of near Clear Spring, Washington county, Md.

Canal Trade – Arrived, Baltic, 81 miles, 1,000 bbls. flour, &c.; M. Fillmore, Cumb., coal; M. R. Hale, Cumb., coal; N. S. Berston, Cumb., coal; Frances, 28 miles, flour, &c.; Wm. Jackson, 62 miles, limestone; Lady, 89 miles, flour, &c.; James A. Magruder, 107 miles, flour, &c.; J. P. Smart, 31 miles, flour, &c.; Chesapeake, 62 miles, limestone; M. Francis, 62 miles, limestone; Gen. Cass, 31 miles, flour and meal.


A new boat, the James A. Magruder, came in this morning with over one hundred tons of flour and whiskey, drawing only three feet and eight inches of water. This boat was built by Thomas Hassett, of near Clear Spring, Washington county, Md.

GA, Tue. 9/23/51, p. 3. CANAL TRADE Arrived.

Boats Sarah Perry, Ohio, O. W. Sturtevant, C. F. Mudge, H. B. Loomis, Cumb., coal; Wm. C. Johnson, 45 miles, flour; Belle, 73 miles, flour, &c.; James F. Essex, 61 miles, flour, &c.; Baltic, 81 miles, 1,000 bbls. flour, &c.; M. Fillmore, Cumb., coal; M. R. Hale, Cumb., coal; N. J. Berston, Cumb., coal; Frances, 23 miles, flour, &c.; Wm. Jackson, 62 miles, limestone; Lady, 89 miles, flour, &c.; James A. Magruder, 107 miles, flour, &c.; J. P. Smart, 31 miles, flour, &c.; Chesapeake, 62 miles, limestone; M. Francis, 62 miles, limestone; Gen. Cass, 31 miles, flour & meal.


Sun, Wed., 9/24/51, p. 4. Canal Trade - Arrived, Morning Star, 20 miles, wood; Tom Charlton, 100 miles, flour, &c.; Ohio, 31 miles, wood, &c.; Eagle, Hancock, flour, &c. A number of boats have passed up. - Washington Telegraph.

DAT, Wed. 9/24/51, p. 3. Canal Trade – Arrived, Massasoit, D. J. McCoy and Anne Gilleece, from Cumberland, with coal; Potomac, 48 miles, wheat, &c.


DAT, Thu. 9/25/51, p. 2. Georgetown

The canal packet Fashion arrived here yesterday afternoon with from fifty to sixty
Canal Trade - 1851

passengers on board, and, as usual of late, many of them had to take up the line of march to Washington to find hotel accommodations. See to it, merchants of Georgetown. Many of these were merchants from the western towns of Maryland and Virginia, in search of a Fall and Winter stock of goods.

_Canal Trade_ – Arrived, Oregon, 73 miles, wheat, &c.; Potomac, 48 miles, wheat, &c.; boats Louisa, Metacomet, G. W. Riggs and Gen Tyson, from Cumberland, coal; P. F. Thomas, 23 miles, flour, &c.; Col. Crockett, 61 miles, wood, &c.; Star, 22 miles, wood, &c.; Thomas Jefferson, 62 miles, limestone; H. Smith, 61 miles, flour; J. Van Lear, 100 miles, flour, &c.; Charlotte, 108 miles, flour, &c.


_Sun_, Fri., 9/26/51, p. 4. _Canal News_ - Arrived, boats Star, 22 miles, wood; P. F. Thomas, 23 miles, flour; Col. Crockett, 61 miles, wood and wheat; Thomas Jefferson, 62 miles, limestone; H. Smith, 62 miles, flour; J. Van Lear, 100 miles, flour; Charlotte, 108 miles, flour. Also, boats Louisa, 95 tons coal; S. Tyson, 99 tons; Geo. W. Riggs, 95 tons and Metacomet, 96 tons - all from Cumberland, passed down to Alexandria.

_Departed_ - Boats J. A. Magruder, Lady of North Bend, D. J. McCoy, Massasoit, Mary R. Hale, Sarah Perry, Morning Star, Ohio, Th. Charleston and Potomac.

The canal packet boat _Fashion_, with upwards of 59 passengers, arrived yesterday afternoon. _Mercury_.

DAT, Fri. 9/26/51, p. 2. _Canal Trade_ – Arrived, Helen Bruce, (new boat, first trip,) James Terrell and Freeman Rawdon, from Cumberland, with coal; Capt. Walker, 69 miles, lime and limestone; Daniel Webster, 62 miles, limestone.


Sat., 9/27/51, p. 2. **CANAL TRADE DEPARTURES**

<table>
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<th>Date</th>
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<td>Helen Bruce</td>
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<td>C. C. Smoot</td>
<td>72</td>
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<td>Baltimore</td>
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<td>Otho Baker</td>
<td>90</td>
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<td>C. B. Thurston</td>
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Canal Trade - 1851

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<td>A. J. Benton 77.06</td>
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<td>Cumberland 63.11</td>
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Total number of tons of coal 2,992.11; coke 112.

Sun, Sat., 9/27/51, p. 1. **Low Water** - The water in the Potomac opposite Williamsport, Md., (says the *Sentinel*) has not been as low as at present during the season. The levels in the canal are also low. Boats are allowed to load but 3½ feet.

--------------------------------------------

Ibid, p. 4. **Canal Trade**. - Arrived, boats Captain Walker, 69 miles, limestone; B. Franklin, 100 miles, flour; D. Webster, 62 miles, limestone; D. & H. Clagett, 81 miles, flour.

Also, passed down to Alexandria, John G. Stone, Helen Bruce, Eckhart, C. B. Trisdale and Freeman Rawdon, from Cumberland, with coal.


Yours, &c., Mercury.

GA, Sat. 9/27/51, p. 3. **CANAL TRADE**

**Arrived.**

Oregon, 73 miles, wheat, &c.; Potomac, 48 miles, wheat, &c.; boats Louisa, Metacomet, G. W. Riggs and Gen. Tyson, from Cumb., coal; P. F. Thomas, 23 miles, flour, &c.; Star, 23 miles, flour, &c.; Thomas Jefferson, 62 miles, limestone; H. Smith, 61 miles, flour; J. Van Lear, 100 miles, flour, &c.; Charlotte, 108 miles, flour, &c.; Helen Bruce, Augusta, Eckhart, C. B. Thurston, James Terrell and Freeman Rawdon, from Cumberland, with coal; Captain Walker, 69 miles, limestone; Daniel Webster, 62 miles, lime and limestone.


DAT, Sat. 9/27/1851, p. 2. **Canal Trade** –

Arrived, D. & H. Clagett, 81 miles, flour, &c.; John G. Stone, Cumb., coal; John Lambie, 86 miles, wood; George Waters, Cumb., coal; Rambler, 45 miles, wood; Yankee, Cumb., coal; E. A. Cook, Cumb., coal; Gov. Sprigg, Cumb., coal; and Delaware.


DAT, Mon. 9/29/51, p. 3. **Canal Trade** –

Arrived – The following boats from Cumberland, with coal: E. J. Neal, 101 tons; Archibald Cary, 96 tons; Baltimore, 86 tons; E. Hoffman, 87 tons; J. R. Annan, 84 tons; Old Dominion, 96 tons. Also – Catharine Schafer, 86 miles, wheat, &c.; scow Ann, 23 miles, stone; K. H. Lambell, 31 miles, flour and offal; General Washington, 31 miles, wheat, &c.; Liberty, of Weverton, 13,330 cedar posts; Seaman, 127 miles, cement.


Sun, Tue., 9/30/51, p. 4. **Georgetown and its Affairs.** - The strong easterly winds which prevailed here for several days caused the tide to rise in our harbor to an unusual height on Saturday night and Sunday morning, overflowing many of the wharves and damaging several hundred barrels of flour, besides floating a considerable quantity of lumber, &c.

The enterprising owner of the packet boat *Fashion* will start today another boat
[Belle], to leave Georgetown for Cumberland at 7 o'clock, p.m. The proprietor of this line, (Mr. Ward), with a determination to accommodate the public, intends, in a few weeks, to place upon the route four first-class boats, so as to have a daily line through the entire length of the canal.

Canal Trade - Arrived - The following boats from Cumberland, with coal: E. J. Neal, 101 tons; Archibald Cary, 96 tons; Baltimore, 86 tons; E. Hoffman, 87 tons; J. R. Annan, 84 tons; Old Dominion, 96 tons. Also - Catherine Shafer, 86 miles, wheat, &c.; scow, Ann, 23 miles, stone; K. H. Lambell, 31 miles, flour and offal; George Washington, 31 miles, wheat, &c.; Liberty, of Weverton, 13,330 cedar posts; Seaman, 127 miles, cement.


GA, Tue. 9/30/51, p. 3. CANAL TRADE


DAT, Tue. 9/30/51, p. 3. Canal Trade – Arrived, H. H. Casey, Cumberland, 81 tons coal; American Flag, Cumberland, 80 tons coal; Mary, 23 miles, stone; J. F. Essex, 61 miles, 637 bbls. flour, &c.; Morning Star, 23 miles, 20 cords of wood, 100 bales of hay, and 86 bushels oats.


Wed., 10/1/51. Not to be Beaten. A correspondent of the Baltimore Sun, writing from Georgetown, D.C., says, that the new Canal Boat, "James A. Magruder," owned by Mr. Jacob B. Masters & Co., arrived there on Monday morning last with over one hundred tons of flour and whiskey, and drawing only 3 feet 8 inches of water. The "J. A. Magruder" was built by Mr. Thomas Hassett, near the Four Locks.

The boat partakes of the qualities of its owner; it is not to be beaten, and neither is he, as the next election will demonstrate.}

Sun, Wed., 10/1/51, p. 4. I have the pleasure to announce that last night the Board of Common Council passed the bill from the Board of Aldermen for the construction of

[Transcriber's Note: A second boat was added.]

FOR WASHINGTON, GEORGE TOWN AND ALEXANDRIA


[Transcriber's Note: A second boat was added.]

Torch Light Herald of Freedom, Hagerstown, MD, newspaper, Wed., 10/1/1851

12 Torch Light Herald of Freedom, Hagerstown, MD, newspaper, Wed., 10/1/1851
an iron bridge across the canal at Tenth street and leading directly to the Smithsonian Institution. This is a capital move. The Island is now, indeed, so intimately connected with the entire city proper, that there should be a bridge at each of the streets.

*Georgetown, D. C., Tuesday, 4 P. M. - Canal News.* - Arrived, boats E. J. Neal, American Flag, H. H. Casey, from Cumberland, passed down to Alexandria; also, boats James F. Essex, Harper's Ferry, flour; Morning Star, Seneca, wood; and Mary A. Stone, 22 miles, stone.


Mercury.

GA, Thu. 10/2/51, p. 3. **CANAL TRADE**

*Arrived.*

H. H. Casey, Cumberland, 81 tons coal; American Flag, Cumb., coal; Mary, 23 miles, stone; J. F. Essex, 61 miles, flour, &c.; Morning Star, Seneca, wood; and Mary A. Stone, 22 miles, stone.


Mercury.

DAT, Thu. 10/2/51, p. 3. **Canal Trade**

*Arrived.*


Yours, Mercury.

Sun, Fri., 10/3/51, p. 4. **Canal Trade**


Yours, Mercury.

Sat., 10/4/51, p. 2. **Canal Trade Departures**

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<td>Millard Fillmore</td>
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Total number of tons of coal, 1749.5.
Sun, Sat. 10/4/51, p. 4. **Canal Trade** –
Arrived, Mt. Vernon, Cumberland, 72 tons coal; Wm. Fowle, do., 61 tons coal; Osprey, do., 73 tons coal; Baltic, 81 miles, flour, &c.; Southampton, Cumberland, 73 tons coal; Thomas Jefferson, 62 miles, limestone; Edward Payson, 62 miles, limestone.


GA, Sat. 10/4/51, p. 3. **CANAL TRADE**

Arrived.


DAT, Sat. 10/4/51, p. 3. **Canal Trade** –


The packet boat Belle will arrive this evening.

Sun, Mon., 10/6/51, p. 4. The pretty packet boat Belle arrived from Cumberland this afternoon, with a number of passengers. One of her horses accidentally got overboard in the Canal, near our bridge, but was taken out somewhat injured.

**Canal News** - Arrived, boats


DAT, Mon. 10/6/51, p. 3. **Canal Trade** –
Arrived, A. Leiter, Pacific, Mountain Ranger, N. J. Berston, F. Bloodgood, R. G. Violett, J. Snively, Col. Young, Gen. Cass and Oregon, from Cumberland, with coal; Anna Marion, 77 miles, 1,002 bbls. flour; J. P. Smart, 31 miles, flour, wheat, corn, &c.


GA, Tue. 10/7/51, p. 3. **CANAL TRADE**
Arrived.


DAT, Tue. 10/7/51, p. 3. Canal Trade – Boats El Dorado, Elizabeth, Westmoreland, Columbia and Massasoit, from Cumberland, with coal; Captain Walker, 69 miles, limestone; General Cass, 31 miles, flour, &c.; Belle, 73 miles, 1,207 bus. of wheat, 404 bbls. flour, &c.

Departed – Baltic, P. B. Petrie, I. Motter and the packet boat Belle, for Cumberland.


Departed, Baltic, P. B. Petrie, I. Motter and the packet boat Belle, for Cumberland.

Yours, Mercury.

In the board of Alderman, the bill from the other board, for the erection of an iron bridge across Tiber creek, on H street north - the span to be 35 feet, with a width of thirty feet, including two sidewalks, was amended and passed, but there is no doubt of its early and final adoption.

DAT, Wed. 10/8/51, p. 3. Canal Trade – Arrived, Boats Massasoit, Cumb., 115 tons of coal; Annawan, Cumb., 113 tons of coal; M. L. Rawdon, Cumb., 60 tons of coal; Cumberland, Cumb., 63 tons of coal; Wm. J. Boothe, Cumb., 112 tons of coal; Grampus, 124 miles, 3,400 bushels of wheat; Union, 100 miles, flour, &c.; John Van Lear, 100 miles, flour &c.; Gen. Taylor, 55 miles, wheat, &c.

Departed – Anna Marion, C. Williams, R. G. Violett, Ann S. Berston, Osprey.

Sun, Thu., 10/9/51, p. 1. Failure of a Coal Dealer. - We learn from the Alexandria Gazette that in consequence of the pressure in the money market, north, the house of Freeman Rawdon, of New York, largely interested in the coal trade, has been compelled to suspend payment. The Gazette says: - "We know nothing of the liabilities of the house, but trust that its assets will be sufficient to meet its liabilities. The creditors here have taken steps to secure themselves with what property, in vessels, &c., is in this neighborhood."

Ibid., p. 4. Canal Trade - Arrived from Cumberland and passed down to Alexandria, boats Massasoit, Annawan, M. L. Rawdon, Cumberland and Wm. J. Boothe.

Boats Grampus, 124 miles, wheat; Union, 100 miles, flour; John Van Lear, 100 miles, flour; and the General Taylor, 55 miles, wheat, &c.

A bill is now before the board of Common Council, authorizing the mayor to contract for the construction of an iron bridge across the canal at Fourteenth street, similar to those over Seventh and Twelfth streets, provided the expense does not exceed thirty-five hundred dollars.
Departed, boats Anna Marion, C. W. Williams, R. G. Violet, A. J. Benton and Osprey.

Yours, &c. Mercury.

GA, Thu. 10/9/51, p. 3. CANAL TRADE

Arrived.


Departed – Baltic, P. B. Petrie, I. Motter, packet boat Belle, for Cumberland, Anna Marion, C. Williams, R. G. Violet, Anna S. Bordon, Osprey, F. Bloodgood, Col. Young.

DAT, Thu. 10/9/51, p. 2. Canal Trade – Arrived, Boats Salem and Metacomet, from Cumberland, with coal; Edward Payson, 62 miles, limestone; Phineas Janney, 61 miles, 755 bbls. flour, 1,700 bbls. seed, &c.; Rambler, 47 miles, wheat, 300 bus. corn, furniture, wood, potatoes and 1,100 bus. sumac.


Sun, Fri., 10/10/51, p. 4. Canal News - Arrived from Cumberland, with coal, and passed down to Alexandria, boats Salem and Metacomet; also, Edward Payson, 62 miles, limestone; Phineas Janney, 61 miles, flour, seed, &c.; Rambler, 47 miles, wheat corn.


Sat., 10/11/51, p. 2. CANAL TRADE

Departures

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<th>Date</th>
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<td>C. B. Thurston</td>
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<td>James Terrell</td>
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<td>Louisa</td>
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<td>Reindeer</td>
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<td>G. W. Riggs</td>
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<td>Wm. Albert</td>
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<td>10/10</td>
<td>Arch. Cary</td>
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<td>Canonicus</td>
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Total tons of coal, 2,555.13; coke, 180.

DAT, Sat. 10/11/51, p. 3. Canal Trade – Arrived, Potomac, 48 miles, flour, &c.; Mountaineer, Cumb., coal; William Bruce, Cumb., coal; Wm. C. Johnson, 47 miles, wheat, &c.; Caroline Trisdale, Cumb., coal; Buena Vista, 62 miles, limestone; D. & H. Clagett, 81 miles, flour, &c.; Miles Standish, Cumb., coal; H. B. Loomis, Cumb., coal.


The packet Belle will reach here this afternoon.
Sun, Mon., 10/13/51, p. 4.

Cumberland, Oct. 9th, 1851.

The Failure of the Maryland Mining Company - Its Probable Effects.'

Our citizens have been somewhat startled by the announcement of the failure of the Maryland Mining Company. This company has, for several years, been doing the largest coal business of any company in this county. Messrs. Manning & Lee, of Baltimore, were formerly its agents. The immediate cause of failure is the stoppage of its agent, in New York, Freeman Rawdon, Esq., (of the firm of Rawdon, Wright & Hatch,) who has been the main stay of the company for several years past. Its liabilities are very large; how much can only be known by the managers. The general stockholders are as much in the dark concerning its affairs as the public are, no report having been made by the directors for the last three years. The outstanding bonds of the company amount to between $300,000 and $400,000, and, it is supposed, the general indebtedness is equal to as much more. The real estate and railroad of the company is under mortgage to secure the bondholders; and the machinery and personal property is mortgaged in like manner, to secure Rawdon. The assets are valuable, though not at all equal to the encumberances alluded to. This appears to have been the view taken, by moneyed men, of the value of the property, judging from the fact that the bonds of the company have been at a discount of from 35 to 40 percent for three or four years past. From present appearances, the general creditors stand a poor chance of getting anything.

It is understood that the business of the company will be immediately resumed under a new organization, already matured, for the benefit of the mortgagors. The probability is that, from the way the affairs have been managed, the winding of them up, will lead to fruitful and protracted litigation. It is alleged that the loan negotiated by the Company, and for which the outstanding bonds were issued, was tainted by usury; large bonus, in stock and money, having been given at the time the debt was created. This occurred prior to the modifications of the usury law, and, if true, will doubtless be seized upon by the creditors, or by the minority stockholders, who have had no benefit from the negotiation, (the majority stockholders being the principal bond owners,) as well as managers, as a substantial plea for resisting the validity of the mortgage. It is not known who will be the principal losers by the failure. Probably there are no creditors in this county who will be seriously affected, though, from the fact that the Maryland Mining Company has been, for months scattering broadcast, throughout the country, the notes of the Bank at Rahway, N.J., it is shrewdly suspected that said institution will "suffer some."

Considerable sympathy is felt for Mr. Rawdon, who is esteemed as an enterprising and an honorable man, and who has done more to promote the coal interests of this county than any other man engaged in the trade. Horatio Allen, Esq., of New York, a gentleman who was mainly instrumental in negotiating the loan which led to the completion of the Chesapeake and Ohio Canal, was the President of the Maryland Mining Company. S.T.

Arrived – boats Potomac, 48 miles, flour; W. Cost Johnson, 47 miles, wheat; Buena Vista, 69 miles, limestone; D. & H. Clagett, 81 miles, flour.

Boats Mountaineer, Wm. Bruce, Caroline Tresdale, Miles Standish, H. B. Loomis and packet Belle, from Cumberland, passed down to Alexandria.

Departed – boats Edward Payson, Annawan, Chesapeake, Gen. Taylor, W. J.
Boothe, Francis, Wm. Jackson, Elizabeth and James Boyce.


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<td>10/17</td>
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</table>

Total number tons of coal 2,240.7; coke 58.10.

Sun, Sat., 10/18/51, p. 1. The steamboat George Waters has arrived from Cumberland, with 120 tons of coal, the largest cargo yet received.

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Ibid, p. 4. Georgetown, D.C., Friday Afternoon - Canal Trade - Arrived, E. Payson, 62 miles, limestone; Wm. Jackson, do., do.; Chesapeake, do., do.; Col. Crockett, 58 miles, wood, &c.; Southampton, 185 miles, coal; Frances, 23 miles, flour; Wm. Albert, 185 miles, coal; Canonicus, do., do.; Baltic, 81 miles, 1,000 bbls. flour.


GA, Sat. 10/18/51, p. 3. Canal Trade Arrived.

BOATS – B. Franklin, 100 miles, flour, &c.; Capt. Walker, 69 miles, Limestone; W. Jackson, 62 miles, limestone; Edward Payson, 62 miles, limestone; Chesapeake, 62 miles, limestone; Col. Crockett, 58 miles, flour and wood; Frances, 23 miles, flour; Baltic, 81 miles, flour; Southampton, Wm. Albert, and Canonicus, from Cumberland with coal.


DAT, Mon. 10/20/51, p. 3. Canal Trade – Arrived, Boats Louisa, A. L. Berston, W. B. Clarke and John G. Stone, from Cumberland, with coal; Potomac, 69 miles, wheat, &c.; Thomas Jefferson, 62 miles, limestone; Union, 100 miles, flour; Rambler, 48 miles, wood, &c.; Morning Star, 17 miles, wood, &c.; J. P. Smart, 31 miles, flour, &c.; W. C. Johnson, 45 miles, wood; Jenny Lind, 86 miles, flour, &c.


DAT, Tue. 10/21/51, p. 3. Canal Trade – Arrived, E. A. Cook, William Fowle, Oregon and Massasoit, from Cumberland, with coal; Buena Vista, 62 miles, limestone; Tonoloway, of High Rocks, lime, &c.; P. F. Thomas, of Edward’s Ferry, tobacco, &c.

DAT, Thu. 10/23/51, p. 3. **Canal Trade** –
Arrived – The following boats from Cumberland, with coal; Annawan, 97 tons; Columbia, 100 tons; Metacomet, 105 tons; I. Motter, 104 tons; Chas. Williams, 104 tons; Baltimore, 98 tons. Also – Hugh Smith, 61 miles, flour, &c.; Francis, 23 miles, 310 bushels of corn and 255 bushels of offal; Morning Star, 14 miles, wood.


DAT, Fri. 10/24/51, p. 3. **Disgraceful Riot** –
Last night, about 8 o’clock, Capt. Enemyer, of the canal boat J. R. Annan, was wantonly assailed and shamefully beaten by a crowd of rowdies while assisting his tow-boy to conduct his horses under the Aqueduct bridge. The boy escaped, and soon brought Captain James Moore, of the boat Mountain Ranger, to the relief of Captain Enemyer. The crowd made a fierce attack upon Captain Moore, but he forthwith knocked one of them down with his fist, another with a stone handed him by the boy, and shot a third (Jas. Howard) in the back and legs with his shotgun, which had been brought to him from his boat. Captain Enemyer had, when first attacked, stabbed one of his assailants, who belonged to the packet boat *Belle*, but not fatally. This state of things must be looked into.

**Canal Trade** – Arrived – The following boats from Cumberland, with coal: E. W. Denham, 100 tons; Helen Bruce, 93 tons; E.J. Neal, 95 tons; J. R. Annan, 90 tons. Also – Edward Payson, 62 miles, limestone; D. & H. Clagett, 81 miles, 794 bbls. flour.

Departed – Lady, J. P. Smart, American Flag, Gen. Taylor, Massasoit, William Fowle, Annawan, Morning Star, Columbia and Mary.

Sun, Sat., 10/25/51, p. 1. **Serious Affray** -
Captain Enemeyer, of the canal boat J.R. Annan, was assailed by a party of rowdy boys, at Georgetown, on Thursday night, when he was assisted by Capt. James Moore, of the Mountain Ranger. Capt. Enemeyer stabbed one of them, and Capt. Moore shot another in the back.

Ibid., p. 4. **Break in the Chesapeake and Ohio Canal** - We regret to learn that a break occurred in this canal last week, near the Point of Rocks, which, it is feared, will take nearly a month to repair.

DAT, Sat. 10/25/51, p. 3. **Canal Trade** –
Arrived, Anna Marion, 77 miles, flour and corn; Eckhart, Cumberland, coal.

Departed – Isaac Motter, Metacomet, Helen Bruce, John G. Stone, T. W. Gale and Tonoloway.

Sun, Mon., 10/27/51, p. 4. **Break in the Canal** - We learn from the Washington Telegraph, that a break occurred on the canal on Thursday at Broad Run Culvert, about thirty-three miles from Georgetown, which will interrupt the navigation for eight or ten days.

Mon., 10/27/51, p. 3. **LOCAL ITEMS**
**Canal Fracture** – We regret to learn that a break has occurred in the Chesapeake and Ohio Canal, between Edward’s ferry and Noland’s Ferry, by which the navigation of the canal will be likely to be interrupted for several days to come. It took place at the spot where a stone culvert had been building, and it is feared that more or less of the work of the culvert has been seriously misplaced by the rush of water through the break. This must seriously interfere, we should suppose, with the very regular and
Canal Trade - 1851

publicly convenient passenger accommodation which the canal has furnished for some time past.

Sun, Tue., 10/28/51, p. 4. The Break in the Canal - We mentioned, yesterday, that there had been a break in the Chesapeake and Ohio Canal, by which navigation will be suspended for several days. The National Intelligencer says: - "It took place at the spot where a stone culvert had been building, and it is feared that more or less of the work of the culvert has been seriously misplaced by the rush of water through the break. This must seriously interfere, we should suppose, with the very regular and publicly convenient passenger accommodation which the canal has furnished for some time past."

GA, Tue. 10/28/51, p. 3. CANAL TRADE
Arrived.
Anna Marion, 77 miles, flour & corn.
Eckhart, Cumberland, coal.
Departed – Isaac Motter, Metacomet, Helen Bruce, John G. Stone, G. W. Gale, and Tonoloway.

Sun, Wed., 10/29/51, p. 4. Alexandria, Va., Tuesday Afternoon. Whilst the Canal is undergoing some repairs, the water will be drawn off the Alexandria Canal for a few days, for the purpose of removing a small bar at Columbia bridge, and doing some dredging at the outlet of the Canal.

Sat., 11/1/51, p. 2. Break in the Canal - We regret to learn that the navigation of the Canal has been interrupted by a break that occurred last week, near Noland's Ferry. The National Intelligencer says the break took place at the point where a stone culvert has been building, and it is feared that more or less of the work of the culvert has been seriously misplaced by the rush of water through the breach.

Sun, Mon., 11/3/51, p. 4. Reports from the break in the canal are conflicting. It is pretty certain, however, that several days will elapse before the navigation is opened. It happened that, at the time of the occurrence, nearly all the empty boats were above. This morning, some sixty boats, laden with coal, flour, grain, wood, &c., were at the breach, waiting the moving of the waters. Our citizens may soon look for a rush of trade.

DAT, Fri. 11/7/51, p. 3. Canal Trade – The break on the canal has been so far repaired as to enable the packet boat Belle, together with a number of light boats, to pass up today, and loaded boats are expected to be able to pass tomorrow; so that from fifty to one hundred may be expected between this and Tuesday or Wednesday next.

Sun, Mon., 11/10/51, p. 4. The breach in the canal is repaired and the water is in the levels. At least a hundred boats, heavily laden, were waiting the moving of the waters, and in a few hours, many will doubtless arrive. Your numerous readers along the line between this and Cumberland (included) may cast their eye at the telegraphic reports for further information.

Georgetown, D. C., Sunday Night.
With pleasure, I now report the arrival of the following boats on the canal:

Also, boats Tom Charlton, Charlotte, John Van Lear, Ben Franklin, Belle, Flying Cloud, John Lambie, and pretty packets Delaware and Belle.

Navigation is now open, and all the boats are coming in as fast as they can pass the locks. One Captain told me he had been absent from Cumberland three weeks. As
you can imagine, our town this evening wears quite an animated appearance.

Yours, &c. Mercury.


Yours, Mercury.

DAT, Tue. 11/11/51, p. 3. *Canal Trade* – Arrived, Experiment, 31 miles, corn, &c.; Emily Hoffman, Cumb., 101 tons coal; Mountaineer, Cumb., 102 tons coal; Geo. Waters, Cumb., coal and coke; General Cass, Cumb., 104 tons coal; Reindeer, Cumb., coal; Star, 62 miles, wheat, &c.; Union, 100 miles, 675 bbls. flour, 41 bbls. whiskey; Maryland, 42 miles, 725 bushels wheat, corn, oats and wood; Cumberland, 2,500 lbs. sumac, &c.; Rambler, 43 miles, wood; Geo. Washington, 31 miles, 63 bbls. flour, 1,750 bushels wheat, 100 bushels meal; Neptune, Cumb., 80 tons coal; Caroline, 23 miles, flour, meal, mails, hides, potatoes; G. W. Grove, 86 miles, wood; Eagle, 124 miles, 1,800 bushels wheat, 16,000 hoop poles.


Sun, Wed., 11/12/51, p. 4. *Canal Trade* – Arrived, boats Experiment, 31 miles, corn, &c.; Emily Hoffman, Cumberland, 101 tons coal; Mountaineer, Cumberland, 102 tons coal; George Waters, Cumberland, coal and coke; Gen. Cass, Cumberland, 104 tons

**GA, Thu. 11/13/51, p. 3. CANAL TRADE**

**Arrived.**

E. Hoffman, Mountaineer, Geo. Waters, Gen. Cass, Reindeer, Neptune, Cumberland, from Cumberland with coal; Star, 22 miles, wheat; Union, 100 miles, flour & whiskey; Maryland, 42 miles, wheat, &c.; Rambler, 42 miles, wood; Geo. Washington, 31 miles, 63 bbls. flour, 1,750 bushels wheat, 100 bushels meal; Neptune, Cumberland, 80 tons coal; Caroline, 23 miles, flour, meal, nails, hides, potatoes; G. W. Grove, 86 miles, wood; Eagle, 124 miles, 1,800 bushels wheat and 16,000 hoop-poles.


**DAT, Wed. 11/12/51, p. 3. Canal Trade –**

**Arrived, Baltic, 81 miles, 1,089 barrels of flour and 112 bushels of corn; Oregon, 73 miles, 2,800 bushels wheat and 150 bushels of corn; C. Shafer, 89 miles, 3,000 bushels of wheat and 105 bushels of corn; Potomac, 48 miles, wood and 700 sundries; Chesapeake, 62 miles, limestone; Louisa, 95 miles, 500 bushels of corn, 800 bushels of oats, &c.; Cumberland, Cumberland, coal; Wm. Jackson, 62 miles, limestone, flour and corn.

**Departed –** W. C. Johnson, B. Franklin, Belle, J. Snively, Charlotte, A. Leiter, R. Violette, Osprey, W. J. Boothe, Mount Vernon and Experiment.

**Sun, Thu. 11/13/51, p. 4. Canal Trade -**

**Arrived - Boats Baltic, 81 miles, 1,089 barrels of flour and 112 bushels corn; Oregon, 73 miles, 2,800 bushels wheat and 150 bushels corn; C. Shafer, 89 miles, 3,000 bushels of wheat and 105 bushels corn; Potomac, 48 miles, wood and 700 sundries; Chesapeake, 62 miles, limestone; Louisa, 95 miles, 500 bushels of corn, 800 bushels oats, &c.; Cumberland, Cumberland coal; Wm. Jackson, 62 miles, limestone, flour and corn.


**Sun, Fri., 11/14/51, p. 4. Canal Trade -**

From Cumberland there has arrived boats Sarah Perry, General Tyson, and Anna Gilleeece - passed down to Alexandria. Also, principally for this market, boats Thos. Jefferson, 62 miles, limestone; John Van Lear, 100 miles, 840 barrels of flour; Ben. Franklin, 100 miles, 843 barrels of flour; Edward Payson, 62 miles, limestone; Jas. F. Essex, 61 miles, 1,096 barrels of flour; John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, wheat, &c.; Archibald Cary, Cumberland, coal.

**Departed - Boats Wm. C. Johnson, Baltic, Star, Wm. Fowle, Westmoreland, Morning Star, Daniel Webster, Chesapeake, and Wm.
Jackson, with merchandise for different points along the canal.

The pretty packet Delaware leaves on Monday, Wednesday and Friday evenings for Harper's Ferry.

DAT, Fri. 11/14/51, p. 3. **Canal Trade** –
Arrived, Salome Clarke, Cumberland, coal; Potomac, 48 miles, wood, &c.; I. Long, Cumberland, coal, flour, &c.; Wm. Jackson, 62 miles, limestone and flour; Hugh Smith, 61 miles, flour, &c.; Thomas Jefferson, 62 miles, limestone; Buena Vista, 69 miles, limestone; Julia A. Elgin, 62 miles, 3,053 bushels of wheat, &c.; Virginia, Cumberland, hay, corn, &c.; S. B. Stone, Cumberland, coal and coke; Delaware, Cumberland, coal; P. B. Petrie, Cumberland, coal; Southampton, Cumberland, coal, &c.; Pacific, Cumberland, coal; James Terrell, Cumberland, coal, &c.


DAT, Sat. 11/15/51, p. 3. **Canal Trade** –
The steamer Virginia arrived yesterday, with boats American Eagle, Montour and Asia, and proceeded on to Norfolk. The Ohio, 31 miles, wheat; Gen. Taylor, 55 miles, 2,000 bushels wheat; D. J. McCoy, 124 miles, bark, &c.; Col. Crockett, 57 miles, flour, wheat &c.; Andrew Jackson, 53 miles, corn, &c.; Morning Star, 23 miles, wood; Grampus, 124 miles, 2,500 bushels wheat; E. Payson, 62 miles, limestone; Phineas Janney, Cumberland, coal; Gov. Sprigg, Williamsport, flour, &c.; Oregon, Cumberland, coal; John Hetzer, Williamsport, flour; William B. Clark, Cumberland, coal and flour.

**Departed** – Boats Experiment, Geo. W. Grove, Francis Bloodgood, William Jackson and Canonicus.

Sun, Sat., 11/15/51, p. 4. **Arrived by Canal** -
- Boats I. Long, S. B. Stone, Salome Clarke, Virginia, Delaware, P. B. Petrie, Southampton, Pacific and James Terrell, all from Cumberland, with coal, &c., for Alexandria.

Also, boats Potomac, 48 miles, wood, &c.; Hugh Smith, 61 miles, flour; Thos. Jefferson, 62 miles, limestone; William Jackson, 62 miles, limestone and flour; Buena Vista, 69 miles, limestone; Julia A. Elgin, 62 miles, wheat.

DAT, Mon. 11/17/51, p. 3. *Canal Trade* – Arrived, boats T. Borden, Columbia and William B. Clarke, Cumberland, coal; D. & H. Clagett, 81 miles, flour; Westmoreland, Cumberland, coal; J. A. Magruder, 107 miles, 950 bbls. flour, &c.; Salem, Millard Fillmore and I. Motter, Cumberland, coal.


*Sun*, Tue., 11/18/51, p. 4. *Canal Trade* – Arrived - Boats T. Borden, Columbia and Wm. B. Clarke, Cumb., coal; D. & H. Clagett, 81 miles, flour; Westmoreland, Cumb., coal; J. A. Magruder, 107 miles, 950 bbls. flour, &c.; Salem, Millard Fillmore and I. Motter, Cumberland, coal.

*Departed* - Boats Ohio, Eagle, Oregon, Old Dominion, Southampton, C. F. Mudge, C. Shafer, C. Arthur, Reindeer, E. Payson, H. Smith, George Washington and Morning Star.

*Sun*, Wed., 11/19/51, p. 4. *Large Load* - A canal boat, containing 1,130 barrels of flour, passed down the canal last week, to Georgetown. This is an unusual large load for a canal boat. The boat belongs to Mr. J. B. Masters, of Clearspring.

DAT, Wed. 11/19/51, p. 3. *Canal Trade* – Arrived, Boats Massasoit, D. J. McCoy, Annawan, from Cumberland, with coal; Anna Marion, 77 miles, flour, &c.; Capt. Walker, 69 miles, limestone; Caroline, 23 miles, flour, &c.; Union, 100 miles, flour, &c.; W. C. Johnson, 45 miles, offal, &c.; Metacomet, Cumb., coal; Ohio, 31 miles, corn, wood and meal. The packet boat *Fashion* has just arrived from Cumberland, with a good number of passengers.


*Sun*, Thu., 11/20/51, p. 4. There was no truth in the report that the canal was again injured, as the following arrivals and departures show:

*Arrived* - Boats Massasoit, D. J. McCoy, Annawan, from Cumberland, with coal; Anna Marion, 77 miles, flour, &c.; Capt. Walker, 69 miles, limestone; Caroline, 23 miles, flour, &c.; Union, 100 miles, flour, &c.; W. C. Johnson, 45 miles, offal, &c.; Metacomet, Cumb., coal; Ohio, 31 miles, corn, wood and meal. The packet boat *Fashion* has just arrived from Cumberland, with a good number of passengers.


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*A Launch* - Messrs. Stake and Bitner launched a new canal boat, at their yard, at Williamsport, Md., on Monday. It is owned by Peter Ardinger, Esq.

DAT, Thu. 11/20/51, p. 3. *Canal Trade* – Arrived, Boats Wm. Fowle, Cumberland, coal; Diana, 127 miles, cement; Susan, 119 miles, flour, wheat, &c.; Anna Woodward, Cumberland, coal; Morning Star, 19 miles, wood and hay; Jenny Lind, 86 miles, flour, &c.; Daniel Webster, 62 miles, limestone; Baltic, 81 miles, flour, &c.; Caroline B. Trisdale, Cumberland, coal.

Sun, Fri., 11/21/51, p. 4. By canal, arrived and passed down to Alexandria, boats William Fowle and Anna Woodward, from Cumberland, with coal, and seven other boats also arrived from intermediate point. 17 departed. Mercury.

DAT, Fri. 11/21/51, p. 2. Canal Trade – Arrived, Charles Perry, Cumberland, coal; Helen Bruce, Cumberland, coal; Star, 22 miles, wood; Belle, 73 miles, flour, &c.; Chesapeake, 62 miles, limestone; Wm. Jackson, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; Maryland, 42 miles, wheat, &c.; Rambler, 45 miles, flour, &c.; P. F. Thomas, 86 miles, flour, &c.


Sat., 11/22/51, p. 2. The Coal Trade. About 5000 tons of coal are now forwarded weekly to the East, via the Canal and Railroad; and we are pleased to learn that the demand increases with the supply.

Early in the spring, several companies in addition to those now operating will be prepared to send supplies to market.

The Parker Vein Company are now making arrangements to open the Parker and Blubaugh veins, at Barrellville, near Mount Savage. M. P. O’Herb, Esq. the General Superintendent of the company, has issued proposals for making a Rail Road from the Mines to intersect the Mount Savage Rail Road, and also for the erection of buildings, &c.

Departed – Boats Wm. C. Johnson, Baltic, Star, Wm. Fowle, Westmoreland, Morning Star, Daniel Webster, Chesapeake and Wm. Jackson, with merchandise for different points along the canal.

The packet boat Belle has just arrived with a number of passengers.

Sun, Tue. 11/25/51, p. 1. Large Cargo of Coal. - The canal boat Otho Baker, Captain John James, left Cumberland, for Washington, on the 20th instant, freighted with coal for Mr. Wm. T. Dove. The load consists of over one hundred and twenty-seven tons, the largest that ever left Cumberland.

DAT, Tue. 11/25/51, p. 3. Canal Trade – Arrived, Boats Sarah Perry, Cumberland, coal; Thos. Jefferson, 62 miles, limestone; John Van Lear, 100 miles, 840 barrels of flour; Gen. Tyson, Cumberland, coal; Ben. Franklin, 100 miles, 843 barrels of flour; Anna Gilleece, Cumberland, coal; Edward Payson, 62 miles, limestone; James F. Essex, 61 miles, 1,096 barrels of flour; John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, wheat, &c.; Archibald Cary, Cumberland, coal.

Departed – Boats Wm. C. Johnson, Baltic, Star, Wm. Fowle, Westmoreland, Morning Star, Daniel Webster, Chesapeake and Wm. Jackson, with merchandise for different points along the canal.

The packet boat Belle has just arrived with a number of passengers.

DAT, Sat. 11/22/51, p. 3. Canal Trade – Arrived, Boats Sarah Perry, Cumberland, coal; Thos. Jefferson, 62 miles, limestone; John Van Lear, 100 miles, 840 barrels of flour; Gen. Tyson, Cumberland, coal; Ben. Franklin, 100 miles, 843 barrels of flour; Anna Gilleece, Cumberland, coal; Edward Payson, 62 miles, limestone; James F. Essex, 61 miles, 1,096 barrels of flour; John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, wheat, &c.; Archibald Cary, Cumberland, coal.

Departed – Boats Wm. C. Johnson, Baltic, Star, Wm. Fowle, Westmoreland, Morning Star, Daniel Webster, Chesapeake and Wm. Jackson, with merchandise for different points along the canal.

The packet boat Belle has just arrived with a number of passengers.
corn and 378 bushels of meal; Abraham Leiter, Cumberland, 116 tons of coal; Colonel Crockett, 58 miles, wheat, &c.


DAT, Wed. 11/26/51, p. 3. *Canal Trade* – Arrived, Morning Star, 23 miles, wood; Rough & Ready, 55 miles, wheat; Oregon, 73 miles, wheat; Jacob Snively, Cumb., coal.


GA, Sat. 11/29/51, p. 3. **CANAL TRADE**

**Arrived.**

Morning Star, 23 miles, wood.
Rough & Ready, 55 miles, wheat.
Oregon, 73 miles, wheat.
J. Snively, coal.


DAT, Sat. 11/29/51, p. 3. *Canal Trade* – Arrived, Boats Buena Vista, 69 miles, limestone; D. & H. Clagett, 81 miles, flour; S. C. W. Baker, (new boat, first trip,) 100 miles, 597 bbls. flour, 2,000 bushels corn; Wm. Albert, Cumberland, 113 tons coal; H. G. Phelps, Cumberland, 113 tons coal; E. W. Denham, Cumberland, 113 tons coal; Gov. Sprigg, 100 miles, 954 bbls. flour; H. B. Loomis, Cumberland, coal; Canonicus, Cumberland, coal; Charles Arthur, Cumberland, 118 tons coal; Caroline, 23 miles, flour, &c.; Chesapeake, 62 miles, limestone; Phineas Janney, 61 miles, flour; Harry Tyson, (new lake boat, first trip, built to run from Cumberland to New York,) Cumberland, coal; C. Shafer, 89 miles, 3,000 bushels wheat and corn; W. C. Johnson, 45 miles, shorts, &c.; Baltimore, Cumb., coal; Osprey, Cumb., coal; Union, 100 miles, flour; De Witt Clinton, 108 miles, pig iron; Wm. J. Boothe, Cumb., 112 tons of coal; Wm. Jackson, 62 miles, limestone; Otho Baker, Cumb., 127-3/4 tons of coal; Julia A. Elgin, 62 miles, 3,000 bushels of corn and wheat; Anna S. Borden, Cumb., 121-1/5 tons of coal; Baltic, 81 miles, 1,020 barrels of flour, &c.; Morning Star, 20 miles, wood; Hugh Smith, 61 miles, flour, &c.

Twenty-four boats have departed, with assorted cargoes of merchandise for different points along the line.

*Sun*, Mon. 12/1/51, p. 4. *Georgetown, D. C., Saturday night.* - Two of the largest cargoes that ever reached us by Canal arrived here this week - the Otho Baker, bringing one hundred and twenty-seven and three fourth tons, and the Anna S. Borden one hundred and twenty-one and one-fifth tons of coal. Most of the arrivals now vary from one hundred and ten to one hundred and twenty tons.

Under the present regulations, the prescribed depth of water for a loaded boat is four and a half feet.

*Canal News* - The following boats from Cumberland, with coal, have arrived and passed down to Alexandria: William Albert, H. G. Phelps, E. W. Denham, H. B. Loomis, Canonicus, Harry Tyson, (new lake boat, first trip, to run between Cumberland and New York,) Baltimore, Osprey, Wm. J. Boothe; and the following boats from intermediate points, with produce, principally for Georgetown: Buena Vista, 69 miles, limestone; D. & H. Clagett, 81 miles, flour; L. W. Baker, (new boat, first trip,) 100 miles, 597 bbls. flour, 2,000 bushels corn; Gov. Sprigg, 100 miles, 954 bbls. flour;
Caroline, 23 miles, flour, &c.; Chesapeake, 62 miles, limestone; Phineas Janney, 61 miles, flour; C. Shafer, 89 miles, 3,000 bushels wheat and corn; W. C. Johnson, 45 miles, shorts, &c.; Union, 100 miles, flour; De Witt Clinton, 108 miles, pig iron; Wm. Jackson, 62 miles, limestone; Julia A. Elgin, 62 miles, 3,000 bushels corn and wheat; Baltic, 81 miles, 1,020 barrels of flour, &c.; Morning Star, 20 miles, wood; Hugh Smith, 61 miles, flour, &c.

Twenty-four boats have departed, with assorted cargoes of merchandise for different points along the line.

Ibid. Largest Yet - The canal boat Francis Bloodgood left Cumberland on Wednesday evening last with 127 18 tons of coal, being the largest ever taken to market since the opening of the canal.

DAT, Tue. 12/2/51, p. 3. Canal Trade – Arrived, boats Experiment, 36 miles, wheat, &c.; Thos. Jefferson, 62 miles, limestone; Rambler, 45 miles, hay, &c.; K. H. Lambell, 31 miles, flour, &c.; Mount Vernon, Cumb., coal; S. Clarke, Cumb., coal; Southampton, Cumb., coal; O. W. Sturtevant, Cumb., coal; Reindeer, Cumb., coal; Oregon, Cumb., coal; Augusta, Cumb., coal; G. W. Grove, Belle, flour and sundries; Maryland, 42 miles, flour and sundries; Ohio, 36 miles, wheat, &c.; J. Hetzer, 100 miles, corn; Neptune, 31 miles, flour and wheat; Captain Walker, 67 miles, limestone; Columbia, Cumb., coal.


Sun, Fri., 12/5/51, p. 1. During the week ending the 3rd inst., 2,000 bushels wheat, 600 of corn, and 598 bbls. flour, left Shepherdstown, Va., by canal.
Owing to some cause, probably ice, there has been no arrivals by canal. - Wash. Telegraph.

DAT, Fri. 12/5/51, p. 3. Canal Trade – Arrived, Boats Oregon, 73 miles, wheat and corn; J. B. Garrett, 57 miles, flour, wheat, barrels, corn, &c.; Jenny Lind, 86 miles, flour, fish and wood; Chesapeake, 62 miles, limestone; Col. H. Clay, 73 miles, flour and limestone; Wm. Jackson, 62 miles, limestone and flour; Adalantada, 23 miles, red stone; Morning Star, 17 miles, wood; James A. Magruder, 107 miles, flour, whiskey, &c.; George Waters, Cumberland, 112 tons of coal; Louisa, of Falling Waters, 95 miles, wheat and wood; Caroline, 23 miles, flour, offal and oats; Wm. Cost Johnson, 45 miles, flour, wheat, oats, offal, pork, butter, &c.; Potomac, 48 miles, wheat and corn.


Sat. 12/6/51, p. 2. The Canal is still open; but, as the time for cold weather has arrived, the boatmen generally are indisposed to run the risk of being "frozen in," and are "laying up" for the winter.

DAT, Sat. 12/6/51, p. 3. Canal Trade – Arrived, boats Liberty, 57 miles, wood, bark, &c.; D. & H. Clagett, 57 miles, 785 bbls. flour, 13 bbls. whiskey; Phineas Janney, 61 miles, 773 bbls. flour, &c.; Annawan, Cumb., 112-1/2 tons coal; Metacomet, Cumb., 104-1/4 tons coal; Col. Crockett, flour, wheat, corn, &c.; John Lambie, 22 miles, wood.

The following boats have departed with merchandise for different points along the line: Reindeer, Caroline, D. Trisdale, Julia A. Elgin, James A. Magruder, K. H. Lambell, Wm. Jackson, Geo. Waters and Chesapeake.

DAT, Mon. 12/8/51, p. 3. The canal still continues in good navigable order, and the following boats have arrived and departed since my last:

Canal Trade – Arrived, boats Wm. Fowle, Cumberland, coal; Delaware, Cumberland, coal; E. E. Voorhees, Cumberland, coal; Helen Bruce, Cumberland, coal; Francis Bloodgood, Cumberland, coal; I. Long, Cumberland, coal; Ben. Franklin, 99 miles, 600 barrels of flour; Charlotte, 108 miles, 629 barrels of flour; J. P. Smart, 31 miles, flour, corn, offal and meal; Daniel Webster, 62 miles, limestone; Star, 20 miles, wood, &c.; Elizabeth, Cumberland, coal.


DAT, Tue. 12/9/51, p. 3. Canal Trade – Arrived, boats Col. Young, Cumberland, coal; Minor, (new boat, first trip,) Cumberland, 124-1/2 tons coal; Baltic, 81 miles, flour, &c.; Hugh Smith, 61 miles, 425 boxes of guns, &c.; James Terrell, Cumberland, coal; Frank Bloodgood, Cumberland, 130 tons of coal – (largest load ever brought from Cumberland to this place, draft of boat 4 feet 6 inches); Morning Star, 45 miles, wood; Gov. Sprigg, 100 miles, 750 bbls. flour, 72 bbls. whiskey, 4,760 lbs. of sundries; R. G. Violett, 100 miles, 1,108 bbls. flour; Josiah H. Davis, (new boat, first trip,) 112 tons coal; Isaac Motter, Cumberland, 112 tons of coal; William Albert, Cumberland, 112-1/2 tons of coal; Capt. Walker, 69 miles, limestone; Edward Payson, dam No. 3, limestone; Gen. Cass, Edward’s Ferry, 425 bbls. flour, 210 bushels meal, 500 bushels offal, 1,000 lbs. sundries; Enterprise 58 miles, flour, &c.

Sun, Wed., 12/10/51, p. 4. Alexandria, Va., Tuesday Afternoon. - About 10 o’clock fire was discovered in the ship-yard of our enterprising fellow citizen Eastback, and the high wind spread the flames rapidly. The firemen, however, with characteristic promptness and intrepidity saved a new canal boat, nearly finished, and the surrounding property, from destruction. Mr. Eastback lost considerable in lumber, fixture, &c., and Mr. James Lindsay, residing in the adjoining house, lost nearly all his furniture by hasty removal.

DAT, Wed. 12/10/51, p. 3. Canal Trade – Arrived, Boats J. L. Pasco, 11 miles, 15 bushels of potatoes and 20 cords of wood; Adalantada, 23 miles, 25 perches stone; Ohio, 31 miles, 1,800 bushels of wheat, 13,000 pounds of pork, and 20 bushels of meal; P. F. Thomas, 41 miles, 300 bushels of wheat.

Departed – Boats Benjamin Franklin, Liberty, Col. Crockett, Morning Star and Baltic.

Sun, Thu., 12/11/51, p. 4. This morning the packet boat Delaware, of the Good Intent line, arrived, by canal, from Harper's Ferry, with a large number of passengers. There is no ice on the stream between Cumberland and Georgetown. The canal was crowded with boats, laden with produce, wood, coal, &c., for our three cities, and many others were returning with groceries, &c. At every town on the line the "Baltimore Sun" was the newspaper sought after.

The good people of Licksville, one mile from Noland's Ferry, are making extensive preparations to have a grand festival and ball, Christmas week, to last three days. A band of music from Frederick City is engaged.

The "Good Intent line" continues its trips on this route until notice to the contrary is given in the "Sun."

Canal Trade - Arrived boats J. L. Pasco, 11 miles, 15 bushels of potatoes and 20 cords of wood; Adalantada, 23 miles, 25 perch stone; Ohio, 31 miles, 1,800 bushels of wheat, 13,000 pounds of pork and 20 bushels of meal; P. F. Thomas, 41 miles, 300 bushels of wheat.

Departed, boats Benjamin Franklin, Liberty, Col. Crockett, Morning Star and Baltic.

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Alexandria, Wednesday afternoon. - It seems to be admitted, on all hands, that Eastback's ship yard was fired by some of the flakes from the bonfire. The wind was blowing a gale at the time in that direction.

GA, Thu. 12/11/51, p. 3. CANAL TRADE Arrived.

BOATS J. L. Pasco, 11 miles, 15 bushels of potatoes and 120 cords of wood; Adelaide, 23 miles, 25 perches of stone; Ohio, 31 miles, 1,800 bushels of wheat, 13,000 pounds of pork and 20 bushels of meal; P. F. Thomas, 41 miles, 300 bushels of wheat.

Departed – Benjamin Franklin, Liberty, Col. Crockett, Morning Star and Baltic.

DAT, Thu. 12/11/51, p. 3. Canal Trade – Arrived, boats Caroline, 23 miles, flour and offal; Geo. Washington, 31 miles, corn and meal; Pacific, Cumberland, 92 tons of coal; Frances, Cumberland, 1,000 lbs. of venison, &c.; Canonicus, Cumberland, 113 tons of coal; General Taylor, 55 miles, 2,540 bushels of wheat and corn; Thos. Jefferson, 62 miles, limestone; James R. Annan, Cumberland, coal, &c.; Eagle, 124 miles, 2,080 bushels of wheat and 7,100 hoop poles.

Sun, Fri., 12/12/51, p. 4. Canal Trade, brisk, with boats Pacific, Frances, Canonicus and James R. Annan, from Cumberland with coal. Mercury.


DAT, Sat. 12/13/51, p. 2. A white boy, from Cumberland, fell off one of the coal boats in the basin yesterday afternoon, and was drowned.

About 25,000 barrels of flour reached here by canal during the month of November.

Canal Trade – Arrived, boats Mountaineer, Cumberland, coal; El Dorado, Cumberland, 101-3/4 tons coal, whiskey, &c.; Anna S. Borden, Cumberland, 112-1/4 tons coal; Morning Star, 12 miles, wood; Maryland, 42 miles, 2,000 bushels wheat and corn; Julia A. Elgin, 62 miles, 2,800 bushels wheat and corn; J. L. Pasco, 12 miles, wood; Star, Seneca, wood; Chesapeake, 62 miles, limestone.

Seventeen boats, with merchandise, for different points on the line, have departed.

DAT, Mon. 12/15/51, p. 3. Our harbor and canal both continue open, and vessels and boats are still arriving – the report of certain persons elsewhere to the contrary notwithstanding.

I understand that there will be made a strong effort to keep the canal open until the middle of January; and, unless there should be a long spell of very hard weather, with drifting snow, I have no doubt it will be done.

Canal Trade – Arrived, John Van Lear, 100 miles, flour, &c.; A. Lister, Reindeer, P. Janney, Cumberland, coal; Geo. Waters, 73 miles, flour and cement; Massasoit, and E. A. Cook, Cumberland, coal; Belle, 73 miles, flour, wheat, barley seed, &c.; Star, 73 miles, 3,000 bushels of wheat.

Departed – O. W. Sturtevant, Chesapeake, Rambler, J. F. Essex, Star, J. L. Pasco, Morning Star and Anna Marion.

Sun, Tue., 12/16/51, p. 4. Georgetown and Alexandria Affairs, &c. - Although the weather is wintry, the ice is not of sufficient strength to impede navigation. Our Alexandria and Mount Vernon steamers, fitted up so as to ensure summer comfort, run regularly. - Boats on the Georgetown Canal, continue to arrive and depart, with their wonted regularity. The pretty packet Delaware with a good company of passengers, leaves this evening at her usual hour.

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A boy, aged 17, belonging to the canal boat Sturtevant, from Cumberland, was drowned at Georgetown on Friday, by falling into the canal at Davis’ Mill. His body was taken back to Cumberland.

DAT, Tue. 12/16/51, p. 3. The river, this morning, is frozen over, but not sufficiently thick to prevent the steamer from towing vessels up. The canal, also, is frozen over, and but few boats have been able to reach here since yesterday.

It was in the basin that the boy from Cumberland fell from a canal boat and was drowned, and not opposite Davis’ mill as reported.

Canal Trade – Arrived, Boats K. H. Lambell, 31 miles, flour, &c.; John Lambie, 22 miles, wood; G. W. Grove, 86 miles,
Canal Trade - 1851

wood; Lewis Cass, 31 miles, flour and wheat; Columbia, Cumberland, coal.


Sun, Thu., 12/18/51, p. 4. Georgetown Affairs. - By canal, on Tuesday, boats K. H. Lambell, John Lambie, G. W. Groove and Lewis Cass have arrived from intermediate points, and the Columbia, from Cumberland, with coal, has passed down to Alexandria. Boats John Van Lear, P. Janney and Gen. Cass have left.

Sat. 12/20/51, p. 2. The Weather, since Saturday last, has been intensely cold. It is a very common remark, when we are enduring the cold of winter, of the heat of summer, that we never before experienced such cold or hot weather. But the thermometer and other things indicate that the cold of this week has been more intense than any for several years past. On Tuesday morning, in the open air, the mercury fell to 5º - 27 degrees below the freezing point. The Canal and River are covered with heavy ice. The boys derive consolation from the fact, that skating is fine - and the older folks, that there is a prospect for securing full ice-houses for next summer. Yesterday the weather began to moderate.