

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE SUN***  
A Baltimore newspaper  
and  
***DAILY AMERICAN TELEGRAPH***  
***DAILY NATIONAL INTELLIGENCER***  
***REPUBLIC***  
and  
***GEORGETOWN ADVOCATE***  
four Washington, D. C. newspapers  
and  
***ALEXANDRIA GAZETTE***  
an Alexandria, Va. newspaper  
1852

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Revision 1, April 2018  
Revision 2, May 2020  
Revision 3, December 2020

## A. PREFACE

In this compilation, articles were transcribed from *The Sun*, a Baltimore newspaper (which is identified by *Sun* appearing before the article), the *Daily American Telegraph*, a Washington, D. C. newspaper (which is identified by DAT appearing before the article), the *Daily National Intelligencer*, a Washington, D. C. newspaper (which is identified by DNI appearing before the article), the *Republic*, a Washington, D.C. newspaper (identified by TR appearing before the article), and the *Georgetown Advocate*, another Washington, D. C. newspaper (identified by GA appearing before the article), and *Alexandria Gazette*, an Alexandria, Va. newspaper (identified by AG before the article), unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. The newspapers were found on-line. The research continues because the reader may yet find a missing date or a missing newspaper.

Boat Registry 1851- 61 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.

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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**Canal Trade 1852**

DAT, Thu. 1/1/52, p. 2. **GEORGETOWN AND ITS AFFAIRS.** - An effort is being made to clear our canal of ice, to enable the large number of boats which are here unloaded to pass up, and those which are above loaded to descend before the water is let off, which I understand will be on the 15<sup>th</sup> instant, for the purpose of making some necessary repairs.

TR, Fri. 1/2/52, p. 4. **Chesapeake and Ohio Canal** - We learn from the *Telegraph* that an effort is in the course of being made to clear the canal of ice, to enable the large number of boats which are unloaded at Georgetown to pass up, and those which are above, loaded, to descend, before the water is let off, which, it is understood, will take place on the 15<sup>th</sup> instant, for the purpose of making some necessary repairs.

*Sun*, Mon. 1/5/52, p. 1. **Affairs in Allegany County.** - We copy the following item from the *Cumberland Journal*:

*Coal by Canal for 1851.* - By an official statement from R. Worthington, Esq., the collector at this port, we learn that, during the year 1851, there were sent to market by the Chesapeake and Ohio Canal 85,719 tons of coal and coke, there being only 1,263 tons of the latter. The *Journal* adduces many reasons to show why the quantity was not larger. It is, however, confident that the next season will witness a very largely increased activity in the coal trade of the region. All of the companies are making preparations for an enlargement of operations in the spring, and it would not be surprising if the amount of coal carried down the canal during the next season should reach, if not go beyond, a half million of tons.

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*Breaking up the Ice.* - In consequence of rains on Tuesday and Wednesday, the ice

in Wills' Creek and the Potomac broke up on Wednesday afternoon and night. The rise in Wills' Creek, causing the ice to gorge some distance from its mouth, created quite an excitement among our citizens on Wednesday afternoon. The remnant of Beall's dam was swept off. The piers at the entrance of the Canal lock had a narrow escape, but withstood the shock, and the ice finally went tumbling over the dam. The canal is still completely frozen over, but we understand the water is soon to be let out of its entire length, when the ice will disappear.

*Sun*, Thu. 1/8/52, p. 4. **By Canal** - Arrived boat Caroline, with flour, from Seneca; boats Morning Star and John Lambie, from intermediate points.

TR, Thu. 1/15/52, p. 3. **Cumberland Coal Trade for 1851.** - The following table exhibits the amount of coal forwarded from Cumberland, Maryland, during the past year:

	<i>Tons</i>
Delivered at Baltimore on the line of railroad	148,297
Delivered by Chesapeake and Ohio Canal	84,456
Delivered by Chesapeake and Ohio Canal, coke	1,263
Total quantity sent to market, 1851	234,016
Consumed by company's locomotives	19,549
Total quantity tons	253,656

AG, Thu. 1/15/52, p. 2. During the past year 68,367 bbls. of flour, 13,185 bushels corn and 1,443 bbls. whiskey were transported over the canal from Williamsport, Maryland.

TR, Wed. 1/21/52, p. 3. It is understood that Dr. J. S. Owens, of Anna Arundel county, will be elected Treasurer of Maryland today, under the new constitution, by the Legislature, he having received a majority of votes in the Democratic caucus on Saturday night. Dr. J. O. Wharton, of Washington county, will, it is thought, be elected

President of the Chesapeake and Ohio Canal Company.

GA, Tue. 1/27/52, p. 2. **Estimate of the Coal Trade** – In his late message, Gov. Lowe, speaking of the trade of the Chesapeake & Ohio Canal says: “I am assured that the Company has reason to expect a coal transportation, alone, of three hundred thousand tons during the current year; and that the boats already on the Canal, and built, are sufficient to transport that quantity.”

We can have no doubt that the canal trade must greatly augment during the present year, and, if it trebles itself in twelve months, as it must, to reach this amount, we ought perhaps to be satisfied. But when we consider the extent of the Allegany coal fields, the capacity of the canal, and the unlimited nature of the demand we can scarcely be content with this extent of increase. At any rate, we may congratulate our citizens on the fact that the Canal will be constantly bringing an increased trade to our town.

Fri. 1/30/52, p. 2.<sup>1</sup> **The Canal Board, &c.** – Dr. Owens, the State Treasurer, will have the casting vote in the election of a new President and new Board of Directors of the Chesapeake and Ohio Canal. We do not know who the new officers will be, although the name of Dr. Wharton has been suggested in connection with the Presidency of the Company. One thing may be regarded as certain – the whole concern will be democratic. – Well, this is the age of changes, and, we sincerely hope that the new incumbents, whoever they may be, will cause such a resurrection of trade on the Canal as will make that great work pay.

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**Arrest** – We mentioned a week or two since that Mr. S. W. Roberts, the agent of Messrs. McKaig & Agnew, had been

robbed of \$427 in gold. On Saturday night last William Trickler, formerly a captain of a Canal boat was arrested, just as he was about to make his departure in the cars, on suspicion of having committed the robbery. About \$100 in gold and \$22 in paper were found on his person. Upon examination he was committed to jail to await the action of the Grand Jury at the Spring term of the Court. We will not state the grounds of the suspicion against him, as we do not wish to prejudice his case.

DAT, Thu. 2/5/52, p. 3. **GEORGETOWN AND ITS AFFAIRS.** – Our produce merchants are now looking ahead to the opening of the spring trade on the canal – the amount of which, for the coming year, will, without doubt, largely overgo that of any previous year. But that your city should receive its proportion of benefit therefrom, it is an absolute desideratum that the Canal Company, or someone for them, should take down and reconstruct at least four of the bridges in this town, viz: those of Congress, Jefferson and Green streets, and that over Market street, all of which form impassable obstructions to the passage of first-class boats; and few others, it is now manifest, will hereafter be built for canal navigation between Cumberland and its terminus.

*Sun*, Mon. 2/9/52, p. 1. **Affairs in Allegany County.** - We copy the annexed item from the Cumberland Miners' Journal:

*President of the Canal.* - We hear the names of Dr. Jas. F. Fitzpatrick of this county, and the Hon. Francis Thomas, of Frederick, mentioned in connection with the Presidency of the Chesapeake and Ohio Canal Company.

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**Cumberland Coal Operations.** - The Cumberland (Md.) Miners' Journal states that the ice on the Canal is rapidly disappearing,

<sup>1</sup> *Weekly Civilian*, Cumberland, Md.

and that the coal companies in Allegany county are prepared to resume new operations on an enlarged scale in the spring.

AG, Tue. 2/10/52, p. 3. *Coal Operations*

It is evident that if the present mild weather continues, the Chesapeake and Ohio Canal will be open for navigation in a few weeks.

The south wind is rapidly melting the ice, and we understand that upon those portions of the Canal most exposed to the sun, it has already entirely disappeared. As the Canal will be in fine order when it opens for navigation, we hope to witness an activity in the Coal trade that will gladden the hearts of our citizens.

All the old Coal Companies, we believe, are prepared to commence operations with renewed vigor, while several new ones will come into the field, ready to pour the rich produce of their mines into the lap of Eastern consumers.

We sincerely hope that the approaching season of Canal navigation will mark an era in the history of this county. We have every reason to believe that such will be the case.

AG, Thu. 2/12/52, p. 3. CUMBERLAND CEMENT – The undersigned, as Agents for the proprietors, are prepared to make contracts to any extent, for this superior article. They invite the attention of Engineers, Contractors and dealers to the following recommendations.

FOWLE & CO.

Recommendations

*From C. B. Fisk, esq., Chief Engineer  
Chesapeake and Ohio Canal.*

Washington City, Jan. 3, 1852

*Gentlemen:* I cheerfully comply with your request that I would state what I know of the character of the Cement manufactured at your establishment – of which, within the last fifteen years, a very large quantity has been used upon the Chesapeake and Ohio Canal.

On the lower portions of the Canal, (at a distance from Cumberland,) the Cement used was mostly obtained from establishments at different points along the line of the Canal, near at hand – some of which furnished an article of an excellent quality. Occasionally, however, it was obtained from the North, when not to be had in sufficient quantity from the Mills on the Potomac.

Of all the Cements used on the Canal, not one, either from the Potomac, or the North, has proved itself superior to that manufactured at Cumberland.

There could not be a Dam more watertight than the one at Cumberland, in which that Cement, alone, was used. In fact all the Works upon the Canal, and they are numerous, in which the Cumberland Cement was used, furnish conclusive evidence of its excellence. Yours, very respectfully,

CHARLES B. FISK,  
Chief Engineer Chesapeake and Ohio Canal.

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*From T. L. Patterson, Esq., Assistant  
Engineer Chesapeake and Ohio Canal.*

Cumberland, Md., Jan. 4, 1852 – *Gentlemen:*  
- The Cumberland Cement, manufactured at the Rosehill Mills, has been used in the construction of all the Masonry on the Chesapeake and Ohio Canal above the Tunnel. It is in my opinion, fully equal to any Hydraulic Cement manufactured in or imported into the United States.

Yours &c. T. L. PATTERSON  
Asst. Engineer, Cumberland Division,  
Chesapeake and Ohio Canal.

[Transcriber's Note: This ad was repeated throughout the year.]

DAT, Sat. 2/14/52, p. 3. **GEORGETOWN AND ITS AFFAIRS.** – Anticipating an unusual amount of trade upon our canal the ensuing season, the superintendents intend drawing off the water in a few days, probably next week, to enable them to put every

portion of the line in good repair, so that with the first opening of spring they may be fully prepared for its accommodation.

Mr. Easby is now engaged, with a number of hands, repairing all the defective portions of the Aqueduct, and strengthening the weak points.

*Sun*, Mon. 2/16/52, p. 4. **Affairs in Allegany County.** - The following item we select from the Cumberland (Md.) Miners' Journal:

*Presidency of the Canal.* - It is fully settled, we believe, that John S. Gittings, Esq., of Baltimore, now a member of the Board of Public Works, will be President of the Chesapeake and Ohio Canal. - The vacancy in the Board, occasioned by his resignation, will be filled by the appointment of the Governor.

DNI, Tue. 2/17/52, p. 3. **THE CANAL**  
Messrs. Gales & Staton: Allow me to call your attention to an erroneous statement that appears in your daily paper of this morning, viz. that the water is to be taken out of the Chesapeake and Ohio Canal "about the first of March, in order to effect repairs, and that it may remain out for a month." Instead of this, the water is already out of the Canal, for the purpose above mentioned, and is to be re-admitted *in time for the navigation to be opened by the first of March.*

Yours, very respectfully,

CHARLES B. FISK

Chief Engineer, &c. Chesapeake and Ohio Canal. February 16, 1852.

DNI, Wed. 2/18/52, p. 3. **CITY ITEMS**  
**The Canal Trade** – We are glad to learn, as we do from an authentic source, that there is a prospect for a coal trade on the Chesapeake and Ohio Canal increased much beyond that of last year. The Cunard line of steamships use the Cumberland coal, and highly approve of it; but it seems that the directors on this side of the ocean did not lay in sufficiently

for their winter use, whence it has occurred that their stocks have run very low. This circumstance alone goes far to recommend the policy pursued by the company in permanently opening the canal for the whole season, as stated in Mr. Fisk's correction of yesterday, namely, on or about the first of March. It is very gratifying to know that the Cumberland coal has thus received the practical approbation of such good judges as the Cunarders.

AG, Thu. 2/19/52, p. 4. **CANAL COMMERCE** – Arrived, February 18.  
Boats E. A. Cook, Wm. B. Clarke and Columbia, Cumberland, coal to Washington Coal Co.

*Sun*, Fri. 2/20/52, p. 4. **Canal Packets.** - The Williamsport Sentinel states that Mr. Ward will put four packets on the Chesapeake and Ohio Canal as soon as navigation opens.

*Sun*, Sat. 2/21/52, p. 1. **Affairs in Allegany County.** - We copy the following item from the Cumberland Unionist:

*President of the Canal.* - Dr. James Fitzpatrick and James M. Schley, Esq., both of this county, are named as candidates for the Presidency of the Chesapeake and Ohio Canal.

AG, Sat. 2/21/52, p. 3. **CANAL COMMERCE** – Arrived, February 20.  
Boat Reindeer, Cumberland, coal to Washington Coal Co.

*Sun*, Sat. 2/28/52, p. 2. **Chesapeake and Ohio Canal** – The Williamsport (Md.) Sentinel states that workmen are now busily employed in repairing the leaks in the aqueduct at that place. It is expected to be completed and the water turned into the entire length of the canal, on Monday. Flour is pouring in by thousands, and

transportation, it is expected, will be resumed the latter part of next week.

*Sun*, Mon. 3/1/52, p. 4. **Affairs in Allegany County.** - We copy the following items from the Cumberland Journal:

*The Canal.* - The water has been let in the Chesapeake and Ohio Canal at this place.

*Cumberland Coal and Iron Company*  
- The charter of this Company, which has passed the House of Delegates, after various modifications, will also, it is supposed, pass the Senate. A clause was introduced by a member from this county, with a view, doubtless, of defeating the bill, compelling the company to mine and carry to market at least 200,000 tons of coal annually. We understand, however, that they are prepared to accept it with this amendment, as they not only contemplate transporting the 200,000 tons to market, but 300,000 tons additional, as soon as the boats can be procured. The tolls on this half million of tons will yield a revenue of \$25,000 to the State. Add to this, the tolls paid by other companies employed in the development of our vast mineral resources, and we have a sum which will go a great way towards paying the State debt and relieving the people of the present burthensome taxation.

(By the bill which has passed the House, should the company fail to mine out and carry to market 200,000 tons of coal annually, commencing within six months after accepting the act, their charter becomes forfeited. They are allowed only to charge 2½ cents per ton per mile on coal and other articles, which is 1½ cents less than the Mount Savage and the Old Maryland Mining Company were allowed to charge; and they are compelled to take to market all the coal which may be offered, whether by private individuals or companies.)

TR, Mon. 3/1/52, p. 3. **The Canal** – We understand that the upper section of the Chesapeake and Ohio Canal has been put in such order as to allow of water being put into the entire length of the canal today; and from the quantity of flour, &c., awaiting its opening, merchants and traders along this portion of the canal are expecting a brisk business to be commenced the latter part of this week.

*Sun*, Fri. 3/5/52, p. 2. **Chesapeake and Ohio Canal.** - The water has been let into the entire line of the canal. The Williamsport Sentinel says a number of boats, heavily loaded, would have started for the District on Tuesday last, but several large stones rolled into the canal, a few miles above Williamsport, which rendered it necessary to draw the water from the entire level. The water was introduced again on Wednesday, and today it is expected a fleet will leave on their first trip. It is reported, however, that a break has occurred below the Point of Rocks. Thirty-two boats, doing business on the canal this season, and employing in all one hundred and twenty-eight persons, will hail from Williamsport alone.

Sat. 3/6/52, p. 2.<sup>2</sup> The Alexandria Gazette states that the water will not be let into the Chesapeake and Ohio Canal until Monday next, in consequence of a break near the Point of Rocks.

AG, Sat. 3/6/52, p. 4. **CANAL COMMERCE** – Arrived, March 5.  
Boat Neptune, Goose Creek, 700 bbls. flour to Daniel F. Hooe.

Cleared.

Boat F. A. Phelps, groceries for Williamsport and Hancock, from Wm Bayne.

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<sup>2</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

DNI, Mon. 3/8/52, p. 3. **LOCAL ITEMS**  
The Chesapeake and Ohio Canal – Some half-dozen boats arrived at Georgetown from short distances above, in the middle of last week, the highest point being Seneca. They were freighted with flour, wheat and wood. Some forty boats have gone up, principally those that have been at Georgetown and Alexandria through the winter. These boats carried up considerable supplies of plaster and salt, with some groceries and seaboard lumber. The first spring fleet of boats from the upper canal might be expected down about Tuesday, as they are undoubtedly now able to pass the Calico Rocks, near which a temporary stoppage last week occurred from a leak in the rocky bottom of the canal. The branch canal to Alexandria is in perfect order throughout.

TR, Mon. 3/8/52, p. 3. The Chesapeake and Ohio Canal is now said to be in navigable order its entire length, and that in the course of this week boats from Cumberland and other points will begin to arrive at Georgetown.

AG, Mon. 3/8/52, p. 3. **CANAL COMMERCE** – Arrived, March 6.  
Boat Gen. Washington, Goose Creek, wheat, Fowle & Co. and James Irwin & Co.  
Boat Neptune, Goose Creek, wheat to James Irwin & Co.  
Boat John P. Smart, Goose Creek, 3,000 bushels wheat, to Cazenove & Co.  
Deparred.  
Boats Eldorado and Mountaineer, Cumberland, fish & salt, by D. B. Smith & Co.

AG, Tue. 3/9/52, p. 3. **CANAL COMMERCE** – Departed, March 8.  
Boat Neptune, Goose Creek, plaster by Fowle & Co., and groceries for Mr. Gilead & Belmont, from Wm. Bayne.

Boats Anna S., Borden and Canonicus, Cumberland, salt and fish, by Borden Mining Co.

DAT, Tue. 3/9/52, p. 3. **Georgetown and Its Affairs** – Flour and grain market steady at last quotations. Large arrivals of each expected by canal this week.

Sun, Fri. 3/12/52, p. 2. **Chesapeake and Ohio Canal.** - The Williamsport (Md.) Sentinel states that during the present week ten thousand barrels of flour, and three hundred barrels of clover seed, will leave that point for Georgetown and Alexandria. If it had not been for the breach in the canal, it would have been swelled to 15,000. All the warehouses are full, and from five to ten thousand barrels of flour are tiered up outside. The keels of three new canal boats are about to be laid at Williamsport. A boat built by Stake & Co., for John Ardinger, Esq., was launched on Monday.

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*Ibid.*, p. 4. The packet-boat *Belle* arrived this afternoon, and reports that the fleet of boats will reach here tonight or tomorrow. We are all anxiously expecting them.

DAT, Fri. 3/12/52, p. 1. **Affairs in Georgetown** – *Canal Trade* – Arrived – Boats Star, 22 miles, wood; Morning Star, 22 miles, wood; Gondola, 22 miles, corn; Old Zack, 61 miles, flour; 2 Gondolas, 61 miles, flour; John P. Garrett, (way bill lost,) white corn; John P. Smart, 31 miles, flour and shorts; John Hetzer, 100 miles, 742 bbls. of flour; T. Charlton, 99 miles, 730 bbls. of flour.

Departed – Boats K. H. Lambell, Pacific, Star, Massasoit, J. L. Pasco, Mount Vernon, Gen. Washington, John Lambie, Old Dominion, Augusta, J. Snively and Morning Star.



DNI, Fri. 3/12/52, p. 3. **Spring Arrangements** – Quite a good system of passenger transportation will be put in operation this season on the Chesapeake and Ohio Canal. The fleet and commodious boats *Belle* and *Fashion* will commence their regular daily trips from Alexandria and Georgetown to Harper's Ferry on Monday next, leaving the canal bridge on Congress street, Georgetown, at 7 o'clock in the evening, and arriving at Harper's Ferry at half-past 9 o'clock next morning. These boats return from Harpers Ferry, leaving the railroad bridge there at 2 o'clock in the afternoon, and arriving in Georgetown next morning at half-past 5 o'clock. The fare between the two places is but one dollar and a half.

On or about the first of May, the new and specially built canal steam boat *President* will be put on the line between the District and Cumberland. She will make two trips per week, and it is supposed will average fully seven miles per hour. The *President* will leave in the morning of each day of starting, so that fine opportunities will be afforded parties wishing to view the lovely and highly picturesque scenery of the Potomac, who can come back by the returning daily boats from Harper's Ferry.

This line did a good business last fall, and we doubt not, with the experience then acquired and improved opportunities, it will rapidly become highly popular. It certainly merits all the patronage the citizens of the District can extend to it.

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**The Canal** – About fifty boats are hourly expected in Georgetown from above, laden with grain, flour and corn, and country produce.

AG, Fri. 3/12/52, p. 3. **CANAL COMMERCE** – Departed, March 11. Boats Augusta, Old Dominion and Mount Vernon, Cumberland, by Fowle & Co.

Boat Gen. Washington, Goose Creek, guano, by Fowle & Co.

*Sun*, Sat. 3/13/52, p. 1. **Arrival of Canal Boats.** - In addition to the canal boats mentioned in my letter, the following have also arrived: Westmoreland, from Cumberland. At Alexandria - Baltic, Texas, Rough & Ready, Oregon, Liberty, Isaac Motter, Southampton, Catoctin, American Flag and James Magruder. They are all laden with flour and other produce. Business here is very animated. Mercury.

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*Ibid.* p. 4. I have now the pleasure to announce the arrival of the following boats by canal: - The Morning Star, 20 miles, wood; Gondolas, 61 miles, flour; Old Zack, 61 miles, do; John P. Garrett, 57 miles, wheat, &c.; John Hetzer, 100 miles, flour; Tom Charlton, 100 miles, do.; John P. Smart, 31 miles, do.; Ben Franklin, 100 miles, do.; Union, 100 miles, do.; General Taylor, 55 miles, wheat.

The Packet boats *Belle* and *Delaware* are now ready for regular trips up and down the canal - the former, for Cumberland, will leave on Monday. Mercury.

DAT, Sat. 3/13/52, p. 3. *Canal Trade* – Arrived – Boats Westmoreland, C. B. Tisdale, Enterprise, Annawan and Saloma Clarke, from Cumberland, with coal; four gondolas, 61 miles, flour; Gen. Taylor, 55 miles, 2,500 bu. wheat; Texas, 71 miles, flour, timber, &c.; Ben Franklin and Union, 100 miles each, flour; John P. Smart, 31 miles, flour and shorts; Baltic, 81 miles, 1,100 bbls. flour, whiskey and seed; Rough & Ready, 55 miles, 2,600 bu. wheat; Liberty, 57 miles, wood; Southampton, 81 miles, 800 bbls. flour and sundries; Isaac Motter, 100 miles, 1,449 bbls. flour; American Flag, 81 miles, 900 bbls. flour; W. J. Boothe, 81 miles, 1,108 bbls. flour; Catoctin, 49 miles, seed, corn, &c.; Enterprise, 81 miles, wood;

R. J. Violet, 100 miles, 1,111 bbls. flour; Governor Sprigg, 100 miles, 1,000 bbls. flour; J. B. Stone, 100 miles, 900 bbls. flour, &c.; Hugh Smith, 61 miles, flour, &c.; J. F. Essex, 61 miles, 1,082 bbls. flour, &c.; Rambler, 45 miles, offal, &c.; Col. Crocket, 57 miles, wheat, &c.; C. Shaffer, 88 miles, 2,900 bu. wheat, &c.; Caroline, 23 miles, offal, &c.

GA, Sat. 3/13/52, p. 2. **Spring**

**Arrangements** – Quite a good system of passenger transportation will be put in operation this season on the Chesapeake and Ohio Canal. The fleet and commodious boats *Belle* and *Fashion* will commence their regular daily trips from Alexandria and Georgetown to Harper's Ferry on Monday next, leaving the canal bridge on Congress street, Georgetown, at 7 o'clock in the evening, and arriving at Harper's Ferry at half-past 9 o'clock next morning. These boats return from Harper's Ferry, leaving the railroad bridge there at 2 o'clock in the afternoon, and arriving at Georgetown next morning at half-past 5 o'clock. The fare between the two places is but one dollar and a half. – *Tel.*

*Sun*, Mon. 3/15/52, p. 2. The Cumberland Journal says there are now six feet of water in the Chesapeake and Ohio Canal.

DNI, Mon. 3/15/52, p. 3. **LOCAL ITEMS**  
Chesapeake and Ohio Canal – The limestone sink near the Point of Rocks which produced detention for several days having been permanently repaired, navigation is complete throughout the whole line, and large arrivals of produce have taken place at Georgetown. Near one hundred boats were stopped at this leak, about equally divided between those going up and those coming down. Those boats which have arrived at Georgetown and Alexandria came heavily freighted. The principal cargoes were flour, of which

between twenty and thirty thousand barrels have been received, with approaching thirty thousand bushels of wheat. In addition to this, a good deal of whiskey has arrived, with corn, rye, oats, clover and timothy seed, bacon, wagon and coopers' stuff, &c., fire wood, coal and tanners' bark.

We would take this opportunity again to remark that the canal passenger boats commence their daily trips this evening, leaving the canal bridge, on Congress street, Georgetown, at 7 o'clock.

AG, Mon. 3/15/52, p. 3. **CANAL**

**COMMERCE** – Arrived, March 13.

Boat Baltic, Mercerville, flour to Lambert & McKenzie, Cazenove & Co., and Fowle & Co.

Boat Southampton, Mercerville, 900 bbls. flour to Fowle & Co.

Four Gondolas, Shenandoah Valley, flour to Fowle & Co.

Boat Robert G. Violet, Williamsport, 1,100 barrels of flour and flax seed to R. G. Violet.

Boat Saloma Clarke, Cumberland, coal to Howard & Poor.

Boat Annawan, Cumberland, coal to Borden Mining Co.

Departed.

Boat J. H. Davis, Cumberland, salt by Fowle & Co.

Boat Charles Arthur, Cumberland, by Borden Mining Co.

DAT, Tue. 3/16/52, p. 3. *Canal Trade* – Arrived – Boats C. W. Sturtevant, Cumberland, coal; Star, 62 miles, 3,000 bushels of wheat; M. Francis, 62 miles, limestone; Eagle, 124 miles, flour, &c.; Chesapeake, 62 miles, limestone.

Departed – Boats Rough & Ready, Annawan, Wm. Jackson, Star, C. B. Tisdale, O. Baker, Gen. Lewis Cass, Liberty, Morning Star, J. Lambie, W. H. Harrison, Catocin, Potomac, Baltic and Texas.

AG, Tue. 3/16/52, p. 2. **CANAL**

**COMMERCE** – Arrived, March 15.

Boats Caroline B. Tisdale, Metacomet and Sarah Louisa, Cumberland, coal to Borden Mining Co.

Boat Westmoreland, Cumberland, coal to D. B. Smith & Co.

Boat Gen. Lewis Cass, Goose Creek, 550 bbls. flour to D. F. Hooe.

Boat K. H. Lambell, Big Springs Mills, 500 bbls. flour to D. F. Hooe.

Boat Gov. Springs, Williamsport, 1,000 bbls. flour to Fowle & Co.

Boat Catherine Shafer, Cedar Grove, 3,000 bushels wheat to Fowle & Co.

Boat Julia A. Elgin, Old Church, 3,500 bushels wheat to Fowle & Co.

Departed

Boats Annawan and Caroline B. Tisdale, Cumberland, by Borden Mining Co.

DAT, Thu. 3/18/52, p. 3. *Canal Trade* –

Arrived, boats Neptune, 31 miles, 814 bbls. flour; Gen. Washington, 31 miles, 650 bbls. flour; P. Janney, 61 miles, 820 bbls. flour; M. H. Ensminger, 1,024 bbls. flour; Belle, 73 miles, 3,000 bu. wheat; Geo. Waters, 73 miles, 1,100 bu. wheat; D. & H. Clagett, 80 miles, 1,100 bu. wheat; Maryland, 40 miles, wheat; Diana, 86 miles, wood; J. P. Smart, 31 miles, 750 bbls. flour; Caroline, 23 miles, flour and offal; Sarah Jane, (new boat,) 100 miles, 960 bbls. flour; Captain Walker, 69 miles, limestone and lime.

Departed – Boats Lady of North Bend, American Flag, W. J. Boothe, J. L. Pasco, Saloma Clarke, K. H. Lambell, *Fashion*, R. G. Violet, Thomas Jefferson, Westmoreland, Wm. Fowle, Metacomet, Baltimore, Southampton, Charlotte, Catherine Shafer, Amos Young.

DNI, Thu. 3/18/52, p. 3. **The Chesapeake**

**and Ohio Canal** – Since Monday, about thirty boats have arrived at Georgetown heavily freighted with flour, wheat, corn and

a little coal. The passenger boats have commenced their trips with fair encouragement, particularly in bringing passengers from above to the District and Alexandria.

AG, Thu. 3/18/52, p. 4. **CANAL**

**COMMERCE** – Arrived, March 17.

Boat C. W. Sturtevant, Cumberland, coal to Washington Coal Co.

Boat Gen. Washington, Elizabeth Mills, 530 bbls. flour to D. F. Hooe.

Boat Neptune, 814 bbls. flour to D. F. Hooe, Wm. L. Powell & Son and P. H. Hooff.

Departed.

Boat Saloma Clarke, Cumberland, by Washington Coal Co.

AG, Fri. 3/19/52, p. 3. **CANAL**

**COMMERCE** – Arrived, March 18.

Boat Belle, Shepherdstown, 3,000 bushels wheat, to Fowle & Co.

Boat Geo. Waters, Shepherdstown, 1,100 bbls. flour to Fowle & Co.

Departed.

Boat C. W. Sturtevant, Cumberland, by Washington Coal Co.

Boat Westmoreland, Cumberland, salt by Fowle & Co.

Boat Wm. Fowle, Cumberland, salt by Fowle & Co.

Boat Saloma Clarke, Williamsport, Md., lumber from James Green & Son.

*Sun*, Sat. 3/20/52, p. 4. There is a slight break in the Canal between here and Georgetown, which will be repaired in a few days. We have, however, almost hourly communication with that town - the steamer Salem, Capt. Baker, constantly plying and towing vessels and Canal boats. Mercury.

AG, Sat. 3/20/52, p. 3. **CANAL**

**COMMERCE** – Arrived, March 19.

Boat J. P. Garrett, Harper's Ferry, flour to Cazenove & Co. and D. F. Hooe.

Departed.

Boat C. W. Sturtevant, Clear Spring, Md., crockery ware from R. H. Miller, groceries for Bedford, Pa., from McVeigh, Harper and Chamberlain, and groceries from William Bayne.

DAT, Mon. 3/22/52, p. 2.

**Affairs in Georgetown.**

*Canal Trade* – Arrived – Boats J. C. Calhoun, 69 miles, limestone; Morning Star, 20 miles, rails; J. Van Lear, 100 miles, flour, &c.; Jenny Lind, 86 miles, flour; Charles Perry, Cumberland, coal; Anna Marion, 77 miles, seed, flour and whiskey; H. G. Phelps, Cumberland, seed and coal; Harry Tyson, Cumberland, coal; Francis Bloodgood, Cumberland, coal; Columbia, Cumberland, coal; Emily Francis, Cumberland, coal; Caroline, Cumberland, coal; Elizabeth, Cumberland, coal; Rough & Ready, 55 miles, wheat; Buena Vista, 69 miles, limestone; Old Zack, 61 miles, flour; Gen. Lewis Cass, 22 miles, corn, &c.; Star, 22 miles, wood.

Twenty-two boats have departed with merchandise, &c., for different points along the line. Electro.

DAT, Tue. 3/23/52, p. 2.

**Affairs in Georgetown.**

*Canal Trade* – Arrived – Boats A. Leiter, 100 miles, 1,126 bbls. of flour; Wm. Jackson, 62 miles, limestone, &c.; Union, 100 miles, sundries; Isaac Long, 100 miles, flour; L. W. Baker, 100 miles, 1,101 bbls. flour; Ann S. Berston, Cumberland, 107 tons coal.

Departed – Boats Belle, Morning Star, Martha Francis, Anna Marion, Buena Vista, Jenny Lind, J. L. Pasco, Star.

AG, Tue. 3/23/52, p. 3. **CANAL COMMERCE** – Arrived, March 22.

Boat H. B. Loomis, Cumberland, coal to Washington Coal Co.

Boat E. W. Dunham, Cumberland, coal to Washington Coal Co.

Wed. 3/24/52, p. 2.<sup>3</sup> Trade on the Chesapeake and Ohio Canal is becoming brisk. On the 22<sup>nd</sup>, twenty-two boats left Georgetown with merchandize., for different points along the line. Among the receipts noted are 5,000 dozen eggs, which sold at 12½ to 13 cents per dozen.

DAT, Wed. 3/24/52, p. 2. *Canal Trade* – Arrived – Boats Gen. Taylor, 62 miles, 112 barrels of flour, 1,056 bushels of wheat, 1,110 bushels of corn; Baltic, 1,001 barrels of flour, 244 bushels of corn; Ben Franklin, 1,002 barrels of whiskey, 830 barrels of flour; K. H. Lambell, 31 miles, 3,000 bushels of wheat; Thomas Jefferson, 62 miles, wheat, hay and limestone.

Departed – Boats Gen. Lewis Cass, William Jackson, Reindeer, E. W. Dunham, Helen Bruce, John Lambie and A. Leiter.

AG, Wed. 3/24/52, p. 2. **CANAL COMMERCE** – Arrived, March 23.

Boat T. W. Gorter, Cumberland, coal to Washington Coal Co.

Boats Helen Bruce, Ella E. Voorhees, Emily Francis and William Albert, from Cumberland, coal to Borden Mining Co.

Departed, March 23.

Boat Sarah Louisa, for Cumberland, by Borden Mining Co.

Boat E. W. Dunham, groceries, shoes, &c., from McVeigh, Harper & Chamberlain for Shepherdstown and Martinsburg, Va. & Clearspring, Md.

Sun, Thu. 3/25/52, p. 1. Sharpsburg, Washington Co., Md., March 23rd, 1852.

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<sup>3</sup> *American and Commercial Daily Advertiser*, Baltimore, Md.

From our proximity to the Chesapeake and Ohio Canal, deep interest is manifested about this time in the expected change in the management of the affairs of that company, little else being talked of. There are a large number of applicants for every office, from that of superintendent of division down to the humble and lowly "*root boss*" and all anxiously and impatiently awaiting the action of the board. Since the controversy between Gittings and Pouder, the hopes of the "ins" have risen several shades, while those of the expectant "outs" have correspondingly fallen.

Business upon the canal is becoming very brisk. Immense quantities of flour and other produce are being sent off from our warehouses, all of which have been crowded for some time, rendering it necessary to tier the surplus under temporary sheds. Mr. Piper, who now owns the "Mercerville property," 2½ miles from town, one of the most beautiful and valuable points on the canal, had, at the opening of navigation, some 15,000 barrels of flour in and around his capacious warehouses, 5,000 of which he shipped off in the short space of three days. He does a heavy business.

Attached to this property is the well-known boat yard of Mr. Otho Baker, where are built the largest, strongest and prettiest boats that float upon the waters of the canal. These have separately carried the largest amount of coal and flour that has yet entered the District of Columbia in one load. He launched a splendid boat last week, will have another ready in a few days, and three others, that are now on the stocks, will be finished for their element during the coming month. These are all sold, and the demand is always in advance of the supply.

A number of our enterprising citizens are engaged in the coal transportation business, which must be lucrative, since a fleet of some twenty boats is owned by

persons in the town and neighborhood.  
Glenn.

DAT, Thu. 3/25/52, p. 2. *Canal Trade*  
Arrived. Boats Susan McCoy, (new boat, first trip,) 149 miles, 800 bbls. flour; Morning Star, 49 miles, 30 cords of wood; Joseph Eichelberger, (new boat, first trip,) 117 miles, 150 bbls. of flour, and 3,000 bushels wheat; W. C. Johnson, 45 miles, calves and 2,000 bushels wheat; Caroline, 23 miles, flour, &c.; Thomas Charton, 99 miles, flour; Canonicus, Cumberland coal, &c.; Oregon, Cumberland coal; Grampus, 124 miles, 3,305 bushels wheat; Oregon, 73 miles, wheat, &c.; Gen. Washington, 31 miles, flour; Neptune, 31 miles, flour; Julia A. Elgin, 61 miles, 3,000 bushels wheat; Potomac, 151 miles, 4,450 bushels corn.

#### Departed

Boats H. G. Phelps, Union, H. B. Loomis, Era, Frances, W. H. Harrison.

GA, Thu. 3/25/52, p. 2. CANAL TRADE  
Arrived

Boats A. Leiter, 100 miles, 1,126 bbls. flour.  
Wm. Jackson, 62 miles, limestone, &c.  
Union, 100 miles, sundries.  
Isaac Long, 100 miles, flour.  
L. W. Baker, 100 miles, 1,101 bbls flour.  
Ann S. Berston, Cumb. 107 tons coal.  
Gen. Taylor, 62 miles, flour, wheat, &c.  
Baltic, flour and corn.  
B. Franklin, whiskey and flour.  
K. H. Lambell, 31 miles, wheat.  
T. Jefferson, 62 miles, wheat, hay, &c.

#### Departed

Boats, Belle, Morning Star, Martha Francis, Anna Marion, Buena Vista, Jenny Lind, J. L. Pasco, Star, Gen. Lewis Cass, W. Jackson, Reindeer, E. W. Dunham, H. Bruce, J. Lambie, A. Leiter.

AG, Thu. 3/25/52, p. 3. **CANAL  
COMMERCE** – Arrived, March 24.

Boat H. G. Phelps, Cumberland, coal to Fowle & Co.

Boat K. H. Lambell, Harper's Ferry, flour to D. F. Hooe and wheat to Cazenove & Co.

Boat Old Zack, Harper's Ferry, flour to Cazenove & Co. and D. F. Hooe.

Departed.

Boat H. B. Loomis, for Shepherdstown, Va. and Clear Spring, Md., groceries, shoes, &c., from McVeigh, Harper & Chamberlain.

*Sun*, Fri. 3/26/52, p. 1. Cumberland, March 23, 1852. - *Editors of the Baltimore Sun*: Your leader in the *Sun* of yesterday contains errors that you will doubtless correct upon their being pointed out.

The article headed 'Cumberland Coal and Iron Company' says 'that the friends of the measure also assert that, not only do the company contemplate transporting the 200,000 tons to market, but 300,000 tons additional as soon as the boats can be procured, and the tolls on this half million of tons will yield a revenue of \$25,000 to the State.'

The tolls on the Chesapeake and Ohio canal, at this time, are forty-six cents per ton, and on 500,000 tons should amount to \$230,000 per annum, instead of \$25,000, as you have given it.

The charter of the 'Cumberland Coal and Iron Company' is *perpetual* and is not subject to amendment or alteration until a period of thirty years shall have elapsed from the date of its passage.

A failure to comply with the requirements to mine and send to market 200,000 tons of coal during the next eighteen months does not work a forfeiture of the charter or affect it in any way - it affects the amendments alone.

As this company and its stockholders have ever been the champions of low tolls and low freights, the 'wholesome restriction' with which this bill is 'hedged,' the provision

restricting them to low tolls on their roads, has met with their hearty approbation.

This Cumberland coal *is limited in consumption* by its price only. It is the true interest of the managers of the public works of our State to afford transportation facilities, and at the very lowest rate of tolls practicable, to every ton of coal seeking a market.

With the tolls at twenty-five cents per ton on the Chesapeake and Ohio Canal, then the revenues would be enhanced immediately, and the State derive an immediate return for her spirit and enterprise, giving in impetus to this coal trade that would be felt in the pockets of the tax payers, and lightening their burthens. The minor companies in this region, now struggling in almost helpless insolvency, would derive as much, if not more benefit from reduction in the tolls of the canal, than would the 'Great Monopoly' itself.

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**The Canal Trade** – During the past week, 1,040 bbls. of flour, and 5,800 bushels of wheat, were transported over the Chesapeake and Ohio Canal, from Shepherdstown, Va.

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**The Coal Trade** – Great and unprecedented activity may be looked for now, as it has generally been understood little would be by the companies interested until after the passage of the charter of the Cumberland Coal and Iron Company. We have been told that fears exist among a portion of the miners and other hands that an effort will be made to lower their wages. We hope this, with all the other evil forebodings, will melt into moonshine.

AG, Fri. 3/26/52, p. 3. **CANAL COMMERCE** – Arrived, March 25. Boats Sarah Perry and Oregon, Cumberland, coal to D. B. Smith & Co.

Boats A. S. Borden and Canonicus, Cumberland, coal to Borden Mining Co.  
Boat Joseph Eichelberger, Millstone Point, Md., 3,500 bushels wheat, to Fowle & Co.  
Boat Susan McCoy, Millstone Point, 800 bbls. flour to Lambert & McKenzie.  
Boat L. W. Baker, Williamsport, 1,100 bbls. flour to Fowle & Co.  
Boat Virginia, Noland's Ferry, 2,000 bushels corn, to Fowle & Co.  
Boat Gen. Taylor, Berlin, 1,000 bushels corn, to Lambert & McKenzie.  
Boat John P. Garrett, Knoxville, 2,000 bushels corn, to Cazenove & Co.  
Boat Julia A. Elgin, Old Church, Va., 3,500 bushels wheat, to Fowle & Co.

Departed.

Boats E. E. Voorhees and Emily Francis, Cumberland, by Borden Mining Co.  
Boat Sarah Perry, Cumberland, by D. B. Smith & Co.  
Boat H. G. Phelps, Cumberland, by Fowle & Co.  
Boat Isaac Long, groceries for Williamsport, Md., from Wm. Bayne.

AG, Sat. 3/27/52, p. 3. **CANAL COMMERCE** – Arrived, March 26.

Boats Wm. J. Boothe and Ann Caroline, Cumberland, coal to Fowle & Co.  
Boats Harry Tyson, Francis Bloodgood and Columbia, Cumberland, coal to Washington Coal Company.  
Boat Washington, Elizabeth Mills, 550 bbls. flour to Daniel F. Hooe.  
Boat Neptune, Goose Creek, 350 bbls. flour to Daniel F. Hooe, and flour to W. L. Powell & Son and P. H. Hooff.  
Boat John P. Smart, Big Spring Mills, 372 bbls. flour to D. F. Hooe and flour to Lambert & McKenzie and Fowle & Co.

Departed.

Boat Wm. J. Boothe, Cumberland, by Fowle & Co.  
Boat Oregon, Cumberland, by D. B. Smith & Co.

Boats T. W. Gorter, H. B. Loomis and E. H. Dunham, Cumberland, by Washington Coal Co.

Boat K. H. Lambell, groceries for Leesburg, from D. & S. Blacklock, and plaster and sundries, Goose Creek, from Cazenove & Co.

Boat Sarah Perry, Cumberland, trees from D. & S. Blacklock.

Boat Gen. Taylor, Berlin, groceries from D. & S. Blacklock.

Boat Harry Tyson, groceries, shoes, hats, &c., from McVeigh, Harper & Chamberlain, for Shepherdstown, Va.

Boat L. W. Baker, groceries, &c., from McVeigh, Harper & Chamberlain, for Williamsport and Hagerstown, Md.

DAT, Mon. 3/29/52, p. 3. *Canal Trade* – Arrived – Boats A. Carey, Miner, Massasoit, Star, Pennsylvania, Ann Caroline, J. B. Stone, Annawan, James Terrell, C. B. Tisdale and Wm. B. Clarke, Cumberland, coal; H. Smith, 61 miles, offal, &c.; J. A. Magruder, 107 miles, offal and flour; Phineas Janney, 61 miles, eggs, &c.; H. Smith, 107 miles, flour, &c.; D. & H. Clagett, 81 miles, flour; J. P. Smart, 31 miles, offal, &c.; W. C. Johnson, 45 miles, 3,000 bushels offal and flour.

Departed – Boats Gen. Lewis Cass, W. Jackson, Reindeer, E. W. Dunham, Helen Bruce, John Lambie, A. Leiter, W. H. Harrison, Martha Francis, H. G. Phelps, Union, H. B. Loomis, Charles Perry, T. W. Gorter, M. Star, Ida S. Perry, J. F. Wheatley, Baltic, B. Franklin, Thomas Jefferson, Wm. Albert, Elizabeth, Caroline, Star, Caroline of 23-mile post, Isaac Long, A. S. Borden, J. P. Garrett, Atlanta and J. Hetzer.

AG, Mon. 3/29/52, p. 4. **CANAL COMMERCE** – Arrived, March 27.

Boats Pennsylvania and Star, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Virginia, Noland's Ferry, plaster, by Fowle & Co.

Boat Susan McCoy, Millstone Point, plaster, by Fowle & Co., and groceries from Wm. Bayne.

Boat Joseph Eichelberger, Millstone Point, plaster, by Fowle & Co., and dry goods from Bryan, Adams & Co.

Boats Harry Tyson and Columbia, Cumberland, by Washington Coal Co.

Boats Gen. Washington and Gen. Taylor, groceries for Leesburg, Mount Gilead and Millstone Point, and Berlin, from Wm.

Bayne, and queensware from R. H. Miller.

Boat J. P. Smart, Snickersville, queensware, from R. H. Miller.

DNI, Mon. 3/29/52, p. 3. **LOCAL ITEMS**

The Chesapeake and Ohio Canal is doing a fair business. Since our last report, nearly sixty boats have arrived from above with various freights, but mostly flour and grain. The canal is in good order from end to end.

On Saturday afternoon the boat *Ella Voorhees* went up with the engine and machinery of a new steam saw-mill, to be put upon the bank of the canal near dam No. 6, for Charles B. Fisk, Esq. It is calculated to cut seven thousand feet of lumber per day. This mill and engine were constructed by Mr. McKinstry, of this city, and is to be put up and set going by Mr. Hazael Benezett, also of Washington. It is gratifying thus to note the steady advancement of things on the line of the canal, and the increased development of the resources of the country in its vicinity.

In addition to the line of passenger boats now running, we learn that Mr. N. J. Reeside will this morning start a tri-weekly line to Harper's Ferry, to go and return in two days. In May he purposes to run a daily line; a boat to leave Georgetown and Harper's Ferry each day at seven o'clock in the morning, arriving at its destination at about ten in the evening. This will afford parties who might wish to make excursions

to the Great Falls of the Potomac, or other of the numerous grand and beautiful spots in the region of the canal, all the opportunity they could desire.

DAT, Tue. 3/30/52, p. 3. *Canal Trade* – Arrived – Boats Chesapeake, 62 miles, limestone; Capt. Walker, 67 miles, limestone; Star, 73 miles, 3,000 bushels of wheat; A. Young, 100 miles, 1,031 bushels of wheat; Rambler, 45 miles, 216 bushels of wheat; M. H. Ensminger, 77 miles, 1,040 bushels of wheat; Baltimore, 77 miles, 913 bushels of wheat; M. Francis, 62 miles, limestone; Geo. Waters, 73 miles, offal and wheat.

AG, Tue. 3/30/52, p. 3. **CANAL COMMERCE** – Arrived, March 29.

Boats Miner, E. A. Cook and J. B. Stone, Cumberland, coal to Washington Coal Co.

Boats Massasoit, Annawan and C. B.

Tisdale, Cumberland, coal to Borden Mining Co.

Boat Star, Shepherdstown, wheat to Fowle & Co.

Boat Gen. Lewis Cass, Goose Creek, flour to Daniel F. Hooe and Wm. L. Powell & Son.

Departed.

Boats Canonicus and Massasoit, Cumberland, by Borden Mining Co.

Boat Julia A. Elgin, groceries for Old Furnace, Va., from McVeigh, Harper & Chamberlain.

Boat Pennsylvania, groceries, &c., from McVeigh, Harper & Chamberlain, for Hancock, Md.

Boat Miner, groceries, &c., from McVeigh, Harper & Chamberlain, for Cumberland, Md.

AG, Wed. 3/31/52, p. 4. **CANAL COMMERCE** – Arrived, March 30.

Boats Wm. B. Clarke and C. W. Sturtevant, Cumberland, coal to Washington Coal Co.

Boat Mount Vernon, Cumberland, coal to Fowle & Co.



Boat Catherine Shafer, Cedar Grove, wheat to Fowle & Co.

Departed.

Boats Miner and J. B. Stone, Cumberland, by Washington Coal Co.

Boat Ann Caroline, Cumberland, by Fowle & Co.

Boat Neptune, Leesburg, Va., lumber from James Green & Son.

Boat Belle, Shepherdstown, dry goods from Bryan, Adams & Co.

DAT, Thu. 4/1/52, p. 2. *Canal Trade* –

Arrived – Boats Gondola, 31 miles, flour; American Flag, 100 miles, flour, &c.; Tonoloway, 102 miles, flour; J. F. Essex, 61 miles, 1,026 bbls. flour; Charlotte, 108 miles, flour, &c.; Experiment, 31 miles, corn; Salem, 62 miles, limestone; E. A. Cook, Cumberland, coal; Rough & Ready, 55 miles, cement, &c.; Belle, 73 miles, 2,800 bushels of wheat; Morning Star, 20 miles, wood, &c.; James Terrell, Cumberland, coal; Gen. Lewis Cass, 31 miles, flour; Atlanta, 23 miles, stone; Ohio, 36 miles, wheat, corn, &c.; Gondola, 31 miles, flour; Lady, 39 miles, flour, &c.; Mount Vernon, Cumberland, coal; C. W. Sturtevant, Cumberland, coal; Star, 22 miles, wood; Pacific, Cumberland, coal; John Lambie, 69 miles, limestone; John Van Lear, 100 miles, flour, &c.; Gov. Sprigg, 100 miles, 1,000 bbls. flour; Gen. Tyson, Cumberland, coal; Charles Arthur, Cumberland, coal; K. H. Lambell, 31 miles, flour, &c.; Jas. Boyce, Cumberland, coal; Col. Young, Cumberland, coal; Sarah Louisa, Cumberland, coal; Osprey, Cumberland, coal; Caroline, 23 miles, flour, &c.; Otho Baker, Cumberland, coal; Hugh Smith, 61 miles, flour, &c.; Thomas Jefferson, 62 miles, limestone, &c.; W. C. Johnson, 45 miles, corn and offal; Catoctin, 51 miles, flour, &c.; P. F. Thomas, 31 miles, flour and wheat; Gondola, 61 miles, flour; J. Snively, Cumberland, coal; P. Janney, 61 miles, flour, &c.

Departed – Boats Gen. Taylor, Old Zack, Neptune, Gen. Washington, Columbia, J. A. Elgin, Massasoit, J. P. Smart, scow Jane, Am. Flag, M. H. Ensminger, Chesapeake, Gen. Lewis Cass, J. F. Essex, Ann Caroline, Rambler, M. Star, Pennsylvania, Amos Young, Charlotte, Rough & Ready, Miner, Annawan, Baltimore, J. A. Magruder, H. Smith, Tonoloway, Star of Georgetown, Ohio, Geo. Waters, S. B. Stone, Salem, C. B. Tisdale, Mt. Vernon.

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*Ibid*, p. 4. **Daily Line for Harper's**

**Ferry** – The Canal Packet Boats *Belle* and *Fashion* will run the ensuing season between Harper's Ferry and Georgetown, commencing March 15.

Leaving Georgetown daily at 7 P. M., arriving at Harper's Ferry next morning at 10 o'clock, in time for the cars for Winchester and Cumberland.

Returning, leave Harper's Ferry at 2 P. M., arriving at Georgetown next morning at 6 o'clock.

Omnibuses will be in readiness on the arrival of the packets at Georgetown to convey passengers to Washington.

Fare \$1.50, including board.

[Transcriber's Note: This ad first appeared Mar. 22 and continued daily.]

DAT, Fri. 4/2/52, p. 2. *Canal Trade* –

Arrived – Boats P. Janney and Gondola, 61 miles, flour; Ida, 61 miles, flour; C. Calhoun, 67 miles, limestone; M. Francis, 62 miles, limestone; Enterprise, 57 miles, flour, &c.; J. P. Garrett, 57 miles, flour, &c.; Delaware, Augusta, Old Dominion and James R. Annan, Cumberland, coal; Gondola, 31 miles, flour, &c.; Baltic, 81 miles, 1,015 bbls. of flour, &c.; I. Motter, Cumberland, coal; Helen Bruce, Cumberland, coal; J. P. Smart, 31 miles, flour, &c.

Departed – Boats Gov. Sprigg, Jenny Lind, Lady of North Bend, J. L. Pasco, C.

Arthur, E. A. Cook, Caroline, Thomas Jefferson, Experiment, J. P. Smart, W. C. Johnson and Catherine Shafer.

AG, Fri. 4/2/52, p. 3. **CANAL COMMERCE** – Arrived, April 1.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Boats Chas. Arthur and Sarah Louisa, Cumberland, coal to Borden Mining Co.  
Departed.

Boats Pacific and Star, Cumberland, from D. B. Smith & Co.

Boat Belle, groceries, shoes, &c., from McVeigh, Harper & Chamberlain, groceries from Wm. Bayne, and hardware from James A. English & Co., for Shepherdstown, Va.  
Boats Annawan and Caroline B. Tisdale, Cumberland, by Borden Mining Co.

DAT, Sat. 4/3/52, p. 2. *Canal Trade* – Ten boats have arrived, laden with flour, coal, &c.; and ten have departed.

DNI, Sat. 4/3/52, p. 4. **Canal Boat for Sale** – The subscriber offers for sale the canal boat “DeWitt Clinton,” with all her belongings. She has been recently rebuilt, and will carry ninety tons of coal. Persons wishing to purchase will please call soon.

THOMAS P. MORGAN,  
Stone Ware House

[Transcriber’s Note: This ad first appeared March 23 and ran daily 7 times.]

AG, Sat. 4/3/52, p. 3. **CANAL COMMERCE** – Arrived, April 2.

Boat Col. Crocket, Weverton, wheat to Cazenove & Co.

Boat J. P. Garrett, Knoxville, flour to Cazenove & Co.

Boat Ida, Old Furnace, wheat to Fowle & Co.  
Boats Chas. Williams, Augusta, Old Dominion and Isaac Motter, Cumberland, coal to Fowle & Co.

Boats Delaware and Helen Bruce, Cumberland, coal to Borden Mining Co.  
Departed.

Boats Sarah Louisa, Chas. Arthur and Delaware, Cumberland, by Borden Mining Co.

Boat Chas. Williams, Cumberland, by Fowle & Co., groceries from McVeigh, Harper & Chamberlain.

Boat Otho Baker, Cumberland, by D. B. Smith & Co.

Boat Experiment, Leesburg, dry goods from Bryan, Adams & Co.

*Sun*, Mon. 4/5/52, p. 2. **Steam Canal Boat** - Mr. Pettibone, of Washington, made an experiment on the canal at Cumberland, on Thursday, with a steam canal boat. It was entirely successful.

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**The Canal.** - The first boat with coal descended the Chesapeake and Ohio canal, from Cumberland, on the 8th of March; since which time, up to the 1st of April, 7,886 tons of coal and 2,064 of coke have been taken to market.

DAT, Tue. 4/6/52, p. 3. *Canal Trade* – Twenty-three boats have arrived, variously laden; and fifteen have departed.

AG, Tue. 4/6/52, p. 3. **CANAL COMMERCE** – Arrived, April 5.

Boats J. H. Davis and W. J. Boothe, Cumberland, coal to Fowle & Co.

Boats Eldorado and Mountaineer, Cumberland, coal to D. B. Smith & Co.

Boat Neptune, Goose Creek, flour to D. F. Hooe, Wm. L. Powell & Son and P. H. Hooff.

Boat Gen. Washington, Elizabeth Mills, 550 bbls. flour to Daniel F. Hooe.

Boat Reindeer, Cumberland, coal to Washington Coal Co.

Boat Columbia, Cumberland, coal to Washington Coal Co.

Departed.

Boat C. W. Sturtevant, groceries, &c., for Hancock, Md., from McVeigh, Harper & Chamberlain.

AG, Wed. 4/7/52, p. 2. **CANAL COMMERCE** – Arrived, April 6.

Boat Julia A. Elgin, Old Furnace, wheat to Fowle & Co.

Boat K. H. Lambell, Goose Creek, flour to D. F. Hooe, and wheat to Lambert & McKenzie.

Departed.

Boat Col. Crockett, groceries, for Burketsville, from McVeigh, Harper & Chamberlain.

Boat Gen. Washington, groceries for Leesburg, Va., from McVeigh, Harper & Chamberlain and Wm. Bayne.

AG, Fri. 4/9/52, p. 3. **CANAL COMMERCE** – Arrived, April 8.

Boat Metacomet, Cumberland, coal to Borden Mining Co.

Boats Anna S. Borden and Wm. Albert, Cumberland, coal to Borden Mining Co.

Boats Wm. Fowle, Westmoreland, H. G. Phelps and L. A. Phelps, Cumberland, coal to Fowle & Co.

Departed.

Boat Emily Francis, Cumberland, by Borden Mining Co.

Boat Helen Bruce, Point of Rocks, lumber, by Waters & Zimmerman.

Boat D. J. McCoy, Hancock, plaster and mackerel by Fowle & Co.

DAT, Sat. 4/10/52, p. 3. *Canal Trade* – Twenty-two boats have arrived, and twenty-six departed, with assorted cargoes.

GA, Sat. 4/10/52, p. 2. **CANAL TRADE Arrived**

W. Jackson, T. Jefferson, M. Francis, limestone.

Gen. Taylor, 73 miles, 300 bu. wheat and 72 bbls. flour.

Hugh Smith, 61 miles, flour.

Caroline, 23 miles, 580 bbls. flour and offal.

Ohio, 31 miles, wheat and corn.

G. W. Grove, 31 miles, wood.

J. G. Stone, W. Albert, A. S. Borden, Anne Gilleece, E. W. Dunham, H. B. Loomis, S. Jane, H. G. Phelps and Cumberland, from Cumberland with coal.

L. A. Phelps, Cumb., hay, whiskey, etc.

J. P. Smart, 31 miles, 750 bbls. flour.

Grampus, 124 miles, wheat and flour.

Potomac, 51 miles, corn, wheat, etc.

W. C. Johnson, 45 miles, corn and wood.

Virginia, 45 miles, corn and wood.

**Departures**

36 departures since April 7<sup>th</sup>.

AG, Sat. 4/10/52, p. 3. **CANAL COMMERCE** – Arrived, April 9.

Boats John G. Stone and Anne Gilleece, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats Mountaineer and Eldorado, Cumberland, fish, molasses, &c., from D. B. Smith & Co.

Boat Metacomet, fish, for Cumberland, by Borden Mining Co.

Boat Rough & Ready, groceries, &c., from McVeigh, Harper & Chamberlain, for Berlin, Md.

Boat D. J. McCoy, Hancock, Md., groceries, shoes, hats, &c., from McVeigh, Harper & Chamberlain; dry goods from Bryan, Adams & Co.; queensware from R. H. Miller; hardware from J. A. English & Co.; and drugs, paints and oils from Wm. Stabler & Bro.

Boats Isaac Motter and J. H. Davis, Cumberland, by Fowle & Co.

*Sun*, Mon. 4/12/52, p. 1. **Affairs in Allegany County** - *Prospects of the Cumberland Coal Region* – The stockholders of the

Cumberland Coal and Iron Company were to have held a meeting on the 10<sup>th</sup> instant, to accept the amended charter. They have already purchased two large steamers to carry their coal from Alexandria to the New York market, and are assiduously organizing their boat lines. In addition to this they are now making arrangements with the Baltimore and Ohio railroad for the immediate transportation to market of an amount of coal that will occupy all the cars and motive power that the company can, with justice to others, devote to that employment. In the meantime, the companies on Jannon's run are engaged in active operations. The Frostburg, Borden and Allegany Companies are mining large quantities of coal and making preparations for an expansion of their business as the facilities are increased. The Parker Vein Coal Company are rapidly completing their connection with the Mount Savage road, and in a few days will discharge to accumulated wealth now lying at the mouth of their mines through the two great avenues for transportation. It will be seen, then, that the prospect of the coal trade in this county is more flattering than it has ever been before.

*President of the Canal*

Ex-Governor Grason is named in the Cumberland Alleganian for the presidency of the Chesapeake and Ohio canal.

DAT, Mon. 4/12/52, p. 3.

**Affairs in Georgetown.**

I am pleased to learn from Friend Page, the gentlemanly clerk of the canal company, that the heavy rains of the last week have done no damage to our canal. It continues in good order the entire length of the line. During the last week over 10,000 barrels of flour and about 3,000 tons of coal reached us by this noble work, besides large quantities of wood, grain, hay, &c. Since our last report, fourteen boats, heavily laden, have arrived, and about the same number,

with assorted cargoes of merchandise for different points have left.

TR, Mon. 4/12/52, p. 3. **Coal by Canal.** –

The first boat with coal descended the Chesapeake and Ohio canal from Cumberland on the 8<sup>th</sup> of March, since which time up to the 1<sup>st</sup> of April, seven thousand, eight hundred and sixty-five tons of coal and two thousand and sixty-four of coke have been taken to market. – *Cumberland Journal*.

DAT, Tue. 4/13/52, p. 2. **Cumberland Coal.**

- This designation has been given to the semi-bituminous coal in the great basin at the head of the Potomac. Its superiority over all other fuel for generating steam, and for most uses for which coal is used, has been so fully tested that it bears a higher price in this and the Eastern markets. The legislature of Maryland during its present session authorized seven companies, heretofore operating near Cumberland, to consolidate their interests under a single charter, with a capital of five millions of dollars. This consolidated company have, it is said, about *twelve* thousand acres, containing very valuable deposits of coal; and the directors being men of capital and influence in New York, it is supposed their shares will soon rule at par.

It is intended by the consolidation of these companies to give stability to the operations of the new company, and, by preventing competition, to secure remunerating prices. This company own their own railroad, which connects with the Baltimore and Ohio and the Chesapeake and Ohio Canal at Cumberland.

GA, Tue. 4/13/52, p. 2. *President of the Canal* – Ex-Governor Grason is named in the Cumberland *Alleganian* for the presidency of the Chesapeake and Ohio canal.

*Sun*, Wed. 4/14/52, p. 2. **The Canal Trade** – During the last week over 10,183 barrels of flour and about 3,080 tons of coal reached Georgetown, by the Chesapeake and Ohio Canal, besides large quantities of wood, grain, hay, &c.

DNI, Wed. 4/14/52, p. 2. **The Canal Trade** – During the last week over 10,000 barrels of flour and about 3,000 tons of coal reached Georgetown, by the Chesapeake and Ohio Canal, besides large quantities of wood, grain, hay, &c.

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*Ibid*, p. 3. **The Chesapeake and Ohio Canal** – Business on the Chesapeake and Ohio Canal is slacker now than it has been since the re-opening of navigation. The farmers, we presume, are generally engaged in seeding and other home pursuits proper to the season.

AG, Fri. 4/16/52, p. 3. **CANAL COMMERCE** – Departed, April 15. Boat K. H. Lambell, groceries, &c., for Leesburg, from McVeigh, Harper & Chamberlain, and groceries from William Bayne. Boat E. W. Dunham, Cumberland, by Cumberland Coal and Iron Co.

*Sun*, Sat. 4/17/52, p. 1. **The Chesapeake and Ohio Canal.** - The heavy rains of the last and present week caused a leak, or more properly a limestone sink, in the canal about the Calico Rocks, which detained several boats with cargoes bound downwards. This has been repaired, and the navigation completely resumed.

DAT, Sat. 4/17/52, p. 3.

**Affairs in Georgetown.**

Our canal is in good navigable order in the entire length of the line, and trade upon it continues brisk. Since our last report forty boats, with about 9,000 barrels of flour and

2,000 tons of coal, besides large quantities of grain, wood, &c., have arrived, and thirty have departed. Hopes are beginning to be entertained that our Corporation will raise the canal bridges in our town. It has been ascertained that it can be done at a cost not exceeding \$10,000. We feel confident that our Corporation will not act so suicidal as to suffer a large amount of trade to be lost to our merchants when they can prevent it by so small an outlay, with the assurance, too, that the money will be refunded. We moreover have it from a reliable source that some of the leading coal dealers in New York have their eye upon a spot in this place and are only waiting for the bridges to be raised to open it immediately as extensive coal depot.

The receipt of tolls upon the canal this year, it is thought, will amount to nearly, if not quite, \$200,000.

A bill passed both Boards of our Corporation last night authorizing the Mayor to sell to Mr. Joseph Nicholson the wharf property now occupied by him for \$2,200.

AG, Sat. 4/17/52, p. 3. **CANAL COMMERCE** – Departed, April 16. Boats Isaac Long and A. Leiter, Cumberland, by Cumberland Coal and Iron Co. Boats E. E. Voorhees and Massasoit, Cumberland, by Borden Mining Co. Boat Liberty, groceries for Knoxville, Md., from McVeigh, Harper & Chamberlain.

DAT, Mon. 4/19/52, p. 1. **The Cumberland Coal Monopoly.** - The Cumberland Coal and Iron Company, recently chartered by the legislature of Maryland, has effected a large reduction on the tolls for the transportation of their coals. The Baltimore and Ohio Railroad Company have reduced the charge for transportation from Cumberland to the wharves of Baltimore to \$1.75 per ton. This reduction, it is believed, insured the delivery of coal afloat at prices which will command an almost unlimited market. A similar

reduction on the Chesapeake and Ohio canal from Cumberland to Alexandria will, of course, follow; which, together with the enormous cash capital of the company, exceeding one million dollars, will constitute the Cumberland Coal and Iron Company's rival that may well be apprehended by the mammoth anthracite companies of New York and Pennsylvania. The company contracts to give regular employment to one hundred cars of the Baltimore and Ohio Railroad Company per day. Lines of canal barges are being established, which will convey coal through the Chesapeake and Delaware canal from Baltimore to Philadelphia for from 60 to 70 cents per ton, and through the Delaware and Raritan canal to New York for from \$1 to \$1.25 per ton.

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*Ibid*, p. 3. **Affairs in Georgetown.**

Stormy easterly winds have been prevailing for the last forty-eight hours, accompanied by almost incessant rain, which has caused an entire suspension of all outdoor business. The river at this point is very high, and still rising; the water is now flowing over most of our wharves, and we have every indication of a heavy freshet. Our Water street merchants are preparing for the worst, by removing all perishable articles from the wharves and first floors of their warehouses.

AG, Mon. 4/19/52, p. 2. **CANAL COMMERCE** – Arrived, April 17.  
Boats American Flag and Ann Caroline, Cumberland, coal to Fowle & Co.  
Boats C. W. Sturtevant, Harry Tyson, Francis Bloodgood, Cumberland, coal to Cumberland Coal and Iron Co.  
Boat C. B. Tisdale, Cumberland, coal to Borden Mining Co.

Departed.

Boat C. W. Sturtevant, groceries for Bedford, Pa. and Cumberland, Md., from McVeigh,

Harper & Chamberlain; and Cumberland Coal and Iron Co.

Boat Union, groceries for Shepherdstown, Harper's Ferry and Union, Va., from McVeigh, Harper & Chamberlain.

Boat C. B. Tisdale, Cumberland, by Borden Mining Co.

Boat John P. Smart, groceries for Leesburg and Berlin, from Wm. Bayne.

DAT, Tue. 4/20/52, p. 1. The river has completely flooded the Chesapeake and Ohio canal, causing great damage.

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*Ibid*, p. 3. **Affairs in Georgetown.**

All the portion of our town bordering upon the river presents this morning a sight that is truly distressing. The water is at least six to eight inches higher than it was during the heavy freshet of 1847, and still rising, and fears are entertained that it will not have reached its height before 10 o'clock tonight. Much damage has already been done, but we fear we have not yet seen the worst.

No correct estimate can be formed of the amount of damage done, until after the water falls. Messrs. Joseph Libbey & Son, Pickrell & Dickson, and Wheatley & Walker, will be the principal losers.

Since the above was written, several large bridges have passed down, and it is feared that one of them is from the Little Falls; if so, it will be a serious loss to our Corporation. Fears are entertained that very serious damage has been done our canal, as a large portion of it this side of Harper's Ferry is completely submerged.

A telegraphic dispatch has just reached here that the water at Harper's Ferry is this morning eight feet higher than it was during the freshet of 1847. Electro

GA, Tue. 4/20/52, p. 2. **CANAL BRIDGES**  
*Mr. Editor:* - This is a subject worthy of the serious consideration of our citizens; indeed, it has now grown to be one of paramount

importance, as upon it rest to some extent our future interests in a commercial point of view. We have long and justly too boasted of our Flour trade; but if ever that source of pride was in jeopardy, now is the time; and the Bridges are the cause. All who have any knowledge of Canal Trade, know that the Boats now used are very different from those used some three or four years ago. This difference is caused by the great increase of depth of water in the canal. Formerly Boats carrying from five to six hundred barrels of Flour were as large as the capacity of the Canal would then admit. But of late the improvements have been so great, that boats carrying 1,200 barrels float with as much ease, and travel with as much speed as those then used. This double quantity of cargo of course requires an increase in the size of Boats in the same ratio; and this can only be attained in one way and that is in height or depth of *Hull*. And from hence arises a serious impediment or interruption to our Canal Trade. The last-named class, or increased size boats, cannot pass, when *unloaded*, under our Bridges. Consequently, if our merchants expect to continue their business while these impediments remain, the only Boats which can be used in trading to this place are those of the old character; for the business of the last month has clearly proved that the largest class boats cannot be used here without a great deal of delay, difficulty and expense; consequently at least one-fifth of the boats now on the canal will be forced by obstacles beyond the control of any but *ourselves*, to trade elsewhere.

The great advantage of canal, is in transporting large quantities at small cost; and this object is obtained, in proportion to the capacity of the boat used. This probably can be better illustrated by figures. The actual expense of a Boat that will carry 1,200 bbls. of flour is very little more than one carrying 600 bbls. Take for instance Williamsport as the starting point; the freight

from that to this place, is about 12¢ per bbl. more than the toll; allowing the freight on each boat to be the same, the largest class would receive for her load \$144 freight, and allowing the smaller, such as can pass under our bridges, 800 bbls, she would receive only \$96; showing a clear gain to the former over the latter of \$48 on each trip.

The great increase of Boats, increases the competition for freights of every kind, (except coal,) and as the largest Boats are attended with little or no more expense than the smaller ones, they can afford to run at much lower rates. Let the large Boats reduce the freights 2¢ per bbl., as an inducement, to secure all freights for that class, and I have no doubt it would do it, and what would be the result? They will get all the trade, and where must it go? Here it cannot stop, for the Bridges will not let it; then, to Alexandria it is forced.

To show you that this is no exaggeration, but only fact, and hardly the whole. I have been told by more than one *Boat-owner*, then they would rather go to Alexandria, for two cents per bbl. less freight, and pay the additional toll, than be subject to the delays in stopping here. After they unload, they frequently have to wait for days until all the large loaded boats are off the level, so that the water can be drawn down sufficiently to enable them to pass under the Bridges; and it not unfrequently occurs that they are caught under them by the reaction of the water, and damaged to the extent of some five to twenty dollars. These delays, damages and other troubles and vexations, have so heartily sickened our Boating community, that if something is not done soon, to remove the cause, their whole influence will be used to draw from us our most lucrative trade.

It is very unwise to suppose that a trade once settled cannot be removed. Our own experience will teach us better. Where is that great trade for which our Tobacco

Warehouses were built? It is gone; and that probably forever; and the once magnificent warehouses are now used as horse stables; and as like causes produce like effects, it may be the same case with our Flour trade if we refuse to afford it such facilities for reaching wharfs and stores of our merchants, as its magnitude demands. If proper means are used to keep that which we have, there is no danger of its leaving us; but a continuation of the policy we are now pursuing will prove injurious in the highest degree. Commerce of every kind is controlled by interest. Interest has brought us our Flour trade, and interest will continue it.

I will readily admit that our Merchants are as high minded and honorable a set of men as can be found in any community, and that the Millers and other Canal traders, fully appreciate their promptness, and straight-forwardness in their business transactions, and may deeply regret to exchange them for others whom they know but little of; but it is too much to expect them to maintain a prolongation of business transactions at their own expense, when the barrier can be so easily removed by those who are most deeply interested.

More anon.

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**Canal** – Our Canal is in good navigable order the entire length of the line, and trade upon it continues brisk. Since our last report, forty boats, with about 9,000 barrels of flour and 2,000 tons of coal besides large quantities of grain, wood, &c., have arrived, and thirty have departed. Hopes are beginning to be entertained that our Corporation will raise the canal bridges in our town. It has been ascertained that it can be done at a cost not exceeding \$10,000. We feel confident that our Corporation will not act so suicidally as to suffer a large amount of trade to be lost to our merchants when they can prevent it by so small an outlay, with the assurance, too, that the money will be

refunded. We moreover have it from a reliable source that some of the leading coal dealers in New York have their eye upon a spot in this place and are only waiting for the bridges to be raised to open upon it immediately an extensive coal depot.

The receipts for tolls upon the canal this year, it is thought, will amount to nearly, if not quite, \$200,000.

A bill passed both Boards of our Corporation last night authorizing the Mayor to sell to Mr. Joseph Nicholson the wharf property now occupied by him for \$2,000.

AG, Tue. 4/20/52, p. 2. **CANAL**

**COMMERCE** – Arrived, April 20.

Boats Miner, T. W. Gorter, E. A. Cook and J. B. Stone, Cumberland, coal to Cumberland Coal & Iron Co.

Boats Otho Baker and Pennsylvania, Cumberland, coal to D. B. Smith & Co.

April 1 – Boat James Terrell, Cumberland, coal to Thomas Wharton & Co.; 3 – Osprey, Cumberland, coal to do.; 5 – Gen. Lewis Cass, Cumberland, coal to do.; 9 – Cumberland, Cumberland, coal to do.; 12 – Sarah Perry and Charles Perry, Cumberland, coal to do.

Departed.

Boats Miners and Bloodgood, Cumberland, by Cumberland Coal & Iron Co.

Boat Thomas Silver, Cumberland, by D. B. Smith & Co.

April 2 – Boat James Terrell, Cumberland, by Thomas Wharton & Co.; 3 – Osprey, do., do.; 6 – Gen. Lewis Cass, do., do.; 10 – Cumberland, do., do.; 14 – Sarah Perry, do., do.; 15 – Charles Perry, do. do.

DNI, Wed. 4/21/52, p. 2. **GREAT**

**FRESHET IN THE POTOMAC.** - The prolonged and heavy rain, which, commencing on Sunday morning last, and continuing almost ever since without cessation, have produced a rise of water in the Potomac exceeding whatever of the kind



has been witnessed here by the oldest inhabitant, with probably a single exception. The flood of 1847 rose higher than any from 1784 to that period, but the present surpasses that of 1847 by at least a foot in height, so as to approach very nearly, if not quite to equal, the greatest recorded freshet of the last century.

Yesterday morning the river had risen so high as to force the water in the Washington Canal much beyond its banks, and consequently to fill all the sewers, and cellars connected with them, in the lower part of the city, in some cases to four and five feet in depth.

A little before noon the water and drift-wood at the Little Falls Bridge had so accumulated as to be too powerful to be resisted, when the Bridge gave way, and the wooden frame, divided into three sections, floated down the stream, striking the second pier on the western side of the Alexandria Branch Canal Aqueduct at Georgetown. Pressed forward by the rushing torrent, the largest section, and then the two others, were swept under the second span of the aqueduct, the roof tearing away in its passage two or three only of the wooden braces supporting the trunk of the canal, which a few hours' work will be sufficient to supply. About noon two of the three sections of the Little Falls Bridge, sailing apart from each other, struck the Long Bridge at the framing on the western extremity with resistless force, bearing away two spans, nearly all of which accompanied the assailing masses down the river.

In Georgetown, the damage sustained by the citizens reaches, if it does not exceed, fifty thousand dollars. The greater part of Water street is submerged to a depth of from three to four feet. Many thousand barrels of flour in warehouses are damaged, besides groceries and stores of various kinds. The losses suffered by the dealers in lumber and

firewood will be severe; in all about ten thousand dollars.

The Chesapeake and Ohio Canal has, no doubt, severely suffered. Two or three breaches took place within ten miles of Georgetown, and for some distance the tow-path is supposed to have been fifteen feet under water. The full extent of the damage cannot be known for many days yet.

In Washington, considerable loss and injury has been sustained by the lime, coal, wood and lumber merchants along the canal. Numbers of persons in boats were engaged in recovering the drift firewood and lumber floating in all directions.

At 7 o'clock last evening there was about eighteen inches of water on 12th street, between Pennsylvania avenue and the Canal bridge, and all communication that way by foot passengers with the Island was stopped. [Transcriber's Note: The above are excerpts from a much longer article]

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*The Freshet in the Potomac.*

Harper's Ferry, April 20. - The waters at this point have commenced to subside, and no further damage is apprehended to the bridge over the Potomac. An immense amount of damage has been done along the Potomac and Shenandoah river. In the vicinity of Winchester several grist mills have been flooded. Both the railroad and the Chesapeake and Ohio canal have been much injured.

*Sun, Fri. 4/23/52, p. 1. Freshets and the Mails - Damage to the Chesapeake and Ohio Canal.* - We received last night five Western mails, and two from the South, but nothing beyond Philadelphia. Messrs. Burgess, Taylor & Co., and Messrs. Gobright, Thorne & Co., however, supplied us with New York papers.

Our dispatches, in another column, contain disastrous intelligence from along the line of the Chesapeake and Ohio Canal,

resulting from the late freshet. In addition, we have the following letter from a correspondent, dated -

Shepherdstown, Va., April 21.

The recent rain caused the river to rise higher than it has ever been before, in the recollection of the oldest inhabitant. Immense quantities of lumber, of almost every description, have passed, and a large number of barrels of flour, some of which were caught, and I ascertained from the brand that some of it was manufactured above Hancock, and some in Berkeley county, Va. The canal opposite this place has sustained comparatively little damage, and a day or two will suffice to put it to rights. The very substantial bridge erected here, and which was placed at a considerable elevation above the point reached by the water in 1847, which was then said to be higher than ever before, was barely reached by the water, and, but for the immense drift, would not have sustained the least damage; as it is, however, there will not be a moment's delay, for the principal damage it did sustain was in the weather-boarding. Drovers and others, who usually cross at this point, need have no apprehension about being unable to cross, as the damage alluded to will be immediately repaired. P.

The Boonsboro Odd Fellow says that Shafer's warehouse, three miles below Williamsport, was swept away with several thousand barrels of flour. A number of fine boats, heavy laden with flour and other produce, were also carried away.

The Alexandria Gazette says there is a break in the Chesapeake and Ohio Canal, about ten miles above Georgetown, on the four-mile level, which is said to be a serious one, and will require one or two months for its repair.

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*Ibid.*, p. 2. **The Damage by the Freshet at Georgetown.** - The Committee on the District of Columbia, accompanied by

Mayor Addison, on Tuesday visited Georgetown and took a careful survey of the scene of disaster occasioned by the late freshet on Water street and in the Potomac. It is hoped Congress will make a speedy appropriation to aid in repairing the damage. The Little Falls bridge, which was entirely swept away, was built by the Corporation of Georgetown, in 1840, and cost \$23,000.

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Martinsburg, April 22 - The Baltimore and Ohio Railroad is all open for passengers and mail to Cumberland. The destruction of property on the river is at present beyond all calculation. Two families, of eleven persons, were drowned near Hancock. Houses, barns, and everything near the Potomac river were swept off. The Chesapeake and Ohio Canal is most seriously injured, and nothing can be done on it for several months to come.

(Another dispatch received in this city yesterday, from Harper's Ferry, says: "The damage to the Chesapeake and Ohio canal is incalculable. It has been broken, and the embankments washed away at various points along its whole length. The impression is that six or eight months of vigorous labor will be required to make the necessary repairs, in order to resume navigation." It is to be hoped these reports are greatly exaggerated.)

DAT, Fri. 4/23/52, p. 2.

#### **Affairs in Georgetown**

We are much gratified to learn this morning that the damage to our canal is nothing like so great as at first expected.

AG, Fri. 4/23/52, p. 3. **CANAL**

**COMMERCE** - Arrived, April 22.

Boat Joseph Eichelberger, Mill Stone Point, corn wheat and flour to Fowle & Co.

Boat J. A. Elgin, Old Furnace, wheat to Fowle & Co.

Departed.

Boats Harry Tyson and J. W. Gale, Cumberland, by Cumberland Coal & Iron Co.

*Sun*, Sat. 4/24/52, p. 1. **FURTHER PARTICULARS OF THE DAMAGE BY THE LATE FRESHETS.** - We received last night a number of our Western Maryland exchanges, all of which came burdened with the details of the late disastrous freshets. We glean from them such incidents and facts as have not been anticipated by telegraph and the letters of our correspondents.

By an extract from the Williamsport (Md.) *Sentinel* we learn that on Tuesday the tow-path of the canal was covered with water to a depth of 8 or 12 feet, but on Wednesday it had so far receded as to leave the tow-path visible. The following damage is noted:

At Williamsport, 1,000 bbls. of flour were damaged, and the mill of the Messrs. Van Lear, which was flooded to the third story, contained 6,000 bushels of wheat, and 100 bbls. of flour, the greater part of which will be lost. Their saw mill was also swept off. At Baker's boat yard, everything is gone - loss \$3,000. Mr. Piper had 1,000 bbls. of flour damaged - loss \$3,000. Middlekauff's saw mill and Shaffer's warehouse on slack-water were carried off. One farmer, four miles below Williamsport, lost 60 sheep. Two canal boats were seen passing down the river, perfect wrecks. The boat "Isaac Long" is high and dry in William Grove's barn yard. The "Old Dominion" and the "Augusta," both owned by Fowle & Co., of Alexandria, are wrecks. Two houses belonging to the canal company, were swept off; and a small breach made in the canal above the lock. The damage to the canal above is immense. A boat belonging to Mr. Henry Artz, loaded with stone coal, was lost, as were several others. The flour warehouse of John S. Bowles, and also that of Messrs. Charles, was carried down the river. They contained about 800 barrels of flour. The former had a

large quantity of wheat inundated with water. From the amount of bridge coping which passed down, those situated on the Conococheague must have suffered very much.

We learn from the Cumberland *Civilian* that the flood there was preceded on Saturday afternoon by a thunder storm, and the rain continued to pour down until Tuesday night. On Sunday night, Wills' Creek made a breach over the wall between the large warehouses of Messrs. Henry and Normand Bruce and those belonging to the Cumberland Bank of Allegany, immediately below the Town Bridge. One of the three story warehouses was undermined and fell with a crash. It was unoccupied. The water passing into the canal basin at the locks, flooded Ward's boat yard and wharves, but doing very little real damage. In the meantime, the Potomac rose higher than it has ever since 1816. The *Civilian* adds:

"The meadows on the Peffy farm were covered with water to the base of Knobley mountain, and tall trees on the margin of the river were torn up by the roots and swept away by the stream. But the solid Canal masonry stood firm, and the tow-path of the Canal came out uninjured from the conflict. So far as we have heard, no injury has been sustained by the work on this side of Town Creek. At that place, we are told that one of the culverts had given way, thus occasioning a breach of some forty feet, that can be repaired in a few days. We have also heard of injuries to the Canal at the Tunnel."

The Chesapeake and Ohio Canal is also torn to pieces, says the same paper, and adds: - "From Harper's Ferry to the Point of Rocks, where greatest injury is always done by freshets, we are told that it has been terribly damaged. In many places, the tow-path is said to been entirely swept away, so as to render it impossible to distinguish between the river and the canal. Dam No. 6 is also said to have sustained great damage, and

a number of breaks are reported at different points along the line. We have heard no estimate of the total damage."

The *Alexandria Gazette* says there is a break in the Chesapeake and Ohio Canal, about ten miles above Georgetown, on the four-mile level, which is said to be a serious one, and will require one or two months for its repair.

*Sun*, Mon. 4/26/52, p. 2. **Chesapeake and Ohio Canal** - The *Alexandria Gazette* says the accounts from the Chesapeake and Ohio Canal, state that the damage is very great, but no estimate can yet be made of the time it will take in which to make the repairs, or the amount of money it will require to do the work. It is supposed that if the means are obtained readily, several months must ensue before the canal can be again navigable. Mr. Fisk, the chief engineer, however, estimates that with an expenditure of \$80,000, the damage can be repaired in two or three months.

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*Ibid.*, p. 4. *Georgetown, D.C.*, *Saturday Night*. - I am credibly informed that the extent of damage on the Chesapeake and Ohio Canal, on the lower level, within the first 12 miles of this town, is as follows: - No. 1, 50 feet deep; 2, 100 do. do.; 3,  $\frac{3}{4}$  of a mile tow-path gone; 4, 100 yards gone; 5, two small breaks; 7, ten feet; 9, Big Falls log wall, 200 feet, 45 feet deep, 200 yards to be repaired; 10, 200 yards above, 100 feet gone. Strong confidence is reposed in the judgment of Mr. Engineer Fisk, but the apprehension is irresistible that that gentleman will have to revise his published opinion, in regard to the amount of money necessary for the repairs, or the time required to accomplish the work.

Disastrous as has been the flood, affecting materially the interests and comforts of a large portion of our citizens, the people generally are far from yielding to discouragement. No community of the same

size in this country, is so free from debt. - None more virtuous, persevering or industrious. The very calamity itself will furnish employment for thousands of working men, and men of means will have little or no difficulty in weathering the storm.

DAT, Mon. 4/26/52, p. 1. **Chesapeake and Ohio Canal**. - Charles B. Fisk, esq., chief engineer of this canal, in a communication to the *Intelligencer* of Saturday, notices the report that the damage to the canal was incalculable; that breaks had been made everywhere along its course; that eight months' rigorous labor would not make adequate repairs to resume navigation; and that the damage would cost over a million dollars; and says; "I returned last evening from the upper part of the canal, having been over and seen, or received accurate information respecting the damage done to about seventy miles of it. The information thus obtained, in addition to what I have since my return received from the remainder of the line, justifies me in expressing the opinion that the navigation of the entire line of the canal may be restored for eighty thousand dollars, and that the repairs may be made in from two to three months.

*Sun*, Tue. 4/27/52, p. 1. **Money Advanced for the Repair of the Chesapeake and Ohio Canal**. - Washington, April 26, - The Banks of the cities of Alexandria and Washington, and the Corporation of Georgetown, have today agreed to advance the money necessary for the repairs of the Chesapeake and Ohio Canal. The works are to be commenced immediately, and it is hoped that in from ten to twelve weeks the Canal will again be in a boating condition.

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**Repair of the Canal** - A large number of hands are already engaged in repairing the Chesapeake and Ohio Canal. Most rigorous

efforts are maturing at every point for that object.

The stock of flour stored at Georgetown is estimated at 30,000 barrels.

*Sun*, Thu. 4/29/52, p. 2. **Chesapeake and Ohio Canal.** - The National Intelligencer says the report that the banks of Washington, Georgetown and Alexandria have agreed to advance the money to make the necessary repairs to the Chesapeake and Ohio Canal, is premature. The council of Georgetown have passed a bill offering to exchange with the Canal Company \$20,000 of its corporation stock for the same amount of their preferred bonds, to enable them to repair the damage done to the canal by the late freshet, on condition that Washington and Alexandria will do the same.

DAT, Fri. 4/30/52, p. 7.

**Affairs in Georgetown.**

Mr. Lambie, the superintendent, has a strong force at work on the lower portion of the canal, and expects to complete the repairs in two months. Electro

*Sun*, Sat. 5/1/52, p. 2. **Chesapeake and Ohio Canal** – The editor of the Cumberland (Md.) Journal is of opinion, from what he has recently heard from prudent and cautious men who have passed over the line, that the damage to the canal will fall within the engineer's estimate, which is \$80,000. From Harper's Ferry to the Point of Rocks particularly, now that the water has fallen, the injury proves to be less than was estimated, and men are already at work repairing every break in that direction.

*Sun*, Mon. 5/3/52, p. 2. **Chesapeake and Ohio Canal.** - The Virginia house of delegates, on Saturday, adopted a resolution empowering the Common Council of Alexandria to loan the bonds of the corporation to the Chesapeake and Ohio

canal company to the amount of \$10,000, bearing interest, to be used in providing the means of repairing the damages caused by the late freshet.

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*Ibid.* p. 4. Dam No. 6 of the Chesapeake and Ohio Canal was uninjured by the late freshet.

AG, Mon. 5/3/52, p. 3. LOCAL ITEMS  
A coroner's inquest was held on Saturday evening, by Judge Neale, Coroner, before a Jury, over the body of a man found floating near the Coal Wharf. The deceased, it appeared, was from Hancock, Md., and came to Alexandria some week since, on business, on one of the Canal Boats. After transacting his business, he returned to the boat and accidentally fell overboard, since which time nothing had been heard of him, until his corpse was discovered floating near the wharf. The verdict of the jury was in accordance with the foregoing facts. The name of the unfortunate man was Samuel Small, and we regret to learn that he leaves a wife and four children to lament his premature death. Mr. Bradley took charge of the dead body and gave it a decent interment.

TR, Tue. 5/4/52, p. 1. **Damage to the Chesapeake and Ohio Canal** – It seems that Mr. Fisk, the chief engineer, estimates the injury done to the canal by the late freshet at \$80,000, and the time required to repair it at two or three months.

We are inclined to believe, from what we have recently heard from prudent and cautious men who have passed over the line, that the damage will fall within the engineer's estimate. From Harper's Ferry to the Point of Rocks particularly, now that the water has fallen, the injury proves to be less than was estimated, and we are glad to hear that men are at work repairing every break in that direction. We trust that the same is the case along the entire line. – *Cumb. Journal.*

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*Ibid*, p. 2. **Chesapeake and Ohio Canal** – The Virginia House of Delegates, on Saturday, adopted a resolution empowering the Common Council of Alexandria to loan the bonds of the corporation to the Chesapeake and Ohio Canal Company to the amount of \$10,000, bearing interest, to be used in providing the means of repairing the damages caused by the late freshet.

AG, Tue. 5/4/52, p. 3. Letters from Cumberland say that subscriptions are going on there, for the repair of the Canal, and that \$10,000 will be raised. It will be seen that the House of Delegates of this State has passed a resolution giving authority to the Common Council of this place, to loan their bonds for \$10,000 to the Canal Company.

*Sun*, Thu. 5/6/52, p. 4. The repairs of the Chesapeake and Ohio Canal are going on rapidly, and it has been stated by the engineer that the canal will be in a boatable condition before the first of July next. It is also believed and confidently expected that the damage sustained by the late freshet will not prevent the company from paying the interest on its preferred bonds as usual.

DAT, Fri. 5/7/52, p. 2.

**Affairs in Georgetown.**

Our Councils passed unanimously last night a bill, which was promptly signed by Mayor Addison, loaning to the Canal Company \$30,000 to assist in making repairs.

AG, Fri. 5/7/52, p. 4. The water, it is said, is to be let into the lower level of the Chesapeake and Ohio Canal, at Georgetown, tomorrow.

AG, Sat. 5/8/52, p. 2. The joint resolution authorizing the Common Council of this place to loan the Chesapeake and Ohio Canal

Company, their bonds for \$10,000, has passed both houses of the General Assembly of Virginia, - and, as \$10,000 have been furnished by two of the banks of this town – the Farmers’ and the Old Dominion, the sum of twenty thousand has been made up in this place. We hope that vigorous measures will be taken for the speedy repair of the Canal.

DAT, Mon. 5/10/52, p. 3.

**Affairs in Georgetown.**

The water has been let in upon this level of the canal, and our cotton factory and mills are all again in operation.

AG, Tue. 5/11/52, p. 3. The water was let into the lower level of the Chesapeake and Ohio Canal yesterday.

It is thought that the Chesapeake and Ohio Canal will be navigable again by the 1<sup>st</sup> of July.

DAT, Wed. 5/12/52, p. 3.

**Affairs in Georgetown.**

Mr. Lambie, the superintendent of the lower portion of the canal, has a strong force at work, and is moving on rapidly with the repairs.

We would suggest to our Corporation the propriety of taking some steps to have the canal bridges raised while navigation upon it is suspended, so that when it is resumed there may be no obstruction to the trade.

Electro

AG, Wed. 5/12/52, p. 2. There are about six hundred laborers employed on the repairs of the Chesapeake and Ohio Canal – and the Chief Engineer, Mr. Fisk, thinks there can be no doubt about the completion of the work early in July next.

*Sun*, Thu. 5/13/52, p. 2. **Chesapeake and Ohio Canal.** – We stated yesterday that this work would probably be repaired by the first of July. The National Intelligencer states that

Mr. Fisk, the chief engineer, thinks that the damage done by the late freshet is not really so bad as that of 1847, and that when repaired the canal will be worth \$40,000 more than it was before the flood. Active operations are commenced all along the line. On the great break at Bear Island, about two miles east of the Big Falls of the Potomac, the contractor for the repair is at work with a large force. The Corporation of Georgetown has advanced \$30,000; Alexandria \$25,000; and the Banks of the District the balance of the \$80,000 necessary to finish the repair.

TR, Sat. 5/15/52, p. 5. The Chesapeake and Ohio Canal Company have received such assistance from the cities of Georgetown and Alexandria, and from the Banks of the District, as to be in a condition to commence (and, it is believed, to carry through) the repairs to the Canal rendered necessary by the ravages of the late freshet. Georgetown has advanced \$30,000, Alexandria \$25,000, and the remainder has been made by the banks.

The Chief Engineer feels assured that the amount of \$80,000, nor the time mentioned for the completion of the repairs (viz, the 1st of July next,) will be exceeded. He thinks the damage done is not really so bad as that of 1847, and that when repaired the Canal will be worth \$40,000 more than it was before the flood.

*Sun*, Sat. 5/15/52, p. 1. *Chesapeake and Ohio Canal*. – The repairs on the Canal are progressing with spirit, and Mr. Fisk, the engineer, has fixed on the 15<sup>th</sup> of July for the re-opening of navigation. The sum of \$10,000 will be made up in Allegany and Washington counties, and along the line, to aid in paying the expense for repairs. It appears that the largest amount of damage is on that part of the canal from 10 to 20 miles above Georgetown. Here it is estimated that it will be necessary to expend from \$25,000

to \$30,000. But with sufficient force the work can be completed by the period designated. The injury sustained by the other portions of the canal is at different points along the line, but chiefly from Harper's Ferry to the Point of Rocks. It is worthy to remark that the new portion of the work – from Cumberland to Dam No. 6 – suffered less than any other, notwithstanding the water was six feet higher than in 1847. This fact is a sufficient commentary on the skill of the chief engineer, by whom that part of this work was constructed.

*Ibid.* p. 4.

**CHESAPEAKE AND OHIO AND ALEXANDRIA CANAL—A GREAT CHANCE FOR SPECULATION.**—Perhaps the greatest chance for successful speculation of the present day, is presented by the sale of those **TWO HUNDRED BUILDING AND WHARF LOTS**, which will take place on **THURSDAY, the 30th of May, 1852, at the AUDITOR'S OFFICE, in the Town of Alexandria, Va.** These Lots immediately adjoin the Canal property at the terminus of said Canal, in the River Potomac, where will be landed or shipped nearly all of the Coal and Iron brought down the Chesapeake and Ohio Canal. Wharves, if immediately built at this depot, would command an enormous rent, and Houses will not be erected sufficient to supply the demand for a long time to come. Real Estate at this location will command five times as much now as it would have done five years ago, and it will bring ten times as much, in all probability, in five years to come. It will require two or three hundred houses to shelter the hands that will be employed by the Cumberland Coal and Iron Company, and the other companies engaged in the trade. The Presidents and Directors of these several Companies ought to secure (as it is the only chance they will have to purchase them,) at least one half of the Wharf Lots, while the enterprising citizens and capitalists can take and improve the balance. Therefore remember it, that although the sale was POSTPONED from the 8th of April to the 30th May, on account of the weather, yet on **THAT DAY** it will take place. ml4-tst

[Transcriber's note: The above advertisement first ran on May 14, 1852 and ran daily until the day of the sale. A bit of speculation?]

DAT, Mon. 5/17/52, p. 3.

#### Affairs in Georgetown.

The work of repair upon the canal is progressing rapidly. The only aid of a public character which has been received by the company is the loan of \$30,000 from the Corporation of Georgetown. This looks a little like a disposition to ride a free horse to death, and that, too, by those nearly as deeply interested as we are.

*Sun*, Fri. 5/21/52, p. 4. WANTED – 150 HORSES and CARTS, at the Log Wall, 12 miles from Georgetown, on the Chesapeake and Ohio Canal, for which one dollar and seventy-five cents per day will be paid, by immediate application to JAMES ROACH. [Transcriber's Note: The above ad first ran on May 20 and ran daily for 6 times.]

*Sun*, Sat. 5/22/52, p. 4. **Affairs in Allegany County.** - We copy the following item from the Cumberland (Md.) Telegraph: *The Canal.* - From an interview with C. B. Fisk, Esq., chief engineer, we learn that upwards of one thousand men are now at work repairing the damage sustained by the canal during the late freshet.

DAT, Sat. 5/22/52, p. 2.

**Affairs in Georgetown.**

At every point upon the canal where any damage was done by the freshet, there is a strong force engaged, and the work of repair is moving on finely, and would progress much faster but for the great difficulty in obtaining a sufficient number of horses and carts. Some of the superintendents think, if nothing happens to retard the work, navigation will be resumed about the 1<sup>st</sup> of July.

AG, Mon. 5/24/52, p. 3. CARTS AND WAGONS WANTED IMMEDIATELY – I wish to hire **150** CARTS, or two-horse light WAGONS, for the repairs of the 13<sup>th</sup> mile of the Chesapeake and Ohio Canal, (near the Great Falls.) Wages \$1.75 for carts, and wagons in proportion. JAMES ROACH [Transcriber's Note: This ad first ran May 24<sup>th</sup> and ran daily for 1 week.]

AG, Tue. 5/25/52, p. 3. **Chesapeake and Ohio Canal.** – The repairs all along the line of the canal are proceeding briskly. At Bear Island, on this side of the Great Falls, where

the largest fracture occurred by the late flood, a very enterprising contractor is engaged, with a number of hands, to which in all this week accessions will be made; so that the work can be rushed forward as fast as room can be made for more force to operate in. Above, on the Williamsport branch, the water might have been let in even before this, but that the opportunity is seized to effect some improvements, which would have been accomplished last winter, but for its great length and severity. For the twenty or twenty-five miles below Cumberland the damage is a minimum. No efforts are spared to complete the work early in July next. - *Nat. Int.*

*Sun*, Tue. 6/1/52, p. 4. A gentleman well advised informs me that the greatest energy is displayed on every part of the work on the Chesapeake and Ohio Canal. It is designed to have it completed by the first of July - if it be within the bounds of possibility - and the work is now well done. Mercury.

*Sun*, Sat. 6/5/52, p. 4. LABORERS WANTED – Wanted, on the Georgetown level of the Chesapeake and Ohio Canal, 150 laborers. Wages \$1 per day, and charge for Board 30 cents. JOHN LAMBIE, Superintendent, Georgetown, D. C. June 2<sup>nd</sup>, 1852. [Transcriber's Note: the above ad first ran on June 3 and ran daily 6 times.]

AG, Sat. 6/5/52, p. 2. Some difficulties have occurred with the laborers employed on the Chesapeake and Ohio Canal, but it is hoped that no serious delay to the work will be occasioned thereby.

*Sun*, Tue. 6/8/52, p. 2. **Election of Officers of the Chesapeake and Ohio Canal Company** - An election of officers of this Company took place in Washington yesterday, and resulted as follows:



President - Ex-Governor William Grason, of Queen Anne's county.

Directors - Dr. James Fitzpatrick, of Allegany county; Robert Wason, of Washington county; Michael T. Byrne, of Frederick county; John W. Maury, of Washington city; B. J. Semmes, of Prince George's county; and Phineas Janney, of Alexandria, Va. - all Democrats except the last two.

AG, Tue. 6/8/52, p. 2. **Alexandria Canal Company** – The adjourned meeting of the Stockholders of the Alexandria Canal Company, was held yesterday; T. M. White, in the Chair, and R. Johnston, Secretary.

The annual report of the Board for the past year, read to the preceding meeting, was approved, and ordered to be printed for the use of the Stockholders; and the usual certificate of approval granted by the meeting to the Board.

Sundry documents in relation to a proposed bridge over the Aqueduct, at Georgetown, were laid before the meeting by the President, and referred to the Common Council.

Joseph Eaches, was unanimously re-elected President; and A. P. Gover, Wm. Gregory, James Green, Henry Dangerfield, Wm. L. Powell and C. F. Lee, Directors.

The Report of the President and Directors states that: The opening of trade this Spring was very encouraging, until suspended by the breaking of the Chesapeake and Ohio Canal. The Alexandria Canal has escaped injury almost entirely. The quantity of Coal transported to Alexandria thus far will compare favorably with the commencement of any similar trade. From October, 1850, when the first boat load arrived, to the 1<sup>st</sup> April, 1851, 1,371 tons were received; and from 1<sup>st</sup> April, 1851, to 1<sup>st</sup> April, 1852, 69,655 tons. The receipts from the 1<sup>st</sup> to 18<sup>th</sup> April, 1852, (when all trade was stopped by the break in the main Canal)

were 5,791 tons; and would have been during the month of April, at least 10,000 tons, but for that accident.

The registered tonnage on the Chesapeake and Ohio Canal, on the 22<sup>nd</sup> ult., was 215 boats, of which about 150, of the capacity of 120 tons, were coal boats.

It is estimated that allowing each boat to perform two trips per month with cargoes averaging 100 tons, and the Canal navigable nine months of the year, our receipts of Coal this year would have been 270,000 tons.

Number of boats which arrived during the year, 1,006; income for tolls and rents \$5,840.03.

The report concludes as follows: "The Chief Engineer of the Chesapeake and Ohio Canal Company, Charles B. Fisk, esq., estimates that it will require from two to three months to repair the Chesapeake and Ohio Canal at a cost of about 80,000 dollars; should the work be completed in that time and the mining companies in the meantime add to the number of boats employed in the transportation of Coal, and be prepared for a vigorous prosecution of the trade upon the re-opening of the Canal, we may yet realize a very considerable income during the remainder of the year.

"Although the heavy misfortune that has befallen the Chesapeake and Ohio Canal Company is somewhat discouraging, and will for a short time, most seriously affect the interests of that company and ours, and check our prosperity, there is no cause for despairing; for that the receipts of coal at Alexandria, will, in a very few years, be from 500,000 to one million of tons per annum, there can scarcely be a doubt. Our prospects are bright and brightening. The improvements, Canal and Rail Roads, leading to Alexandria, although not yet completed, have already enhanced the value of real estate in the Town and on the lines of those works millions of dollars."

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The hands on the Chesapeake and Ohio Canal are again all busily at work, and the Canal, it is expected, will be ready for navigation, early in July.

*Sun*, Wed. 6/9/52, p. 4. The registered tonnage on the Chesapeake and Ohio Canal is 215 boats, of which about 150, of the capacity of 120 tons, were coal boats.  
Mercury.

AG, Tue. 6/15/52, p. 2. The repairs of the Chesapeake and Ohio Canal, are proceeding favorably, and will be so far completed, it is stated, by the middle of July, as to admit of the introduction of the water.

*Sun*, Fri. 6/18/52, p. 2. **The Canal.** - The Shepherdstown (Va.) Register says that the repairing of the Chesapeake and Ohio Canal at that place, will be completed in a few days. The superintendent, Mr. Benton, expects to have his entire section in navigable order by the latter part of June.

GA, Thu. 6/24/52, p. 1. The owners or agents of the Canal Boats now lying in the Canal within the Corporate limits of Georgetown, and which contains stagnant water, are hereby notified that said Boats must be thoroughly emptied and cleaned or removed from town by Saturday the 19<sup>th</sup> inst., or they will be removed at their risk and expense.

H. ADDISON, Mayor  
June 16<sup>th</sup>, 1852

*Sun*, Mon. 6/28/52, p. 2. **The Canal Interest** - The Treasurer of the Chesapeake and Ohio Canal has given notice that in consequence of heavy expenditures caused by damages to the canal, the payment of the interest on coupon bonds of 1844, due on the 1<sup>st</sup> of July, will be suspended.

AG, Mon. 6/28/52, p. 3. The Alexandria Canal is in perfect order, and is filled with

water. It will be seen that the Packet Boat *Belle*, is advertised as ready to convey passengers or parties on the Canal.

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EXCURSIONS ON THE CANAL

The splendid packet boat *Belle* can be chartered for Excursion on the Canal, as far as the water is in, at low rates. For particulars, apply to: I. A. MONTROSS  
[Transcriber's Note: This ad first appeared June 28 and ran daily for months.]

*Sun*, Thu. 7/1/52, p. 4. *Georgetown, D. C., Wednesday Afternoon.* - I am happy to announce that the repairs on the Chesapeake and Ohio canal are so far completed as to leave no doubt of the opening of navigation along the entire line between the 12th and 15th of July.  
Mercury.

AG, Fri. 7/2/52, p. 3. It will be seen that the Bank of the Old Dominion in this place, gives notice that the *interest* on the guaranteed bonds of the State of Virginia to the amount of \$300,000, for the completion of the Chesapeake and Ohio Canal, will be paid at that Bank, on and after today, when the Bonds are presented with the Coupons attached. There are two classes of these Bonds - one for the completion, the other for the *repairs* of the Canal - the latter of which are paid by Selden, Withers & Co. The arrangement thus made will, no doubt, be highly satisfactory to all the holders of the Bonds.

*Sun*, Mon. 7/5/52, p. 2. **Chesapeake and Ohio Canal.** - The Cumberland Journal states that the water is now being let upon the upper levels of the canal, and it is certain that navigation will be resumed along its entire length by the 15<sup>th</sup> instant.

*Sun*, Thu. 7/8/52, p. 1. **The Chesapeake and Ohio Canal** - The National Intelligencer states that the work of repair has so far and

so well proceeded, that by the *fifteenth* of the month, navigation through its whole length may be expected. The engineers and their corps of laborers are night and day pushing the work with all vigor. Already the canal is in readiness to receive the water over a large part of the line; the heavy work at the principal fracture east of the Great Falls being the chief impediment to its introduction at an earlier day.

DAT, Fri. 7/9/52, p. 3.

**Affairs in Georgetown.**

In a few days more the repairs on our canal will be completed, and navigation resumed the entire length of the line. Large quantities of flour, grain and other produce, are now at different points ready for market.

*Sun, Mon. 7/12/52, p. 1. Chesapeake and Ohio Canal.* - The breaks made in the Canal by the April freshet have all been repaired - so far, at least, as to allow the water to be introduced upon all the levels, from Cumberland to Georgetown. It will require a few days yet to complete the work at Dam No. 6.

*Sun, Tue. 7/13/52, p. 1. Chesapeake and Ohio Canal – Twenty-fourth Annual Report* – We have received the twenty-fourth annual report of the President and Directors of the Chesapeake and Ohio Canal Company, made to the stockholders on the 7<sup>th</sup> ult., from which we learn that during the year ending December 31<sup>st</sup>, 1851, the receipts of the company were as follows: for tolls, \$110,504.43; for water rents, \$3,440.41; for rent of houses and lands, \$655.50; and for fines and penalties, \$237.60 – total, \$111,837.94; being \$46,975.11 more than the year 1850. The ordinary expenditures during the same time, (excluding general repairs of the canal, paid from the sale of the repair bonds guaranteed by the State of Virginia; interest on bonds for completion of the canal;

old claims for land, &c., due prior to 1851,) amounted to \$106,152.41, leaving a surplus of \$8,685.53, from which was paid for previous liabilities the sum of \$3,152.11 – leaving a balance of \$5,533.42, to which may be added sale of \$36,000 repair bonds, with premium and interest; amounting to \$36,119.23.

To render the canal as effective and reliable as practicable, an unusually large expenditure was made during the year 1851, amounting in the aggregate to \$90,402.75, of which the sum of \$33,973.30 was expended for general repairs, from the fund realized from the sale of bonds for repairs, guaranteed by the State of Virginia; \$3,501.86, under the head of construction, being for general improvements of the canal; \$51,425.03 for ordinary repairs; and only the comparatively small sum of \$1,502.50 for repairs arising from breaches in the canal.

The amount of interest paid upon the bonds issued for repairs during the year, was \$9,811, and on the bonds issued for the completion of the canal, \$7,740 – total \$17,551.

In anticipation of the revenues of the present year, money was advanced by Messrs. Selden, Withers & Co., of Washington, for the payment of the coupons of interest due on bonds issued under the Maryland act of 1844, Ch. 281, payable in January and July, 1851, and in January, 1852, now amounting to the sum of \$143,000. It was hoped, before the disaster to the canal from the recent flood, that the revenues of the company for the present year, would have enabled them to discharge these advances. The gentlemen referred to, however, have agreed that the payment of their claim shall be deferred, in view of the recent necessity of raising funds to complete the repairs to the canal.

The priorities for which the revenues are pledged, after first paying the current expenses of the company, and keeping the

canal in good condition for navigation, amounted to \$533,000. Of this sum \$140,000 is payable from the first available net revenues, after paying expenses; and about \$250,000 not until a distant period, the interest only, in the meantime, requiring to be paid. The amount of interest payable semi-annually, on these priorities, is \$15,285, until the principal sum shall be extinguished. Under present adverse circumstances, the payment of the interest coupons on the bonds issued for the completion of the canal to Cumberland, becoming due in July, must unavoidably be suspended.

The opening of the canal this year, took place in March with the prospect of an increased trade, but was suspended on the 20<sup>th</sup> of April, in consequence of the disastrous flood. The following leading articles descended the canal in this short interval of navigation: Flour, 99,200 barrels; wheat, 114,089 bushels; corn, 48,800 bushels; coal, 11,284 tons. Total of all articles ascending, 3,512 tons. Total of all articles descending, 34,109 tons. Amount of tolls collected, \$23,856.12.

The number of boats which have been registered and now navigate the canal for transportation, is 215; showing an increase of 61 since the last report. Of this number, about 150 are engaged in the transportation of coal. These are generally boats of the first class of burden, capable of carrying from 100 to 125 tons, when the water in the canal is of sufficient depth to admit of it.

With ten months navigation of the canal during the year, which, it is believed, can be relied upon, the boats now engaged in the transportation of coal, allowing them to make two trips monthly, and to average 100 tons, would be capable of transporting 300,000 tons of coal annually, to tide water.

The report gives a review of the action of the directors in the case of the contractors, Messrs. Hunter & Co. They sympathize in their misfortunes, but do not

feel themselves authorized to grant the relief they demand.

The success of the company, in borrowing large sums of money, predicated upon its future revenue, is taken as strong evidence that the company's credit has, under its present administration, been fully re-established. The following remarks in relation to contemplated improvements, we copy at length:

Several improvements of a permanent character, requiring expenditures beyond the means derived from the revenues of the company, are deemed important, and efforts have been made, from time to time, to procure funds to accomplish them; but hitherto without success. The first of these, is an adequate supply of water for the new portion of the canal, above dam No. 6, in seasons of drought; second, to have the bridges over the canal at Georgetown, elevated to a suitable height for the passage of boats into the basin and river at Georgetown, and also into the Washington canal. When the height of these bridges was established in 1828 or 1829, the height of bridges on the Erie canal was only eight feet in the clear above water surface. This elevation having been found insufficient there, all bridges constructed since the enlargement of that canal was determined on, have been put at not less than 12 feet above water surface. This height experience on our canal shows to be about right; for although 17 feet in the clear is the established height of all *permanent* bridges on the Chesapeake and Ohio canal above Georgetown, yet there are some few that have been temporarily placed at twelve feet. These have been found, thus far, not to be in the way of any boat. On the other hand, they have been found not to be too high, as there is but little room to spare when boats of the class, recently constructed on this canal, are passing under them without loads.

Upon the Alexandria canal, all the bridges have a height of at least 12 feet; when that canal, therefore, is navigable, all boats running on the Chesapeake and Ohio canal, can readily get to tide water, as all the Georgetown bridges are below the point where the Alexandria canal leaves the Chesapeake and Ohio canal. The result of this state of things, as regards the Georgetown bridges, is, that many of the first class boats navigating the canal cannot pass through Georgetown, or get to the Rock Creek basin, or into the river at Georgetown, or into the Washington City canal; or, if they can when deeply loaded, they cannot, when unloaded, return, unless the canal is drawn down sufficiently, to put the empty boat as near the bottom of the canal, as she is when loaded, and the canal full. When the Alexandria canal is not in navigable order, boats commonly reach Alexandria, by passing through Georgetown, and into the river at Rock Creek. At such times, then, the entire navigation of the Chesapeake and Ohio canal, as well as that portion doing business in Georgetown and Washington, is subjected to all the inconveniences resulting from these bridges.

To draw down the canal to allow boats to get under the Georgetown bridges, although it has been done to some extent heretofore, ought not to be, and cannot be, much longer permitted, as it seriously interferes with, and deranges all business operations on the canal, and causes great loss of time, and expense, to those doing business on the canal. It in fact, stops the entire navigation for loaded boats on the Georgetown level, while the water is down.

The result must ultimately be, if the bridges are not raised, that for the shipment of coal, Alexandria must be almost the only point of shipment. Washington can have no share of the coal trade; nor Georgetown, except the western part, above the bridges. The company will also be unable to turn the

mole, at the mouth of Rock Creek, to any account, for the shipment of coal. The difficulties growing out of the lowness of the Georgetown bridges, great as they have been heretofore will be still greater when the Georgetown level is filled to the full depth of six feet. Hitherto, it has not been filled, or for any length of time kept filled, to a depth of more than five feet, eight inches.

There are nine bridges across the canal at Georgetown, having an aggregate span of 354½ feet. Of these there is but one, that on High street, that has a sufficient elevation not to interfere with the passage of boats under it. Of the eight that are too low, there are four stone bridges, with an aggregate span of 84½ feet, and four wooden bridges, with an aggregate span of 216 feet. They will require to be elevated from 1 to 4 feet, which the Chief Engineer estimates may be done in a permanent manner for \$10,000. In addition to these, are two bridges on the Washington extension of the canal, and one over Rock Creek basin, which are too low, and require raising; and it is estimated that from \$2,000 to \$2,500 would be sufficient to raise these bridges.

The third improvement, which it is deemed desirable to accomplish at as early a period as practicable, consistent with the two first mentioned, and the means of the Company, is that of Rock Creek basin, which it is believed, will require a considerable expenditure, to make it fully available for an extended coal trade. These various improvements, it is believed, can be accomplished for the sum of about \$100,000.

TR, Wed. 7/14/52, p. 4. **The Chesapeake and Ohio Canal** is very near resumption of business. By Wednesday, the water will be filling it in every division, and by Saturday, boats of light draught will be able to pass everywhere. By Monday next, navigation will no doubt be completely restored for boats of all capacities. – *Alexandria Gazette*.

Sat. 7/17/52, p. 5. **THE CHESAPEAKE AND OHIO CANAL.** - We have just received a copy of the annual Report of the Directors of the Chesapeake and Ohio Canal, made to the Company last month.

The topic of leading interest in it for the public, is the extensive damage suffered by the Canal from the great flood of April last. On this subject the able Chief Engineer, Mr. Fisk, expresses his opinion that the \$80,000 (estimated by him in April) will not only be sufficient to restore the navigation in July, but also, at a few points, commence works, which, when completed, will so protect about six miles of the Canal, in the aggregate, where the heaviest damages are sustained, both as regards expense and time for repair, as to prevent more than about three thousand dollars in damage, in place of about forty thousand as at present, in the event of a rise in the Potomac as high as that of the 18th and 20th of April last - the highest that can be found for the last hundred years. We make the following extract from Mr. Fisk's report:

"That the late freshet was unprecedented for height, so far as our information extends as to the past, is literally true. I have been in the valley of the Potomac, upon the line of the canal, for the last twenty-three years; and during that period, particularly in the last ten years, have spared no pains to get at the highest reliable water marks of the Potomac; and I now state that I have met with none above, or even as high, as those left by it in April last. The freshet in 1847, as already remarked, was regarded as a very high one; yet the late one rose above it, from the Point of Rocks to the mouth of the South Branch, a distance of 116 miles, from *five* to *six* feet; and immediately below the Great Falls it rose about *sixty-four* feet above low water, and eight feet above the freshet of 1847.

"In view of the preceding facts, the Canal Company may, I think, congratulate itself upon having a work that will, when the present repairs and improvements making in connection with them are completed, be so little liable to serious damage from casualties like the recent one; and to which a flood in the Potomac as high, as well as can be ascertained, as any within the last hundred years, could not do damage exceeding \$40,000.

"And, in the end, it may be as well for the company that the late disaster has befallen it before the business upon the canal becomes extensive, and when the indirect loss to the company in revenue, from a suspension of the navigation of its canal, is so much less than it would be in a few years hence; for it will have been the cause of bringing about the construction of such improvements in the canal as would, in the event of another rise in the river as great as the recent one, reduce the time lost to the navigation from about three months, as it will now be, to not over one month.

"I come now to speak of the condition of the canal as it was immediately before the occurrence of the late freshet, and as it will be again when the navigation is restored. The canal was never in better condition than in March last. Boats of the first class were drawing 4½ feet water, and carrying loads averaging about 120 tons. It was (in March last) secure against serious damage and interruption to its navigation from water as high in the Potomac as had been known for a long period; and will be, as already remarked, when the present repairs and work going on are completed, equally secure against serious damage and interruption to its navigation from water as high as any of which we have knowledge."<sup>4</sup>

AG, Sat. 7/17/52, p. 2. **Chesapeake and Ohio Canal.** – The water is now in the Canal

<sup>4</sup> *National Intelligencer*, Washington, D. C.

throughout its whole length, and it is expected that boats laden with coal will leave here on Monday next for Georgetown and Alexandria. This is a joyful event, and we may soon expect a revival of business in consequence of it. We take this occasion to say that the accomplished Chief Engineer of the Canal, C. B. Fisk, esq., has fulfilled all he promised, even at the moment the work was still, for a considerable portion of its length, flooded by the late freshet. The result fully proves that his estimates of the cost of repairs were correct, as well as the time needed to complete them. He has been indefatigable in his exertions, and merits the thanks of all who take an interest in the Chesapeake & Ohio Canal. – *Cum. Journal*.

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**Chesapeake and Ohio Canal Officers**

We understand the new Board of Directors have re-appointed L. J. Brengle, esq., as Treasurer, and W. S. Ringgold, esq., as Secretary of the Canal Company.

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*Ibid*, p. 3. The Cumberland Telegraph says: "We have it from a reliable source, that navigation on the Chesapeake and Ohio Canal will, at the farthest, be renewed by the 20<sup>th</sup> of this month. The boats engaged in the coal trade are now being loaded, and, judging from the number lying at our wharves, there will be a heavy business done in this branch of trade."

DNI, Tue. 7/20/52, p. 4. **Resumption of Daily Line for Harper's Ferry.** – The Canal Packet Boats *Belle* and *Fashion* will resume their trips for the ensuing season between Harper's Ferry and Georgetown, commencing Monday, July 19.

Leaving Georgetown daily at 6 P. M., arriving at Harper's Ferry next morning at 9 o'clock, in time for the cars for Winchester and Cumberland.

Returning, leave Harper's Ferry at 2 P. M., arriving at Georgetown next morning at 6 o'clock.

Omnibuses will be in readiness on the arrival of the packets at Georgetown to convey passengers to Washington.

Fare \$1.50, including board.

[Transcriber's Note: This ad first ran July 17 and ran daily thereafter.]

AG, Tue. 7/20/52, p. 4. **CANAL COMMERCE** – Departed, July 19.

Boat Pennsylvania, Hancock, Md., groceries from McVeigh, Harper & Chamberlain.

Boat Eagle, Hancock, Md., groceries, &c., from McVeigh, Harper & Chamberlain.

AG, Wed. 7/21/52, p. 2. We learn that at the meeting of the Board of Directors of the Chesapeake and Ohio Canal Company, last week, several changes were made in the officers and agents of the Company. Jacob F. Saylor was appointed Receiver of the Tolls at Cumberland. William P. Starrett, of Cumberland, and James Coudy, of Hancock, were appointed superintendents for the two upper divisions of the Canal. Charles B. Fisk remains Chief Engineer. Whigs were removed, and Democrats appointed.

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*Ibid*, p. 3. **CANAL COMMERCE**  
Departed, July 20.

Boat John P. Garrett, groceries for Knoxville, Md., from Wm. Bayne and McVeigh, Harper & Chamberlain.

AG, Thu. 7/22/52, p. 3. The Chesapeake and Ohio Canal and the Alexandria Canal, are both now in navigable order, and trade on the line to Cumberland has been resumed. Several boats have been already dispatched from this place, and others are now loading.

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**CANAL COMMERCE**  
Departed, July 21.

Boat Otho Baker, groceries, &c., for Shepherdstown, Va., from McVeigh, Harper & Chamberlain.

Boat Annawan, groceries for Cumberland, from Wm. Bayne.

*Sun*, Fri. 7/23/52, p. 1. **Affairs in Allegany County** – We find the following items in the Cumberland Telegraph: *The Canal* – A number of boats, loaded with coal, have passed down the Canal since Monday, when navigation was resumed. W. R. L. Ward, Esq., will start his steam packet boat as soon as the engine arrives, which is daily expected. The new Board of Directors have appointed Wm. P. Starrett, Esq., superintendent on the Canal for a distance of 38 miles, and Jacob F. Saylor, receiver of tolls, resident at Cumberland.

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*Ibid*, p. 4. *Georgetown, D. C., Thursday Afternoon*. - The canal boats are moving once more. Several have arrived and a number left for various points on the line.  
Mercury.

*Sun*, Sat. 7/24/52, p. 4. *Chesapeake and Ohio Canal*. - The Chesapeake and Ohio Canal is again in navigable order, and our produce merchants are busily engaged in forwarding to market the large amount of produce which has accumulated at this point since the suspension of navigation on the Canal, in consequence of the great flood in April last.

S. S. C.

AG, Sat. 7/24/52, p. 3. **CANAL COMMERCE** – Departed, July 23.  
Boat Charles Arthur, groceries, &c., for Cumberland and Frostburg, Md., from McVeigh, Harper & Chamberlain.

*Sun*, Mon. 7/26/52, p. 2. **Changes on the Canal**. - The board of directors of the Chesapeake and Ohio canal have made the following removals and appointments: Whigs

removed - Messrs. Dugan, Lowe, Stone, Benton, Worthington and Stake. Democrats appointed - Messrs. Starrett, Coudy, Hollman, Clark, Baker.

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*Ibid*. p. 4. Arrived, canal boats  
Caroline, Seneca, flour; P. F. Thomas, 2,500 bushels wheat; John P. Swain's boat, flour; and Morning Star, wood. One of these reports Cumberland boats within a few miles of this.

AG, Mon. 7/26/52, p. 3. **CANAL COMMERCE** – Departed, July 24.  
Boat Julia A. Elgin, for Harper's Ferry, groceries, from Wm. Bayne.

DAT, Tue. 7/27/52, p. 3.

**Affairs in Georgetown**.  
Since our last report several canal boats have arrived from different points. By the close of the present or the first of the ensuing week a large number are expected with heavy cargoes of flour, wheat, &c.

TR, Tue. 7/27/52, p. 3. **Changes on the Canal** – The board of directors of the Chesapeake and Ohio canal have made the following removals and appointments: Whigs removed – Messrs. Dugan, Lowe, Stone, Benton, Worthington and Stake. Democrats appointed – Messrs. Starrett, Coudy, Hollman, Clark, Baker. *Baltimore Sun*.

AG, Tue. 7/27/52, p. 4. **CANAL COMMERCE** – Arrived, July 24.  
Boat Mount Vernon, Cumberland, coal to Fowle & Co.

AG, Wed. 7/28/52, p. 3. **CANAL COMMERCE** – Arrived, July 27.  
Boat Metacomet, Cumberland, coal to Borden Mining Company.  
Boat Gen. Washington, from Edward's Ferry, 440 bbls. flour, to D. F. Hooe.



Boat Neptune, from Edward's Ferry, 700  
bbls. flour, to D. F. Hooe.

Boat Gen. Lewis Cass, from Goose Creek,  
211 bbls. flour to D. F. Hooe.

Departed.

Boat Mt. Vernon, Cumberland, by Fowle &  
Co., and groceries from Wm. Bayne.

AG, Thu. 7/29/52, p. 3. **CANAL  
COMMERCE** – Departed, July 28.

Boat Gen. Pierce, groceries, &c., for  
Leesburg, Va., from McVeigh, Harper &  
Chamberlain.

Boat Mt. Vernon, groceries, shoes, &c., for  
Mercerville, Williamsport, Cumberland and  
Frostburg, Md., and German Settlement,  
Preston County, Va., from McVeigh, Harper  
& Chamberlain.

Boat Hugh Smith, Harper's Ferry, groceries,  
&c., for Charlestown and Cabletown, Va.,  
from McVeigh, Harper & Chamberlain.

AG, Fri. 7/30/52, p. 3. **CANAL  
COMMERCE** – Arrived, July 29.

Boat Chas. Williams, Cumberland, coal to  
Fowle & Co.

Boat Star, Cumberland, coal to D. B. Smith  
& Co.

Departed, July 29.

Boat Chas. Williams, Cumberland, by Fowle  
& Co.

Boat Hugh Smith, groceries for Waterford,  
Loudoun Co., Castleman's Ferry and  
Millwood, Clarke Co., from Wm. Bayne.

Boat Gen. Washington, guano, lumber, &c.,  
Goose Creek, from Kephart & Barker.

*Sun.* Fri. 7/30/52, p. 4. It is the intention of  
the Board of Directors of the Chesapeake and  
Ohio Canal, to make a tour of inspection  
along the whole line between Alexandria and  
Cumberland, early in the Fall. The work just  
finished is represented to be very superior  
and durable. Mercury.

DAT, Sat. 7/31/52, p. 3.

### **Affairs in Georgetown.**

Our canal is again in a successful tide  
of operation. During the last few days forty-  
three boats have arrived from different  
points, with heavy cargoes of coal, flour,  
grain, wood, &c., and about the same number  
have passed up, with assorted cargoes of  
merchandise, for the different towns along  
the line. Electro

AG, Sat. 7/31/52, p. 3. A deficiency of water  
in the upper part of the Chesapeake and Ohio  
Canal, has prevented, for a few days past, the  
regular arrival of the boats from Cumberland.

### **CANAL COMMERCE**

Departed.

Boat Star, Cumberland, by D. B. Smith &  
Co.

TR, Mon. 8/2/52, p. 2. **Chesapeake and  
Ohio Canal.** - The *Miners' Journal* of the  
30th ult. chronicles the following departures  
from Cumberland, Maryland:

*July 22* - Canal boat Gen. Pierce, 71  
03 tons of coal; H. R. King, 71 03; Lowell  
Holbrook, 102 04; H. Coggill, 95 03.

*July 23* - Isabel, 71 12; Emily  
Francis, 96 04; Elizabeth, 89 09; Baltimore,  
91 14.

*July 24* - Columbia, 88 07; Abram  
Leiter, 79; Anzonetta, 98 18; Sarah Jane,  
104.

*July 26* - James Terrell, 96 02; Isaac  
Motter, 104; J. H. Davis, 104.

*July 27* - A. Gilleece, 99 04;  
Canonicus, 103 09; Octormo, 78 13; R. G.  
Violett, 103 02.

*July 28* - J. Snively, 90; Osprey, 88  
10.

*July 29* – Gen. Pierce, 77 15.

*Ibid*, p. 3. **Charles Fenton Mercer**,  
being on a visit to the Virginia Springs,  
addressed the Whigs of Jefferson county at  
Charlestown on Saturday last in an able

speech in favor of the nomination of General Scott. Mr. Mercer then proceeded to Shannondale. – *Alexandria (Va.) Gazette*.

*Sun*, Mon. 8/2/52, p. 1. **Affairs in Allegany County.** – We copy the following items from the Cumberland papers, the Miners' Journal and the Alleganian: - *Chesapeake and Ohio Canal* – Some thirty boats freighted with coal have left the Cumberland basin since the 15<sup>th</sup> instant; but we regret to learn that there has not been sufficient water in the canal below dam No. 6 to pass them on. Charles B. Fisk, Esq., the Chief Engineer, has sent in his resignation to the meeting of the Canal Board which took place on Wednesday last. The company loses an excellent officer in Mr. Fisk.

*Coal Trade* – During the week ending the 24<sup>th</sup> ult., 2,910 tons of coal were transported over the Mount Savage railroad to the Baltimore railroad depot, and 939 tons to the Canal wharf.

AG, Mon. 8/2/52, p. 3. **CANAL COMMERCE** – Arrived, July 31.  
Boat Pacific, Cumberland, coal to D. B. Smith & Co.

Departed,  
Boat Pacific, Cumberland, by D. B. Smith & Co.  
Boat John P. Garrett, groceries for Knoxville and Mercerville, Md., from Wm. Bayne.

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C. B. Fisk, esq., has resigned his situation as chief engineer of the Chesapeake and Ohio Canal Company.

AG, Tue. 8/3/52, p. 3. **CANAL COMMERCE** – Departed.  
Boat John P. Garrett, groceries, boots, shoes, hats, &c., for Knoxville and Mercerville, Md. and Gerardtown, Va., from McVeigh, Harper & Chamberlain.

Boat Gen. Taylor, groceries, &c., from McVeigh, Harper & Chamberlain, and iron from James Dempsey for Morrisonville, Va.  
Departures from Cumberland.

July 22, Canal Boat Gen. Pierce 71 03 tons of coal; H. R. King 71 03; Lowell Holbrook 102 04; H. Coggill 98 03.  
July 23. Isabel, 71 12; Emily Francis 96 04; Elizabeth 89 09; Baltimore 91 14.  
July 24, Columbia 88 07; Abram. Leiter 79; Anzonetta 98 18; Sarah Jane 104.  
July 26, James Terrill 96 02; Isaac Motter 104; J. H. Davis 104.  
July 27, A. Gilleece 99 04; Canonicus 103 09; Octornno 78 13; R. G. Violet 103 02.  
July 28, J. Snively 90; Osprey 81 10.  
July 29, Gen. Pierce 77 15.

DAT, Thu. 8/5/52, p. 3. **Affairs in Georgetown** – During the last two days we have had heavy, gloomy weather, with much rain, which has caused nearly an entire suspension of all kinds of outdoor business.

Boats continue to arrive steadily by the canal, but not in great numbers. In a week or two more, we expect them in perfect fleets. We have been informed that the amount of flour and other produce along the line to be transported to our market this fall is immense, and our enterprising Water street merchants are prepared for its reception. They anticipate an unusually heavy fall trade.

A first-class canal steam packet boat will commence plying between here and Cumberland the last of this week. She is to run in connection with the tow boat *Belle*.

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*Ibid*, p. 4. **Washington, August 4.** – The citizens of Georgetown may well expect to do a very large business during the approaching fall. An immense amount of produce must come down via canal, and every boat will return with a greater or less amount of groceries, dry goods, plaster, &c.

Then, the pretty packet boats will convey from Harper's Ferry and other points

numerous persons who will not be content with a mere survey of the town but will make many purchases therein.

*Sun*, Fri. 8/6/52, p. 1. **Affairs in Allegany County.** - The following items we select from the *Cumberland Telegraph: The Canal.* - Navigation has actually been resumed on the canal; boats pass up and down without difficulty. During the month of July 33 boats, carrying 2056 16 tons of coal and coke, departed for the East. Since the 1st instant, and up to Wednesday noon, seven boats with 715 08 tons of coal have departed. On Friday last, upwards of twenty boats passed through the lock at Dam No. 6, where they had been detained in consequence of the want of water in the canal below.

AG, Fri. 8/6/52, p. 3. **CANAL COMMERCE** – Arrived, August 5.  
Boats Massasoit, Anna S. Borden and Ella E. Voorhees, from Cumberland, coal to Borden Mining Co.

Departed.

Boats Wm. Albert, Anna S. Borden and Massasoit, for Cumberland, by Borden Mining Company.

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The trade on the Chesapeake and Ohio Canal, has been reopened with spirit, and bids fair to continue throughout the season. Large supplies are expected from Cumberland, and the boats with coal are beginning to arrive daily.

*Sun*, Sat. 8/7/52, p. 1. **Affairs in Allegany County.** - We learn from the *Miners' Journal*, that the canal board, at their meeting on the 28th ult., passed a unanimous resolution, requesting Mr. Fisk to reconsider and withdraw his resignation of chief engineer, until some future time. Mr. F subsequently yielded to the very earnest solicitation of the friends of the canal and consented to remain in his present position for a short time longer.

We extract the following items from the same paper: *The Steam Canal Boat.* - The steam canal boat *President* made an experimental trip down the canal on Tuesday. Her performances were highly satisfactory, and we have no doubt she will solve the problem of the practicability of navigating canals with steam. She made six miles an hour without any difficulty, and, as soon as her machinery becomes smoother, is expected to run at the rate of eight. Her engine was made by Messrs. Murray & Hazlehurst, of Baltimore, and she is worked by a screw-propeller, somewhat after the fashion of the steamship *Great Britain*.

*The Coal Trade* - During the week ending the 31<sup>st</sup> ult., there were transported over the Mount Savage Iron Co.'s railroad, 3,089 tons of coal to the Baltimore and Ohio Railroad depot, and 953 tons to the canal wharf.

DAT, Sat. 8/7/52, p. 2.

**Affairs in Georgetown.**

During the week ending today, sixty boats have arrived by canal – twenty-four from Cumberland, with coal, and the others from different points, with flour, grain, wood, &c. About the same number have passed up with assorted cargoes of merchandise.

AG, Sat. 8/7/52, p. 3. **CANAL COMMERCE** – Arrived, August 6.  
Boats Isaac Motter, J. H. Davis and W. J. Boothe, Cumberland, coal to Fowle & Co.  
Boat J. A. Elgin, Old Furnace, coal to Fowle & Co.

Boats Emily Francis and Canonicus, Cumberland, coal to Borden Mining Co.

Departed.

Boat Rough & Ready, Berlin, lumber by Waters & Zimmerman.

Boat Massasoit, Cumberland, by Borden Mining Co.

Boat J. A. Elgin, Old Church, plaster, guano, &c., by Fowle & Co., and groceries, &c., for Petersville, Roahrsersville, Harper's Ferry and Charlestown from McVeigh, Harper & Chamberlain.

Boat Ella E. Voorhees, Cumberland, by Borden Mining Co., sack salt by Fowle & Co., and groceries, &c., for Hancock, Cumberland and Clarksburg, from McVeigh, Harper & Chamberlain.

TR, Mon. 8/9/52, p. 2. **Chesapeake and Ohio Canal** – From the Cumberland (Md.) *Journal* we derive the following items:

“The rains which have fallen during the last week have enabled the boats that had been delayed at Dam No. 6 to resume their downward trips. Boats have also succeeded in coming through from Alexandria, and it now may be said that navigation on the canal has at length commenced in earnest.

“The Canal Board, at their meeting on the 28<sup>th</sup> ultimo, passed a resolution requesting Mr. Fisk to reconsider and withdraw his resignation until some future time. Mr. F. has yielded to the very earnest solicitations of the friends of the canal, and consented to remain in his present position for a short time longer.

“The steam canal boat *President* made an experimental trip down the canal on Tuesday. She made six miles an hour without any difficulty, and is expected to run at the rate of eight. The engine was made by Messrs. Murray & Hazlehurst, of Baltimore, and she is worked by a screw propeller, somewhat after the fashion of the steamship Great Britain.”

DNI, Mon. 8/9/52, p. 3. **The Canal** – The Cumberland *Journal* says that the canal is in navigable order throughout its entire length. The steam canal boat *President* made an experimental trip down the canal on Tuesday. Her performances were highly satisfactory, and the *Journal* thinks that she will solve the

problem of the practicability of navigating canals with steam. She made six miles an hour without any difficulty, and as soon as her machinery becomes smoother is expected to run at the rate of eight.

AG, Mon. 8/9/52, p. 3. **CANAL COMMERCE** – Arrived, August 7.

Boats Gen. Pierce, H. R. King, Col. Young, James Boyce, H. B. Loomis and Columbia, from Cumberland, coal to Cumberland Coal and Iron Co.

Boats Baltimore and John G. Stone, Cumberland, coal to D. B. Smith & Co.

Boat H. G. Phelps, Cumberland, coal to Fowle & Co.

Departed.

Boats Isaac Motter, J. H. Davis and W. J. Boothe, Cumberland, by Fowle & Co.

Boat Baltimore, Cumberland, by D. B. Smith & Co.

Boat Emily Francis, Cumberland, by Borden Mining Co.

TR, Tue. 8/10/52, p. 3. **Business on the Canal** – The business on the Chesapeake and Ohio Canal, since put in navigable order, is very prosperous. Boats are daily arriving at Georgetown from above laden with flour, grain, &c.; and fuel and building material, in greater abundance than perhaps at any former season, are daily being deposited along the wharves of this city.

GA, Tue. 8/10/52, p. 3. **The Canal** – The Canal is now in fine navigable order and boats are daily arriving laden with produce of various kinds. Since the first of August, between sixty and seventy boats have arrived laden principally with flour, wheat and coal.

A new steam Canal Boat made an experimental trip down the Canal from Cumberland, last week, and ran at the rate of six miles per hour. She is expected to run at the rate of eight miles as soon as the machinery becomes a little smoother.

AG, Tue. 8/10/52, p. 3. **CANAL COMMERCE** – Arrived, August 9.  
Boats R. G. Violet, Isabel and Gen. Tyson, Cumberland, coal to Cumberland Coal and Iron Co.

Departed.

Boat H. G. Phelps, Cumberland, by Fowle & Co.

Boat Canonicus, Cumberland, by Borden Mining Co.

*Sun*, Wed. 8/11/52, p. 2. **Business on the Canal.** - The business on the Chesapeake and Ohio Canal, since put in navigable order, is very prosperous. The Republic states that boats are daily arriving at Georgetown from above, laden with flour, grain, &c.; and fuel and building material, in greater abundance than perhaps at any former season, are daily being deposited along the wharves of Washington.

AG, Wed. 8/11/52, p. 3. **CANAL COMMERCE** – Arrived, August 10.  
Boat J. F. Wheatley, Harper's ferry, 214 barrels flour to Daniel F. Hooe.

Departed.

Boat John P. Garrett, groceries for Williamsport, Md., from McVeigh, Harper & Chamberlain.

DAT, Thu. 8/12/52, p. 2.

**Affairs in Georgetown.**

The breach in our canal, which we noticed yesterday, is a few miles above Seneca. It is small and will be sufficiently repaired to allow boats to pass by Saturday or Monday at the furthest. Electro

AG, Thu. 8/12/52, p. 2. There is a break on the Chesapeake and Ohio Canal, near Goose Creek, which will be repaired in time for boats to pass on Saturday.

*Sun*, Sat. 8/14/52, p. 2. **Cumberland Coal Trade.** - Of 4,710 tons transported over the Mount Savage Iron Company's road, during the week ending the 7th instant, 3,725 tons were sent to the depot of the Baltimore and Ohio Railroad, and 995 tons to the wharf of the Chesapeake and Ohio Canal.

*Sun*, Wed. 8/18/52, p. 2. **Chesapeake and Ohio Canal.** - The recent temporary breakage in the Canal has been repaired, and the passenger and freight boats were to have resumed their trips yesterday.

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Canal boats are now arriving from above.

DAT, Wed. 8/18/52, p. 3.

**Affairs in Georgetown.**

Our canal is again in navigable order. Since yesterday, fifty-two boats have arrived from Cumberland and other points, with coal, flour, grain, wood, &c. Electro

*Sun*, Thu. 8/19/52, p. 4. *Georgetown Affairs.*  
- The canal boats are coming down, and everything looks lively. Mercury.

AG, Thu. 8/19/52, p. 3. **CANAL COMMERCE** – Arrived, August 19.  
Boat Reindeer, coal to Cumberland Coal and Iron Co.

Boats Southampton, C. B. Tisdale, Annawan, Charles Arthur and Metacomet, Cumberland, coal to Borden Mining Co.

Departed.

Boat Southampton, Cumberland, by Borden Mining Co.

*Sun*, Fri. 8/20/52, p. 1. **Affairs in Allegany County.** - *Steam on the Canal.* - The steam canal boat "President" went down the canal on Saturday with a number of our citizens on board, on a pleasure excursion, and returned in the evening. The boat makes six miles in an hour. On Monday, it was started for

Georgetown. It is worked with a screw propeller.

*The Canal.* - Up to Wednesday noon, 16 boats, carrying 1,595 02 tons of coal, have departed.

*The Coal Trade* – During the week ending the 14<sup>th</sup> inst., there were transported over the Mount Savage Iron Company's Railroad 3,094 tons of coal to the Baltimore and Ohio Railroad Depot, and 1,725 tons to the Canal wharf.

DNI, Fri. 8/20/52, p. 3. **LOCAL ITEMS**

The Steam Canal Boat *President*, Captain Petrie, arrived yesterday for the first time in Georgetown, from Cumberland. She is new, having been built at Cumberland for the canal passenger travel. She belongs to the enterprising and spirited *Ward's line*. This beautiful boat is urged by two wings or propellers, worked by a steam engine of twelve horsepower, built by Murray and Hazlehurst, of Baltimore. Her traveling rate is six miles per hour, which she performs without injury to the banks of the canal. She left Cumberland on Tuesday evening, but stopped a good deal on her way down. The *President* is 88 feet long by 12 feet beam, and is therefore quite a capacious and comfortable travelling vehicle. The saloons for ladies and gentlemen are very pleasant, handsome, and commodious, and are better contrived for sleeping than any we have seen.

She will commence her regular trips from Georgetown to Harper's Ferry on Monday afternoon next, at half-past five o'clock, arriving at the ferry in twelve hours. She goes down to Alexandria today to show herself to the good people there.

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**The Chesapeake and Ohio Canal** is doing an active business. Since Monday evening, eighty boats, with about 8,000 tons of up-country produce, have arrived. This produce, &c., consists of wheat, corn, rye, oats, whiskey, bark, firewood, lumber, coal, lime,

limestone, cement, and other articles too numerous to particularize.

AG, Fri. 8/20/52, p. 3. **CANAL**

**COMMERCE** – Arrived, August 19.

Boats Mt. Vernon, Eldorado and Archibald Carey, from Cumberland, coal to Fowle & Co.

Boats William Albert, Anna S. Borden, Helen Bruce and Massasoit, from Cumberland, coal to Borden Mining Company.

Boats Elizabeth, Saloma Clarke, Isaac Long and James R. Annan, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Otho Baker, Star and Lake Erie, Cumberland, coal to D. B. Smith & Co.

Departed, August 19.

Boat C. B. Tisdale, for Cumberland, salt from D. B. Smith & Co., and groceries from Wm. & Chas. Bayne, by Borden Mining Co.

Boat Annawan, for Cumberland, by Borden Mining Co.

Boat Otho Baker, drugs, paint, oils, &c., for Williamsport, Md., from Wm. Stabler & Bro., and salt from D. B. Smith & Co.

Boat Belle, Shepherdstown, groceries, shoes, &c., from McVeigh, Harper & Chamberlain.

Boat E. H. Lambell, groceries, &c., for Leesburg, from McVeigh, Harper & Chamberlain.

Boat Eldorado, Cumberland, salt and molasses, from D. B. Smith & Co.

*Sun*, Sat. 8/21/52, p. 2. **Chesapeake and**

**Ohio Canal.** - The recent rains have raised the water in the canal, and there is every prospect of an abundant supply for navigation during the season. The *National Intelligencer* states that since Monday evening eighty boats, with about 8,000 tons of up-country produce, have arrived. This produce, &c., consists of wheat, corn, rye, oats, whiskey, bark, firewood, lumber, coal, lime, limestone, cement, and other articles too numerous to particularize.

TR, Sat. 8/21/52, p. 3. **Steam on the Chesapeake and Ohio Canal** – The Cumberland *Telegraph*, of Thursday, says: “The steam canal boat “President” went down the canal on Saturday with a number of our citizen on board, on a pleasure excursion, and returned in the evening. The boat makes six miles in an hour. On Monday, it was started for Georgetown. It is worked with a screw propeller.”

GA, Sat. 8/21/52, p. 2. **Canal Navigation** – The Steam Packet is now running on the Canal with success. She moves at the rate of six miles per hour and, it is said, with as little swell and damage to the canal, as the common canal boat. The use of steam for canal navigation must constitute an era in the use of canals, and make them more than ever valuable.

The *President* is to run between Georgetown and Harper’s Ferry, commencing on Monday afternoon at half past five o’clock, and arriving at the Ferry in twelve hours.

AG, Sat. 8/21/52, p. 3. **Business on the Canal** – Within the last three days there have arrived at Alexandria, via the Alexandria Canal, 42 canal boats; of which 37 were from Cumberland, laden with 3,800 tons of coal, and 5 from various points on the line of the Chesapeake and Ohio Canal, with produce. The prospects for the canal trade are flattering.

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**CANAL COMMERCE** – Arrived, Aug. 20  
Boats G. W. Grove, Joseph Eichelberger, Lowell Holbrook and H. Coghill, Cumberland, coal to Cumberland Coal & Iron Co.  
Boat Mountaineer, Cumberland, coal to D. B. Smith & Co.  
Boat Ella E. Voorhees, Cumberland, coal to Borden Mining Co.

Boats Charles Williams, Old Dominion, Wm. Fowle and Westmoreland, Cumberland, coal to Fowle & Co.

Departed.

Boat D. J. McCoy, groceries, shoes, &c., for Boonsboro, Williamsport and Hancock, Md., from McVeigh, Harper & Chamberlain, dry goods from Bryan, Adams & Co., hardware from James A. English & Co., and plaster and salt from Fowle & Co.

Boats Elizabeth and Susan McCoy, groceries for Cumberland, Williamsport and Clear Spring, Md., from Wm. Bayne, and salt from D. B. Smith & Co.

Boat Charles Arthur, Cumberland, by Borden Mining Co., and salt from Fowle & Co.

Boats Mount Vernon and Eldorado, Cumberland, by Fowle & Co.

*Sun*, Mon. 8/23/52, p. 4. The canal records show the arrivals, from Tuesday until tonight, of 81 boats by the canal. Of these 42 were from Cumberland with coal, nearly all of which passed down to Alexandria. Probably 20,000 barrels of flour have been received, besides wheat, corn, hay, limestone, whiskey, bark, &c., in large quantities.

Our wharves have seldom presented a livelier appearance than during the last few days.

The pretty little propeller from Cumberland is here and attracts considerable attention. Mercury.

AG, Mon. 8/23/52, p. 3. **CANAL COMMERCE** – Departed, August 21.  
Boat A. Carey, Cumberland, by Fowle & Co.  
Boat James R. Annan, Cumberland, plaster, by R. G. Violet.  
Boat Star, Cumberland, by D. B. Smith & Co.

DAT, Tue. 8/24/52, p. 2.

**Affairs in Georgetown.**

The canal packet boat *President* (steamer) started yesterday afternoon for Harper's Ferry, but broke one of her pumps, and had to return. She will leave again this afternoon. Electro

DNI, Wed. 8/25/52, p. 4. **The New and Pretty Steam Canal Boat *President*** moved off beautifully Monday evening on her first business trip to Harper's Ferry. She had a very large company on board, and her departure was cheered by hundreds of persons lining the banks of the canal. A band of music heightened the pleasure of the scene.

AG, Thu. 8/26/52, p. 4. **CANAL COMMERCE** – Arrived, August 25. Boat Reporter, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats Wm. Fowle, Westmoreland and Sarah Jane, Cumberland, by Fowle & Co.  
Boat Mountaineer, Cumberland, salt from D. B. Smith & Co.  
Boat Reporter, Cumberland, by D. B. Smith & Co.

DAT, Fri. 8/27/52, p. 2.

**Affairs in Georgetown.**

A slight break, I understand, has occurred in the Alexandria canal. Electro

AG, Fri. 8/27/52, p. 3. We learn that the late heavy rains have caused a breach in the Chesapeake and Ohio Canal, near Williamsport, and that the water will be drawn off at that point, for a few days, in order to make the necessary repairs. It was supposed that by Monday, the repairs would be completed at the place designated.

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**CANAL COMMERCE** – Arrived, Aug. 26  
Boat Niagara, Knoxville, wheat and corn to master.

Departed.

Boats J. H. Davis, Isaac Motter, G. W. Grove and A. W. Eastlack, Cumberland, by Fowle & Co.

Boat Niagara, Knoxville, salt by Fowle & Co.

Boat Wm. H. Fowle, groceries, &c., for Cumberland, Md., from McVeigh, Harper & Chamberlain.

Boat Ida, plaster, &c., from Fowle & Co., and groceries for Martinsburg, Va., from McVeigh, Harper & Chamberlain.

Boat John P. Garrett, groceries for Knoxville, Md., and Shepherdstown, Va., from W. & C. Bayne.

*Sun*, Sat. 8/28/ 52, p. 1. **The Allegany Coal Trade** – During the week ending the 21<sup>st</sup> inst., there were transported over the Mount Savage Iron Co.'s railroad, to the depot of the Baltimore and Ohio railroad, 3,380 tons of coal, and to the Canal wharf 1,276 tons.

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*Ibid*, p. 4. The packet boat *Belle*, from Harper's Ferry, arrived yesterday with freight and passengers.

DAT, Sat. 8/28/52, p. 2.

**Affairs in Georgetown.**

*Mysterious Affair* – A gentleman by the name of John McCaffery, a trader upon our canal, arrived here on Saturday last with a boat-load of produce, which he sold, and, after delivering it, told the hands on board that he was going to Washington for the purpose of seeing his children, who are at one of the boarding-schools there, and would soon return. Since that time nothing has been seen of him. His friends in Alexandria and this place have searched diligently for him, but up to last night no tidings of him have been received. It is known that Mr. McCaffery had about him, when he left, from three to five thousand dollars, and it is feared by his friends that foul play has been committed somewhere. Mr. McC. is an Irishman by birth, and we understand is a



man of excellent deportment, and prepossessing appearance and manners.

AG, Sat. 8/28/52, p. 3. LOCAL ITEMS

A letter dated Williamsport, 24<sup>th</sup> inst., received by a merchant here, says, "the break in the Canal will be repaired tomorrow."

If the heavy rain of Wednesday night has not damaged the Chesapeake and Ohio Canal, the navigation now is uninterrupted from Cumberland to Alexandria.

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**CANAL COMMERCE** – Arrived, Aug. 27.  
Boat Gen. Washington, Goose Creek, wheat and rye to James Irwin & Co.

Departed.

Boats Helen Bruce, Anna S. Borden, Massasoit and Ella E. Voorhees, Cumberland, from Borden Mining Co.  
Boat Wm. Albert, for Point of Rocks, lumber from Waters & Zimmerman.  
Boat Emily Francis, Cumberland, marble from Borden Mining Co.

*Sun, Mon. 8/30/52, p. 4. Georgetown, D. C., Sunday Afternoon*

The new canal steamer arrived this morning from Harper's Ferry with freight and passengers. She reports the canal all safe, and the river above not very high. Everything encouraging. Mercury.

DAT, Mon. 8/30/52, p. 2.

**Affairs in Georgetown.**

The damage done along our wharves by the freshet last spring has been entirely repaired. In many places, where old dilapidated wharves were swept away, new and substantial ones have been erected – affording more space, and much greater convenience to vessels loading and unloading.

We were informed this morning that the small breaches which interrupted the trade upon our canal last week have been repaired, and navigation resumed the entire

length of the line. A large number of boats and immense quantities of flour and grain are hourly expected.

AG, Mon. 8/30/52, p. 3. **CANAL**

**COMMERCE** – Arrived, August 28.

Boat Gen. Lewis Cass, Edward's Ferry, 500 barrels flour to D. F. Hooe.

Boat Neptune, Edward's Ferry, 400 barrels flour to D. F. Hooe.

AG, Tue. 8/31/52, p. 3. The late heavy rains, as far as we have heard, have done less damage to the public works in this section of the State, than was expected. No further damage has been reported on the Chesapeake and Ohio Canal. The steam canal boat *President* arrived on Sunday morning from Harper's Ferry; found all well throughout.

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Mr. John McCaffry, employed as the Captain of a Canal boat, trading regularly from this port, left this place for Georgetown last Saturday week. He arrived at Georgetown that day, and has not since been seen or heard of. He had with him a considerable amount of money; how much, exactly, is not known. Diligent search has been made for him in every direction – but without success. Mr. McC. has always had the reputation of being a worthy and deserving man, and has a family.

*Sun, Wed. 9/1/52, p. 4. Georgetown, D. C., Tuesday Afternoon.* - The canal, now navigable its whole length, is bearing to our town immense quantities of flour, grain, &c.; besides which, we have large quantities of grain in wagons. Mercury.

DAT, Wed. 9/1/52, p. 2.

**Affairs in Georgetown.**

Business upon our canal, the last two days, has been quite brisk. Since yesterday morning thirty-five boats have arrived from

different points, laden with flour, grain, coal, wood, &c. Electro

AG, Wed. 9/1/52, p. 3. **CANAL COMMERCE** – Arrived, August 31. Boats Sarah Louisa, Canonicus and C. B. Tisdale, Cumberland, coal to Borden Mining Co.

Departed.

Boat Gen. Washington, Goose Creek, lumber from Kephart & Barker.

AG, Thu. 9/2/52, p. 3. The National Intelligencer says: “The Chesapeake and Ohio Canal is doing a fine business. The welcome and cheerful winding of the boatman’s horn is now heard with somewhat of old-time regularity. Having escaped the perils of the late heavy rains, we trust the business of the Canal this fall will in a good measure make up for the drawbacks of the past few months. We want all the supplies of all sorts that our country friends can send down.”

*Sun*, Fri. 9/3/52, p. 1. **Affairs in Allegany County.** - *Business on the Canal.* - For the week ending on 31<sup>st</sup> ultimo, 17 boats have departed with 1,562 08 tons of coal, and 50 17 of coke. For the month of August, 7,632 19 tons of coal, and 137 04 of coke have been taken down the canal. Amount of tolls paid here, \$1,988.02 - paid elsewhere, \$2,006.98. Total, \$3,995.

*Sudden Death.* - On Friday last, Wm. Morris died very suddenly in about fifteen minutes after stepping ashore from a canal boat, in which he had just arrived from the east.

*Drowned.* - On Saturday last William Meagher, a highly esteemed young man, fell from a boat into the canal near Lock No. 5, and was drowned. He leaves a mother and other kindred in this city.

DAT, Fri. 9/3/52, p. 4.

### **Affairs in Georgetown.**

Large quantities of flour continue to arrive by way of the canal. Electro

AG, Fri. 9/3/52, p. 3. **CANAL COMMERCE** – Arrived, September 2. Boats Octorrno, A. C. Green, Pacific, Thomas S. Inglehart and Hope, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Octorrno, Cumberland, by D. B. Smith & Co.

Boat Caroline B. Tisdale, Cumberland, by Borden Mining Co.

*Sun*, Sat. 9/4/52, p. 1. **Cumberland Coal** – As a new feature in the Cumberland coal trade, the Miners’ Journal states that there is now at New York a vessel from Genoa waiting for a cargo of Cumberland coal for the use of the Sardinian government.

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*Ibid*, p. 4. **District of Columbia**

**Advertisements.** - For sale or hire, the Canal Boat “John L. Pasco,” in good order, and carries 80 cords of wood. **MILTON GARRETT**, No. 99 Centre Market, outside; and at West Market.

AG, Sat. 9/4/52, p. 3. **CANAL COMMERCE** – Arrived, September 3. Boats Reindeer, A. Leiter, R. G. Violett, L. W. Baker, W. B. Clarke, Isabel and Delaware, Cumberland, coal to Cumberland Coal and Iron Co. Boat Charles Arthur, Cumberland, coal to Borden Mining Co. Boat John G. Stone, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Annawan, Cumberland, by Borden Mining Co.

Boats Thomas S. Inglehart and Pacific, Cumberland, by D. B. Smith & Co.

Boat American Flag, groceries for Williamsport, Md., from William & Charles Bayne.

DAT, Mon. 9/6/52, p. 2. *Canal Trade* – Since our last report, sixty boats have arrived. Thirty-five from Cumberland, with about 3,500 tons of coal, and the balance from different parts along the line, with flour, grain, wood, &c. About the same number have departed, with assorted cargoes of merchandise.

AG, Mon. 9/6/52, p. 3. **CANAL COMMERCE** – Arrived, September 3. Boats American Flag and Wm. J. Boothe, Cumberland, by Fowle & Co. Boats A. Leiter, James R. Annan and Robert G. Violet, plaster, for Williamsport, from R. G. Violet.

Boat George Waters, groceries for Shepherdstown, Va., from William and Charles Bayne.

AG, Tue. 9/7/52, p. 3. **CANAL COMMERCE** – Arrived, September 6. Boats Augusta and Milliard Filmore, Cumberland, coal to Fowle & Co. Boats Metacomet and Anna S. Borden, Cumberland, coal to Borden Mining Co. Departed.

Boats Southampton and Chas. Arthur, for Cumberland, by Borden Mining Co. Boat George Waters, Shepherdstown, Va., groceries, &c., from D. & S. Blacklock, and groceries from McVeigh, Harper & Chamberlain.

AG, Thu. 9/9/52, p. 3. **CANAL COMMERCE** – Arrived, September 8. Boats Massasoit and E. E. Voorhees, Cumberland, coal to Borden Mining Co. Departed.

Boat Massasoit, Cumberland, goods from G. H. Bayne, by Borden Mining Co.

Boat Baltic, groceries, &c., for Mercerville, Md., from McVeigh, Harper & Chamberlain. Boat Eagle, Hancock, Md., groceries, boots and shoes, from McVeigh, Harper & Chamberlain.

Boat Otho Baker, groceries, &c., for Old Town, from McVeigh, Harper & Chamberlain.

Boat John P. Garrett, groceries, &c., for Leesburg, Va., from McVeigh, Harper & Chamberlain.

Sun, Fri. 9/10/52, p. 4. **Affairs in Allegany County** – *The Canal* – The business of the canal has been quite lively during the past week. For the week ending at noon on Wednesday, 25 boats have departed, carrying 2,426 16 tons of coal. For the same time, 26 boats have arrived, freighted with salt, melons, fish, whiskey, guano, plaster, &c.

AG, Fri. 9/10/52, p. 3. **CANAL COMMERCE** – Arrived, September 9. Boats A. Carey and Mount Vernon, Cumberland, coal to Fowle & Co. Boats Lake Erie and Eldorado, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats A. Carey and Mount Vernon, Cumberland, by Fowle & Co.

Boat Otho Baker, Cumberland, by D. B. Smith & Co.

Boat W. Cost Johnson, Noland's Ferry, lumber by Kephart & Barker.

Sun, Sat. 9/11/52, p. 4. *Canal Arrivals*. - Boats - Old Dominion, Sarah Louisa, Massasoit, Anne Gilleece, Archibald Carey, E. E. Voorhees, Charles Perry, Anne Marion, Lake Erie, Eldorado, Mount Vernon, Osprey, Helen Bruce, William Albert, Sarah Perry, Star of Hancock, Gen. Lewis Cass, all from Cumberland, with coal. Boats - D. J. McCoy, bark; DeWitt Clinton, limestone; Caroline, flour; Gen. Washington, flour; Gen. Lewis Cass, wheat and corn; Morning Star,

limestone; Isaac Long, flour and corn; Martha Francis, limestone; Tom Charlton, flour; Thomas Jefferson, limestone; Julia Elgin, wheat; Hugh Smith, flour; Chesapeake, limestone; Gen. Taylor, wheat; Amos Young, flour; Gov. Sprigg, flour; Oregon, flour, &c.; John P. Garrett, limestone; William Jackson, limestone; Col. Crockett, bark; P. F. Thomas, wheat and tobacco; Potomac, wheat. Mercury.

AG, Sat. 9/11/52, p. 3. **CANAL COMMERCE** – Arrived, September 10. Boat Old Dominion, Cumberland, coal to Fowle & Co. Boat Helen Bruce, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Old Dominion, Cumberland, by Fowle & Co. Boats Sarah Perry and Lake Erie, Cumberland, from D. B. Smith & Co. Boat Emily Francis, groceries for Cumberland, Md., from Wm. & Chas. Bayne Boat Juno, groceries, boots, shoes, &c., for Cumberland, from McVeigh, Harper & Chamberlain.

*Sun*, Mon. 9/13/52, p. 4. On Monday evening the Washington Light Infantry, Capt. Tate, will leave here and proceed to Georgetown; they will embark in the pretty little canal steamer "President" for Harper's Ferry, enroute for Winchester, Va., where they intend to encamp for a day or two.

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Canal Arrivals - Boats Columbia, Reporter and Saloma Clarke, from Cumberland, have passed down to Alexandria.

Arrived here - Boats William Jackson, limestone; P. F. Thomas, wheat; Captain Walker, lime and limestone; J. Eichelberger, pig iron; J. P. Smart, flour; Catherine Shafer, corn; D. & H. Clagett, flour; Neptune, wheat.

A fleet of boats have left for their respective points and have carried away very large quantities of guano. Mercury.

AG, Mon. 9/13/52, p. 3. **CANAL COMMERCE** – Arrived, September 11. Boats Wm. Albert and Sarah Louisa, Cumberland, coal to Borden Mining Co. Boat Star, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats Eldorado and Helen Bruce, salt for Cumberland, from D. B. Smith & Co. Boat Wm. Albert, Cumberland, by Borden Mining Co.

DAT, Tue. 9/14/52, p. 4. **Affairs in Georgetown** – A break of considerable magnitude occurred on our canal near Edward's Ferry, on last Saturday night. The steam packet boat *President* was passing at the time, and was by the force of the water drawn into the breach, where she still lies. I am glad, however, to learn from the captain this morning, that hopes are entertained of removing her from her present ugly position without any serious injury. We are assured, by persons who were on the spot at the time, that this break is a result of pure negligence upon the part of those persons having charge of the superintendence of that portion of the line. We have more than once, of late, heard complaints from persons who are in some way interested in this work, similar to the above. We therefore hope that the present case will be thoroughly investigated by the proper authorities, and if true, that the guilty parties may be removed, so that a similar misfortune may not occur by the same means.

TR, Tue. 9/14/52, p. 3. The Washington Light Infantry, Captain Tate, were to have embarked at Georgetown, yesterday afternoon, on board the steamer *President*, for the purpose of visiting Harper's Ferry and

Winchester, Virginia, by way of the Chesapeake and Ohio Canal; but having obtained information that there was a breach in the canal, caused by the recent rains, thirty miles distant from the city, they resorted to the train of cars for their conveyance thither. Their visit will be prolonged until Friday. They were accompanied by their band of music.

AG, Tue. 9/14/52, p. 3. We regret to hear of another break in the Chesapeake and Ohio Canal, near dam No. 6, caused by the heavy rain of Saturday night last.

TR, Wed. 9/15/52, p. 3. **Canal Break** – The heavy rain of Saturday night last caused a bad break on the Chesapeake and Ohio Canal near Edward's Ferry. It occurred about the time of the downward passage of the packet *President*, which was consequently stopped and compelled to set her passengers ashore. They returned to Georgetown by the upward boat. No injury was sustained by any of the passengers, though the boat settled very deeply in consequence of the great draught of the water. From two to three weeks will be required to repair the mischief.

AG, Wed. 9/15/52, p. 3. **CANAL COMMERCE** – Arrived, September 14. Boat Reporter, Cumberland, coal to D. B. Smith & Co.

Departed.

Boat Star, Cumberland, by D. B. Smith & Co.

AG, Thu. 9/16/52, p. 3. **CANAL COMMERCE** – Departed, September 15. Boat J. A. Elgin, Old Furnace, guano by Fowle & Co.

Boat J. P. Smart, Big Spring Mills, guano by Fowle & Co., and groceries from Wm. & Chas. Bayne.

*Sun*, Fri. 9/17/52, p. 2. **The Canal and Coal Trade** – We learn from the Cumberland Telegraph that, up to noon on Wednesday, 28 boats have departed from that town, carrying 2,537.9 tons of coal, and 136.11 tons of coke. The superintendent of that portion of the canal where the break has occurred expects to be able to pass boats in eight days.

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*Ibid*, p. 4. Williamsport, Md., Sept. 14, 1852. - Having embarked on board the canal boat *Josiah H. Davis*, Capt. Owen Ardinger, on a voyage to Cumberland, and it being a slow but sure mode of traveling for the romantic youth to view the scenes of nature, I will give you a few notes of the trip.

We at last set sail and proceeded up the canal for two and a half miles, when the celebrated "High Rocks" came in view. These rocks extend along the line of the canal for two miles, their towering heights reaching far above the level of the river. Tradition says before this part of the country was settled, a white man had built his humble hut upon one of the most lofty of the rocks and lived in quiet and happy solitude. But ere long the red man became jealous of him, burnt his hut and gave him chase, until he came to a lofty rock, where he halted, looked forward, and then back upon his pursuers, when he made an awful plunge into the river, a distance of about one hundred feet, amid a shower of arrows from the Indians. He swam under the water for nearly half the width of the river, and thus made his escape.

We next came to what is called the "Indian Church," a cave in the solid rock on the Virginia shore, capable of seating one hundred persons. This cave is about five miles from Williamsport, and a place of much resort in the winter for skating parties. The mouth of the cave is 20 or 30 feet from the surface of the river, and large enough for a common sized wagon to pass through.

We will leave this place, and proceed a few miles further, until we come to "Dam

No. 5." Here the canal and river are both one for upwards of a mile, when we again leave the river, and proceed up to the Four Locks, which are within the short space of a half mile. The river at the Four Locks forms a peninsula twelve miles round, while cutting straight through is only the short distance of one mile.

Thirteen miles from Williamsport is old Fort Frederick, a stone enclosure about 20 feet high, and nearly a century old. This fort takes up nearly two acres of ground and was built to protect the whites from the Indians. It has not been occupied for years, but still stands whole and firm, with two exceptions. The gates are torn away, and one side wall has tumbled down for about twenty feet. One of the beams of the gates is still standing, and here and there a letter and figure is discernible, but time will soon deface all. If the walls of this fort could speak, what tales would they tell!

Hancock now comes in view, an ancient town in the western part of Washington county. I notice at this place a fine canal boat is being built, and when finished will be equal to any on the canal. I can't say Hancock improves much, for I believe it is what it was ten years ago. It is like a great many other towns - it will *pass*.

We leave Hancock and proceed further on, when we find ourselves among the mountains. For about 40 miles the mountains line the Potomac river on both sides, some places almost perpendicular, with but few trees and all rocks. The scenes are magnificent, and one is almost lost in thought, when he is awakened by the shrill whistle of the steam engine on the Baltimore and Ohio Railroad, which is heard almost every hour in the day, and also through the night. The railroad is visible from the canal for about 60 miles, and when you see the locomotive and trains passing along the mountains, fancy almost instinctively pictures them plunging down the steep and

rugged banks into the river. Here are three mighty works - the railroad, river, and canal; one, and the mightiest, formed by Him who gave wisdom to man to construct the other two.

Thirty-five miles from Williamsport is a house called "Braddock's House," built before the revolution. It is built of logs, (some of which are very sound yet,) three stories high, with two porticoes for the sentinels to walk upon. It has a great number of bullet holes all through it, and some bullets have been taken out of the logs within the last few years. It was built by Gen. Braddock.

We next come to the Tunnel on the canal, which, I am told, is 45,000 feet [*sic*, 3,118 feet] in length, constructed under the superintendence of C. B. Fisk, Esq. It is about 16 or 18 feet wide from the tow-path, and about 12 or 15 feet high, by guess work. A railing 5 feet high extends the entire length along the tow-path, thus hindering the horses from falling into the canal. It took an empty boat 16 minutes, and a loaded one 29 minutes, to pass through it.

The deep cut above Oldtown is a half mile long, and about 40 feet from the surface of the canal to the top of the hill. I called in the only store in Oldtown to purchase some little things, and while standing in the door, I noticed some young ladies, and handsome ones, too, on the opposite side of the street, hard at work with the needle, and others at the wash tub. I thought to myself if a man gets such a woman as these for a wife, he might well be proud of her. There is nothing like industry in either man or woman.

We left Oldtown and proceeded to Cumberland, where we arrived about 4 o'clock in the afternoon, taking us three days to go from Williamsport to Cumberland, a distance of 84 miles. Cumberland is rather dull at this season of the year. The Baltimore and Ohio Railroad Company have put up some very fine workshops at the depot,

within the last year, which adds greatly to the appearance of that part of the town. I also see a new street has been laid out and nearly built up with handsome buildings within the last eighteen or twenty months. I next crossed the viaduct, which is now completed, allowing burthen and passenger cars to pass over it without any danger, at the rate of six or eight miles an hour. It is a noble structure and does great credit to the engineers of the Baltimore and Ohio Railroad. The railroad wharf along the Potomac river is long, and well adapted to loading canal boats, but complaints are made by the boatmen that they cannot get their loading soon enough; but that is owing to the small number of cars now finished. The Episcopalian Church on the west side of Wills' creek is a grand edifice, built of yellow stone taken from a quarry in the neighborhood of the town, with a steeple towering one hundred and sixty-five feet from the surface of the ground. It was finished within the last year. Another fine edifice, built within the last year, is a Catholic schoolhouse, situated on Centre street.

After staying in Cumberland some time, we turned our course homewards, to the good old town of Williamsport, where we arrived in a few days. S. H. H.

Williamsport, Md., Sept. 15, 1852. - Another breach has occurred in the Chesapeake and Ohio canal, on the nine-mile level, which is said to be 360 feet in length. Navigation will be suspended for some time, as this break is in a very dangerous place, the greater part of it being sloped wall. The captain of a canal boat told me that the steamer "President" was at the break with her bow stuck in the mud, while her stern was raised from the ground two or three feet. I did not hear how much she was damaged. The cause of the accident was that it being a very foggy night when she came along, so that they could not see far ahead, she ran into the break and stuck fast.

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Messrs. A. K. Stake & Co. will launch on Saturday evening next another fine canal boat. She is 90 feet in length, 14½ feet in width, and will be capable of carrying from 125 to 130 tons in 4½ feet of water. Mr. Stake is an old and experienced boat builder, having built some of the finest boats on the canal.

We have had three hours of pretty good rain today, which has saturated the earth to a considerable depth, and fears are entertained of more damage to the canal.

Saturn.

AG, Fri. 9/17/52, p. 3. **CANAL COMMERCE** – Arrived, September 16. Boat Neptune, Goose Creek, wheat to James Irwin & Co.

DAT, Sat. 9/18/52, p. 2.

#### **Affairs in Georgetown.**

It is expected that the break on the canal will be sufficiently repaired for navigation to be resumed by the last of the ensuing week.

The supply of wood and coal in our town is much shorter than usual at this season of the year, and but little of the former coming into market. Electro

Sun, Tue. 9/21/52, p. 4. Williamsport, Md., Sept. 20, 1852. – Mr. A. K. Stake successfully launched the beautiful canal boat on Saturday last, named "Margaret V. Hill," after the lady of the purchaser, John A. Hill. She is designed expressly for the coal trade and will carry one hundred and thirty tons burthen on 4½ feet water. She is decidedly handsome and substantial boat and reflects great credit upon the builder.

The canal breach at Edward's Ferry will be repaired by next Saturday, the 25<sup>th</sup> inst., so says Mr. Fisk, chief superintendent of the canal.

AG, Tue. 9/21/52, p. 3. It is expected that the breach in the Chesapeake and Ohio Canal, will be repaired in a few days. In the meantime, boats are passing up and down, in the river, outside of the break.

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**CANAL COMMERCE** – Departed.  
Boat Neptune, Goose Creek, lumber from Kephart & Barker, and guano from Fowle & Co., and S. S. Masters & Son.  
Boat Gen. Lewis Cass, Big Spring Mills, guano from S. S. Masters & Son.

*Sun*, Fri. 9/24/52, p. 1. **Affairs in Allegany County** – We copy the following items from the Cumberland Telegraph: - *Coal Trade on the Canal* – The coal trade has been slack during the past week, in consequence of the break near Edward's Ferry, but as boats can pass by Saturday next, no further interruption in the trade on the canal, it is hoped, will occur until winter shall lock it up. Up to Wednesday noon, 17 boats have departed, carrying 1,476 17 tons of coal, and 146 17 tons of coke.

DAT, Sat. 9/25/52, p. 2.

**Affairs in Georgetown.**

About our wharves this morning all is life and activity. Business of every kind is unusually brisk. The number of large vessels receiving and discharging cargoes is much greater than usual. No one is idle, from the merchant to the stevedore and drayman, and we doubt not that this prosperity will be greatly increased about the middle of the ensuing week, when navigation upon our canal will be resumed, and the rich products of the fields and mines of Maryland and Virginia begin to pour down it into our market. Electro

GA, Sat. 9/25/52, p. 2. **Local Matters**  
The break in the Chesapeake and Ohio Canal, near Edward's Ferry, will be repaired

so as to allow the passage of boats by Saturday, (today.)

*Sun*, Wed. 9/29/52, p. 4. *Georgetown, D. C., Tuesday Afternoon* – A gentleman who arrived here last evening from Martinsburg, counted seventy boats, heavily laden, on their passage down the canal. These were in addition to a fleet detained at the break.

Last night our town was quite lively. The packet boat brought down a number of passengers from Harper's Ferry.

TR, Wed. 9/29/52, p. 3. **The Chesapeake and Ohio Canal** is now sufficiently repaired to enable the packets to commence running, and between now and the close of this week it is anticipated there will be arrivals of a large number of freight boats, with coal, flour, and other productions of the upper country.

AG, Wed. 9/29/52, p. 3. A contract has been entered into between the Goose Creek Navigation Company and Mr. J. Roach, by which operations on the Creek are to be resumed, and the work completed.  
[Transcriber's Note: Goose Creek is in Virginia and is opposite Lock 25 and Edward's Ferry. Boats coming from Virginia enter the Canal via a two-step river lock, the only one of its kind on the Canal.]

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The breach in the Chesapeake and Ohio Canal has been repaired, and navigation resumed.

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**CANAL COMMERCE** – Arrived Sept. 29  
Boats Isaac Motter, Josiah H. Davis, Sarah Jane, Charles Williams, A. W. Eastlack, G. W. Grove and Augusta, Cumberland, coal to Fowle & Co.  
Boats Mountaineer, Good Intent, Otho Baker, Lake Erie and Thomas S. Inglehart, Cumberland, coal to D. B. Smith & Co.



Boats Reindeer, R. G. Violet, J. T. Annawan and Abraham Leiter, Cumberland, coal to Cumberland Coal and Iron Co., and flour to R. G. Violet.

Boats Canonicus, Caroline B. Tisdale, Annawan, Charles Arthur, Southampton, Metacomet, Massasoit, Ella E. Voorhees and Anne Gilleece, Cumberland, coal to Borden Mining Co.

Departed.

Boat Reindeer, Cumberland, by Cumberland Coal and Iron Co.

*Sun*, Fri. 10/1/52, p. 1. **Affairs in Allegany County.** - We learn from the Cumberland (Md.) Telegraph:

*The Canal.* - Navigation upon the Chesapeake and Ohio Canal was resumed throughout its entire length on Monday last. On Wednesday noon, 17 boats had departed freighted with 1,409 14 tons of coal and 106 17 tons of coke.

*Sun*, Sat. 10/2/52, p. 1. **Affairs in Allegany County.** - We learn from the Miners' Journal the following item:

*Resignation of C. B. Fisk, Esq.* - This gentleman, for a long time the Chief Engineer of the Chesapeake and Ohio Canal, has resigned his office. Having been appointed by the Government one of a board to survey the route and report upon the cost of an additional canal around the Falls of the Ohio, he has gone to Louisville to meet his associates, Col. Long and Col. Turnbull, with the view of discharging the duties of the commission. It is supposed Mr. Fisk's successor was appointed at the meeting of the canal board on Thursday.

*The Canal* - This important work is once more in navigable condition throughout its entire length. If there are no further interruptions, a large amount of coal may still be sent forward during the present season.

*Steam Tugs* - Captain G. Parker, who visited us last year with his steam tug

*Virginia*, is about to bring two vessels of the same kind up the canal, for the purpose of towing the coal boats of the Cumberland Coal and Iron Company to market.

*The Coal Trade* - During the week ending the 18th ultimo, there were transported from the Cumberland Coal and Iron Company, 2,788 tons of coal.

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*Ibid*, p. 2. Mr. Elgin, superintendent of the Harper's Ferry division of the Chesapeake and Ohio Canal, it is said, has been removed.

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*Ibid*, p. 4. *Georgetown, D.C., Friday Afternoon.* - The canal boat Rough & Ready, from Berlin, loaded with a cargo of flour, corn and wheat, sunk yesterday a few miles above Georgetown, and it became necessary to draw off the water to save even a part of her cargo. The damaged boat arrived here this morning. The water is being let in, and the boats will this evening and tonight line our shores and enliven our whole town.

AG, Mon. 10/4/52, p. 3. **CANAL COMMERCE** - Arrived, October 2.  
Boat Mount Vernon, Cumberland, coal to Fowle & Co.  
Boat Isabella, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats Good Intent, Lake Erie, Mountaineer, salt, &c. from D. B. Smith & Co., and groceries for Clear Spring, Md., from Wm. & Charles Bayne, and groceries for Old Town, Md., from McVeigh, Harper & Chamberlain.  
Boats Essex and Jack Charles, groceries for Castleman's Ferry and Four Locks, from William & Charles Bayne, and groceries for Harper's Ferry, from McVeigh, Harper & Chamberlain.

Boat D. J. McCoy, groceries, boots, shoes, &c., for Hancock, Md., and Warfordsburg, Pa., from McVeigh, Harper & Chamberlain, and queensware from R. H. Miller, dry goods

from Bryan, Adams & Co., and hardware from English, Castleman & Co. Boat Union, groceries, &c., for Clear Spring, Md., from McVeigh, Harper & Chamberlain. Boats Annawan, Southampton and Charles Arthur, Cumberland, by Borden Mining Co. Boats Augusta, A. W. Eastlack and G. W. Grove, Cumberland, by Fowle & Co.

*Sun*, Tue. 10/5/52, p. 2. **Thomas L. Patterson, Esq.**, of Cumberland, Md., it is said, will probably be appointed Chief Engineer of the Chesapeake and Ohio Canal, vice C. B. Fisk, Esq., resigned. Mr. Patterson has been one of Mr. Fisk's assistants for the last 12 years.

AG, Tue. 10/5/52, p. 2. The long employed and truly estimable Chief Engineer of the Chesapeake and Ohio Canal, Charles B. Fisk, esq., having resigned and accepted another appointment, we learn that the vacancy is likely to be filled by Thomas L. Patterson, esq., of Cumberland, who for about twelve years has been engaged as an assistant to Mr. Fisk in engineering operations. Mr. Elgin, superintendent of the Harper's Ferry division of the Chesapeake and Ohio Canal, it is said, has been removed.

*Sun*, Thu. 10/7/52, p. 1. **Fatal Accident**

On Monday evening, as the canal steamer "President" was on her way to Harper's Ferry, and when about six miles above Georgetown, D. C., one of the passengers, a young man named Shackleford, fell overboard, and before any assistance could reach him he was drowned. The body was recovered and brought back next morning. Coroner W. R. Woodward held an inquest over him. Verdict - accidental drowning.

*Sun*, Fri. 10/8/52, p. 1. **Affairs in Allegany County.** - We learn from the Cumberland Telegraph:

*Successor to Mr. Fisk.* - Thos. L.

Patterson, Esq., of this city, has received the appointment of chief engineer of the Chesapeake and Ohio Canal vice C. B. Fisk, resigned. Mr. Patterson has been one of Mr. Fisk's assistants for many years and is well qualified in every respect to fill the station.

*Coal Trade on the Canal.* - For the week ending the 6<sup>th</sup> inst., 18 boats have departed with 1,671 06 tons of coal, and 72 04 tons of coke. The receipts for the month of September at this place, were \$2,111.87; elsewhere, \$2,571.62 - total \$4,683.39.

*Treasurer of the Canal.* - Jonathan Guest, Esq., of this city, has been appointed treasurer of the Chesapeake and Ohio Canal Company, vice L. J. Brengle, resigned.

*Steam Tug Boats.* - The steamers *Virginia*, Capt. Noah Wilson, and *J. Hinds*, Capt. John C. Dowling, arrived here on Friday afternoon last. We understand that they are engaged by the Cumberland Coal and Iron Company to tow boats down the canal to Alexandria.

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*Ibid*, p. 4. The Chesapeake and Ohio Canal is in fine navigable order its entire length. There was a small leak occurred two miles above this place, on Saturday last, but that is mended, and loaded boats can now pass. Some twenty boats passed this place last night and this morning for Cumberland, and a number were on their way down.

Saturn.

*Sun*, Sat. 10/9/52, p. 1. **Steam Tugs** - The Cumberland Journal states that Captain G. Parker has started his two steam tugs, *Virginia* and *J. Hinds*, down the Canal, each having in tow six canal boats, loaded with an average of 100 tons apiece of the coal of the Cumberland Coal and Iron Company. Six others will be dispatched in a few days.

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Mr. O'Neil, of Rockville, Md., has been appointed superintendent of the lower

division of the Chesapeake and Ohio Canal, in the place of Mr. Elgin, removed.

DAT, Sat. 10/9/52, p. 2.

**Affairs in Georgetown.**

The packet boats *Belle* and *Fashion*, left this morning for the Great Falls, well freighted with ladies, gentlemen and juveniles of both sexes, on a pleasure excursion. The excursion is given by the Sabbath School of Christ Church.

DNI, Sat. 10/9/52, p. 8. The Cumberland Journal has the following items:

**Resignation of C. B. Fisk.** - This gentleman, for a long time Chief Engineer of the Chesapeake and Ohio Canal, has resigned his office. Having been appointed by the Government one of a Board to survey the route and report on the cost of an additional canal around the falls of the Ohio, he has gone to Louisville to meet his associates, Col. Long and Col. Turnbull, with a view of discharging the duties of the commission.

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**The Chesapeake and Ohio Canal** is now doing a fair business. Bating a rumor of a recent break somewhere in the neighborhood of Williamsport, we believe the canal is sound throughout the line. The long-employed and truly-estimable Chief Engineer, **Charles B. Fisk, Esq.**, having resigned and accepted another appointment, we learn that the vacancy is likely to be filled by **Thomas L. Patterson, Esq.**, of Cumberland, who for about twelve years has been engaged as an assistant to Mr. Fisk in engineering operations.

AG, Sat. 10/9/52, p. 3. **Chesapeake and Ohio Canal.** - Jonathan Guest, esq., of Cumberland, has been appointed Treasurer of the Chesapeake and Ohio Canal Company, vice L. J. Brengle, resigned.

Thomas L. Patterson, esq., of Cumberland, has been appointed chief

engineer of the Chesapeake and Ohio Canal, vice Fisk, resigned.

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*Coal Trade on the Canal* - For the week ending the 6<sup>th</sup> inst., 18 boats have departed with 1,671 06 tons of coal, and 72 04 tons of coke.

AG, Mon. 10/11/52, p. 4. **CANAL**

**COMMERCE** - Departed, October 9.

Boat Youghioghney, Cumberland, salt by Howard & Poor.

Boat Mount Vernon, Cumberland, by Fowle & Co.

Boat Ida, Harper's Ferry, lumber by Waters & Zimmerman.

DAT, Tue. 10/12/52, p. 2.

**Affairs in Georgetown.**

Cumberland coal, by the cargo, costs from \$3.50 to \$3.62 per ton - the run of the mine. After landing at our wharves it is screened, and thus it is about equally divided into lump and blacksmiths' coal. The former commands \$5, and the latter \$3 per ton; and upon paying the expenses of screening and hauling the coal scarcely renders a profit at those prices. Such are the facts obtained from a gentleman intimately acquainted with this subject. - *Republic*.

AG, Tue. 10/12/52, p. 2. Chesapeake and Ohio Canal is now unobstructed throughout its entire length, and business on it is brisk and good. We hear that the intelligent and efficient Collector and Engineer's assistant, Mr. O'Brien, of Georgetown, having resigned his post under the company, to take effect on the 15<sup>th</sup> instant, a gentleman named Mathews, of Montgomery county, Md., has been appointed in his place.

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*Ibid*, p. 3. **CANAL COMMERCE** - Departed, October 11.

Boat Gen. Washington, for Goose Creek, lumber from Kephart & Barker, and

groceries from Wm. Bayne, for Leesburg, Mt. Gilead and Hugessville, Va.  
Boat Hugh Smith, groceries for Harper's Ferry, from Fleming & Douglass.

AG, Wed. 10/13/52, p. 3. **CANAL COMMERCE** – Arrived, October 12.  
Boat American Flag, Cumberland, coal to Fowle & Co.

Deparied.

Boat American Flag, Cumberland, by Fowle & Co.

AG, Thu. 10/14/52, p. 3. **CANAL COMMERCE** – Arrived, October 13.  
Boat Wm. J. Boothe, Cumberland, coal to Fowle & Co.  
Boat Neptune, Goose Creek, 325 bbls. flour to D. F. Hooe, 150 bbls. flour to T. M. McCormick & Co., 180 bbls. flour to P. H. Hooff and 74 bbls. flour to R. G. Violet.  
Boat Star, Goose Creek, wheat to Cazenove & Co.

Deparied.

Boat Wm. J. Boothe, Cumberland, by Fowle & Co.

Boats Ohio and Gen. Taylor, Leesburg, lumber and shingles from Waters & Zimmerman.

Boat Gibson, Harper's Ferry, plaster by Cazenove & Co.

Boat Belle, groceries, shoes, &c., for Harper's Ferry and Shepherdstown, Va. from McVeigh, Harper & Chamberlain.

Boat John P. Smart, groceries, shoes, &c., for Leesburg, Mount Gilead and Bunker Hill, Loudoun County, Va., from McVeigh, Harper & Chamberlain.

DAT, Fri. 10/15/52, p. 2.

#### **Affairs in Georgetown.**

Several boats have arrived this morning and yesterday afternoon, with large quantities of wheat, but owing to the inclemency of the weather, no sales have taken place.

Electro

Sun, Sat. 10/16/52, p. 4. Williamsport, Md., [Wed.] Oct. 13, 1852 - The business upon the canal has not been more cheering and lively for a considerable period than it is at present. The steam tug "Jacob Hinds" came on Monday night [10/11], with the coal boats Freeman Rawdon, David Shriver, H. H. Casey, Mary R. Zimmerman, Anna Woodward and Josephine Seaton in tow. When about a half mile above this place all the boats had their [lights] fixed on their bows which made the scene beautiful indeed. On Tuesday morning [10/12], they passed through the lock, and when everything was clear, they wound their way towards the broad waters of the Chesapeake Bay, but with very slow speed. The steamer "Virginia" passed this place on Sunday morning with several boats in tow.

The exports in flour and other produce are still increasing. Something like 4,962 barrels of flour left this place during the last week, for Georgetown. More warehouses are being built for the purpose of stowing away flour; while the boats are always kept busy in taking it to market. In fact, since the canal is in fine navigable order, everything is pretty brisk.

DAT, Sat. 10/16/52, p. 2.

#### **Affairs in Georgetown.**

Owing to a slight interruption to the navigation upon our canal, the amount of trade this week has not been as large as usual. Sixty boats in all have arrived, twenty-three of them from Cumberland, with 25,000 tons of coal. The remainder from different points with flour, wood, grain, &c. The steam tug-boats *Virginia* and *Jacob Hinds* are hourly expected, with six other coal boats, each of which will make in the aggregate about 3,700 tons of coal. [Transcriber's Note: The above mentions of 25,000 and 3,700 tons of coal are not believable in that canal boats typically

carried 110 tons of coal.  $25,000/23 = 1,086$  tons, not believable.  $3,700/14 = 264$  tons, not believable.]

During the week, about 12,000 bushels of wheat have arrived by canal.

AG, Sat. 10/16/52, p. 3. **Coal Trade on the Canal.** – The coal trade on the Chesapeake and Ohio Canal has been quite brisk for the week ending Wednesday noon, during which time 24 boats have departed, loaded with 2,243 01 tons of coal and 77 06 tons of coke.

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**CANAL COMMERCE** – Arrived, Oct. 15.  
Boat Old Dominion, Cumberland, coal to Fowle & Co.

Departed.

Boat Old Dominion, Cumberland, by Fowle & Co.

AG, Mon. 10/18/52, p. 3. **CANAL COMMERCE** – Arrived, October 16.  
Boat Gen. Lewis Cass, Goose Creek, corn to James Irwin & Co.  
Boats J. H. Davis and Isaac Motter, Cumberland, coal to Fowle & Co.

Departed.

Boat J. H. Davis, Cumberland, by Fowle & Co.

Boats Louise and Gen. Lewis Cass, groceries for Cumberland and Leesburg, from W. & C. Bayne, and hardware from English, Castleman & Co., groceries, boots, shoes, &c., for Broad Run, from McVeigh, Harper & Chamberlain.

Boat James Terrell, groceries, &c., for Keedysville and Old Town, Md., from McVeigh, Harper & Chamberlain.

*Sun, Tue. 10/19/52, p. 4. Georgetown, D.C., Monday Afternoon.* - The canal was quite brisk today; the fleet of boats from Cumberland, with coal, in tow of the steamer *Virginia*, arrived and proceeded to Alexandria.

*Sun, Wed. 10/20/52, Alexandria, Va., Tuesday afternoon.* - Phineas Janney, Esq., another of our oldest and most influential merchants, died yesterday afternoon [10/18] at the advanced age of 75 years. Mr. J. has long been a valuable member of this community and filled several offices of high trust with zeal and fidelity.

AG, Wed. 10/20/52, p. 3. **CANAL COMMERCE** – Arrived, October 19.  
Boats Southampton, Canonicus and Charles Arthur, Cumberland, coal to Borden Mining Co.  
Boat Good Intent, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats Sarah Jane and Inno, Cumberland, by D. B. Smith & Co.

Boats Annawan and Southampton, Cumberland, by Borden Mining Co.  
Boat Ohio, groceries, &c., from McVeigh, Harper & Chamberlain, for Williamsport and Hancock, Md.

AG, Thu. 10/21/52, p. 3. **CANAL COMMERCE** – Arrived, October 20.  
Boat George Waters, Cumberland, coal to Fowle & Co.  
Boats Metacomet and E. E. Voorhees, Cumberland, coal to Borden Mining Co.  
Departed.

Boats Canonicus, Charles Arthur and Metacomet, Cumberland, by Borden Mining Co.  
Boat George Waters, Cumberland, by Fowle & Co.

*Sun, Fri. 10/22/52, p. 1. Maryland Coal Trade* – For the week ending Wednesday, noon, 27 boats departed from Cumberland, with 2,607 tons of coal.

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*Ibid, p. 4. Georgetown, D.C., Thursday Afternoon.* - Two hundred and sixty-four canal boats are now registered in

this town - many of them for the conveyance of coal between Cumberland and here.

**Sailed**, the steam-tug *Jacob Hinds*, and boat *Juno*, for Cumberland.

Our canal arrivals average ten boats each day. Mercury.

*Sun*, Mon. 10/25/52, p. 4. *Georgetown, D. C., Sunday Afternoon*. - Our canal arrivals continue to average ten each day - about half of which are from Cumberland, with coal for Alexandria.

Upwards of 30,000 bushels of wheat have, during the week, reached this market, by canal.

*Alexandria, Va., Sunday Afternoon*, - The past week has witnessed great activity at our coal wharves; a large number of vessels have been loaded and dispatched.

Mercury.

DNI, Mon. 10/25/52, p. 3. **By BARNARD & BUCKEY, Georgetown. CANAL BOATS AT AUCTION** – Will be sold at public auction, at Georgetown, on Saturday, November 6<sup>th</sup>, at 12½ o'clock P. M., at the Canal Basin, the four below named Canal Boats, to wit: "Mountain Ranger," "Eckhart," "E. J. Neal" and "W. T. Hamilton."

These boats are two years old, and were built for the coal trade; they are but little worn. Sale positive.

Terms: One-third of the purchase money will be required in cash, the balance in two equal payments at six and twelve months from day of sale; to be secured by notes, with approved security, bearing interest; of the whole of the purchase money may be paid in cash, at the option of the purchaser. BARNARD & BUCKEY

Auctioneers.

[Transcriber's Note: The above ad was first run on Oct. 25, 1852 and again on Oct. 29, Nov. 3 and Nov. 6, at least.]

AG, Sat. 11/27/52, p. 4. **CANAL COMMERCE** – Arrived, November 26. Boats Old Dominion, J. H. Davis and W. J. Boothe, Cumberland, coal to Fowle & Co.

Departed.

Boats Wm. Fowle and Isaac Motter, Cumberland, by Fowle & Co.

Boat Helen Bruce, Cumberland, by Borden Mining Co.

Boat Gen. Washington, Goose Creek, lumber from Kephart & Barker.

*Sun*, Fri. 10/29/52, p. 4. **Cumberland Coal Trade** – We learn from the Cumberland Telegraph that the coal trade has been very brisk for the week ending Wednesday, noon, during which time 30 boats have departed for the East, loaded with 2,715 17 tons of coal, and 149 12 tons of coke.

TR, Fri. 10/29/52, p. 3. **The Canal**. - We learn that business on the Chesapeake and Ohio Canal continues brisk, and that from twelve to twenty boats heavily laden with flour, coal, wheat, and other products, arrive daily at Georgetown, and an equal number on an average leave with assorted cargoes of merchandise for the up-country.

AG, Mon. 11/29/52, p. 3. **CANAL COMMERCE** – Departed, Nov. 27.

Boats Old Dominion and J. H. Davis, Cumberland, by Fowle & Co.

Boat Ida, Harper's Ferry, plaster, laths, &c. by Fowle & Co.

Boat James Terrell, groceries, &c., for Old Town, Md., from McVeigh, Harper & Chamberlain.

Boat Gen. Washington, groceries, shoes, boots, &c., for Leesburg, Va., from McVeigh, Harper & Chamberlain.

Boat Josiah H. Davis, groceries, shoes, &c., for Shepherdstown, Va., and Old Town, Md., from McVeigh, Harper & Chamberlain.

Boat Neptune, Goose Creek, lumber from Kephart & Barker.

*Sun*, Sat. 10/30/52, p. 2. **The Canal.** - The Washington Republic states that business on the Chesapeake and Ohio Canal continues brisk, and that from twelve to twenty boats heavily laden with flour, coal, wheat and other products, arrive daily at Georgetown, and an equal number, on an average, leave with assorted cargoes of merchandise for the up-country.

AG, Sat. 10/30/52, p. 3. **CANAL COMMERCE** – Departed.

Boat Gen. Washington, groceries from McVeigh, Harper & Chamberlain, and queensware from R. H. Miller, for Purcell's store and Bunker Hill, Loudoun Co., Va., hardware from English, Castleman & Co. Boat Augusta, groceries, &c., from McVeigh, Harper & Chamberlain, and hardware from English, Castleman & Co., for Hancock, Md., and for Cumberland, by Fowle & Co., and groceries from Wm. & Chas. Bayne, for Winchester, Va., and Williamsport, Md.

Boat Gen. Harrison, groceries from Wm. & Chas. Bayne, for Leesburg, Belmont and Mount Gilead.

DAT, Tue. 11/2/52, p. 2.

**Affairs in Georgetown.**

At no period in our recollection has our prospects as a people been so cheering as they are at the present time. With our canal in excellent navigable order to Cumberland; the prospect of a largely increased amount of trade from this source (with proper care upon the part of those who have the management of it); the great increase in the number of our heavy wholesale dealers in flour, grain and other produce, and consequently the increase in capital, with increased bank facilities; our river (except the fragments of the Long Bridge) in good navigable order; and a largely increased number of vessels, packets and others trading to our wharves; and last,

but not least, the Union, the only large hotel in our town, fitted up and furnished in a manner superior to what it ever was before, all conspire to satisfy the most skeptical that there is setting in upon us a tide or prosperity, which, if taken at the flood, will lead to certain wealth. Electro

AG, Tue. 11/2/52, p. 3. **CANAL COMMERCE** – Arrived, November 1. Boats Anne Gilleece, Reporter and James Terrell, Cumberland, coal to D. B. Smith & Co.

Boats Ann Caroline and Wm. J. Boothe, Cumberland, coal to Fowle & Co.

Boats Sarah Louisa, Annawan and Helen Bruce, Cumberland, coal to Borden Mining Co.

Departed.

Boat Sarah Louisa, Cumberland, by Borden Mining Co.

Boat Hope, Cumberland, by D. B. Smith & Co.

AG, Wed. 11/3/52, p. 3. **CANAL COMMERCE** – Departed.

Boats Mountaineer, John G. Stone and Anne Gilleece, Cumberland, salt and molasses by D. B. Smith & Co.

Boat J. F. Wheatley, Harper's Ferry, groceries, &c., for Charlestown, Va., from McVeigh, Harper & Chamberlain.

AG, Thu. 11/4/52, p. 3. **LOCAL ITEMS**

The national Intelligencer says: "The Chesapeake and Ohio Canal is doing an excellent business. In fact, we never remember to have seen more liveliness than is now manifest upon its bosom. All sorts of produce are sent down, and a good deal of passenger transportation both ways is done. The towns of Georgetown and Alexandria are kept brisk and busy by the trade thus afforded."

*Sun*, Sat. 11/6/52, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland Telegraph:

*The Coal Trade.* - The coal trade on the Chesapeake and Ohio canal for the week ending Wednesday noon, is very encouraging - 43 boats having departed laden with 3,582 07 tons of coal, and 152 05 tons of coke. The total tonnage for the month of September was 12,182 19 of coal, and 517 13 of coke. The total receipts for the same period was \$7,217.41.

AG, Sat. 11/6/52, p. 3. **LOCAL ITEMS**  
The income of the Alexandria Canal, rents, wharfages and tolls, for the last three months, August, September and October, has been about two thousand dollars. Part of this time, the navigation was obstructed by a break in the Chesapeake and Ohio Canal. The result is encouraging.

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**CANAL COMMERCE** – Arrived, Nov. 5.  
Boats Mount Vernon, Old Dominion and Cumberland, Cumberland, coal to Fowle & Co.

Boats Sarah Jane and Ellen Bell,  
Cumberland, coal to D. B. Smith & Co.  
Departed.

Boat Octorrno, Cumberland, from D. B. Smith & Co.

*Sun*, Mon. 11/8/52, p. 2. **Cumberland Coal Trade** – Mr. H. Mali, president of the New York, Baltimore and Alexandria steamship company, has contracted with Mr. Loper, of Philadelphia, for the construction of ten propellers, of 500 tons register each, to form a daily line between New York, Baltimore and Alexandria. They are to be used in the transportation of coal to New York, now in great demand for ocean steamships and for bringing to Baltimore freight intended for the west to go over the Baltimore and Ohio railroad.

*Ibid*, p. 4. *Georgetown, D.C., Saturday Night.* - Two canal boats sold today at auction - one for \$500, and the other for \$550.

The receipts of our Alexandria canal, for the last quarter of the year, although greatly interrupted a good part of the time, amounted to about \$2,000.

We have nearly again cleared our wharves of shipping. The trade of our town continues active - health good, and everybody in fine spirits. Mercury.

DNI, Mon. 11/8/52, p. 3. **Boat Sales** – Four canal boats, formerly belonging to the Maryland Mining Company, were advertised for sale on Saturday in Georgetown; two, however, were withdrawn. The two sold were purchased by Messrs. Charlton and Emery at about \$500 each. Gloomy as the prospects of the canal were some months since, it cannot be denied that the vigorous business done on it during the current fall has lent much new hope of its renewed prosperity. It will rejoice us to witness it.

AG, Mon. 11/8/52, p. 2. **Coal Trade for October** – During the month of October there were shipped to market by the Chesapeake and Ohio Canal, 12,182 19 tons of coal and 517 13 tons of coke. The amount of tolls collected at Cumberland during the month was \$3,766.51 on ascending and descending freight – chiefly coal. The amount collected at Georgetown, Williamsport and elsewhere, was \$3,266.61 on descending freight, also chiefly coal. Total amount collected \$7,033.12. – *Cum. Journal.*

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There are now registered at the port of Georgetown, as running on the Chesapeake and Ohio Canal, two hundred and sixty-four Canal boats. A large proportion of them are engaged in the transportation of coal from the



Allegany mines to market. The number ought to be nearer two thousand.

AG, Tue. 11/9/52, p. 2. The Chesapeake and Ohio Canal during the past week has not been so busy as previously. This was owing to the Presidential election, which detained the boatmen at home. The coming week, should the heavy rains of Saturday not have worked the canal any damage, will teem with arrivals of valuable cargoes.

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**CANAL COMMERCE** – Arrived, Nov. 8. Boats Annawan, Columbia, Wm. P. Lynch, Violet, Delaware, Louisa, Massasoit and Charles Perry, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Charles Williams, George Waters and American Flag, Cumberland, coal to Fowle & Co.

Boats Pioneer and Good Intent, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats Sarah Jane and Joseph Eichelberger, Cumberland, from D. B. Smith & Co., and groceries for Williamsport, from T. M. McCormick & Co.

AG, Thu. 11/11/52, p. 3. **LOCAL ITEMS**  
We understand that William Fowle, esq., of this place, has been elected a Director of the Chesapeake and Ohio Canal Company, in place of Phineas Janney, esq., deceased.

*Sun*, Fri. 11/12/52, p. 2. **Maryland Coal Trade** – We learn from the Cumberland Telegraph that the canal continues in navigable order, and for the week ending Wednesday noon, 31 boats, laden with 3,067 tons of coal and 73 7/20 tons of coke, departed from that place for the east.

AG, Fri. 11/12/52, p. 3. **CANAL COMMERCE** – Arrived. November 11.

Boats Emily Francis, A. S. Borden, William Albert and C. B. Tisdale, Cumberland, coal to Borden Mining Co.

Departed.

Boats Metacommet, Emily Francis and A. S. Borden, Cumberland, by Borden Mining Co. Boats Wm. Albert and Caroline Landsdale, plaster, fish and salt, for Cumberland, by J. McCormick, Jr.

*Sun*, Sat. 11/13/52, p. 2. **Schooners and Scows.** - The Miners' Journal states that the Cumberland (Md.) Coal and Iron Company are now building fifteen schooners, of 400 tons each, to transport their coal to the New York market by sea; also, forty scows, of 200 tons each, to navigate the Chesapeake and Delaware and Raritan canals, by means of steam tugs, for the same purpose. They contemplate a business next season of not less than 600,000 tons.

DAT, Sat. 11/13/52, p. 4.

#### **Affairs in Georgetown.**

Business upon the canal this week has been quite brisk, seventy boats in all have arrived, twenty-five of them from Cumberland, with 2,000 tons of coal and the remainder from different parts with wood, flour, grain, &c.

The tolls received at the office in Georgetown from the canal for the month of October will amount to \$12,000. Electro

AG, Sat. 11/13/52, p. 3. **CANAL COMMERCE** – Arrived, November 12. Boats G. W. Grove, W. J. Boothe and Thomas Silver, Cumberland, coal to Fowle & Co.

Departed.

Boats W. J. Boothe and G. W. Grove, Cumberland, by Fowle & Co. Boat Caroline B. Tisdale, groceries, Cumberland, by Wm. & Chas. Bayne.

TR, Mon. 11/15/52, p. 4. **The Chesapeake and Ohio Canal** imparts much life and prosperity to the business operations of our neighbor Georgetown. About seventy boats arrived there last week, twenty-five of them bringing two thousand tons of coal from Cumberland, and the remainder (from various points on the line of the canal) flour, grain, wood and other merchandise. The inspection of flour last week amounted to twelve thousand barrels, and the tolls received at the Georgetown office on canal account during the month of October are upwards of that many dollars.

AG, Mon. 11/15/52, p. 3. **CANAL COMMERCE** – Departed.  
Boat Thomas Silver, Cumberland, by Fowle & Co.

AG, Tue. 11/16/52, p. 3. **Chesapeake and Ohio Canal.** – The Chesapeake and Ohio Canal continues to do a fair business. During the month of October there passed the Collector's office at Georgetown 16,620 barrels of flour; 22,560 bushels of wheat; 5,520 bushels of corn; 120 barrels of whiskey; 10,500 bushels of mill offal; 175 tons of pig iron; 250 perches (tons) of building stone; 63 tons lime and cement; 1,169 perches (tons) of limestone; 3,356 tons of coal; and 541 cords of wood.

Within the same month the two principal articles of the ascending trade, viz: salt and plaster, were of the former 1,640 sacks; of the latter 472 tons. Steam passenger boats continue to run daily at regular hours. – *Nat. Int.*

AG, Wed. 11/17/52, p. 3. The Loudon County Court has recommended that a lift lock be made in the Chesapeake and Ohio Canal, at Berlin.

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**CANAL COMMERCE** – Departed Nov. 16

Boats A. Carey and Canonicus, Cumberland, by Fowle & Co.

AG, Thu. 11/18/52, p. 3. **CANAL COMMERCE** – Arrived, November 17.  
Boat Cumberland, Cumberland, coal to Fowle & Co.

Departed.  
Boats Elizabeth and Cumberland, Cumberland, by Fowle & Co.

*Sun*, Fri. 11/19/52, p. 1. **Affairs in Allegany County.** - We select the following item from the Cumberland Telegraph:

*Maryland Coal Trade.* - The Chesapeake and Ohio Canal has never been in better navigable order than at present. We learn that the company do not intend drawing off the water this winter, presuming that the bank of the canal will be benefited thereby. For the week ending Wednesday noon 31 boats have departed for the east, laden with 2,978 09 tons of coal, and 226 10 tons of coke. Amount of coal transported over the Mt. Savage Railroad for the week ending 13th November, 5,226 tons, of which 2,833 tons were taken to the railroad and 2,393 tons to the canal.

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*Ibid*, p. 4. *Georgetown, D. C., Thursday Afternoon.* - Well, we have something new at last. Mr. Ward, the proprietor of the packets, has rendered our neighboring farmers and other market people great and cheap facilities, by placing on the Canal, *to run through the Aqueduct*, canal boats sufficient to accommodate all the travel, and the time occupied therein is some eight or ten minutes, instead of an hour or more in crossing over the river on the scows. His boats run from one of the great thoroughfares in this town to one of the prominent roads on the Virginia side - and this arrangement, together with the announcement that they are not *ferry*, but *regular freight* boats, sets the Company at

defiance, and the lawyers themselves are puzzled to prevent him. If, under any arrangement, this enterprising gentleman can continue these operations, they will be of immense benefit to our two cities.

Our Canal is in fine order and enlivened by frequent arrivals from Cumberland and intermediate points. The cotton factory and flouring mills in active operation. Everything wears a businesslike aspect.

AG, Sat. 11/20/52, p. 2. The Cumberland Telegraph says that the Chesapeake and Ohio Canal Company do not intend drawing off the water this winter, presuming that the bank of the canal will be benefitted thereby. For the week ending Wednesday noon, 31 boats departed for the east, laden with 2,978 09 tons of coal, and 226 10 tons of coke. Amount of coal dispatched from the mines of the Cumberland Coal and Iron Company, for the week ending 13<sup>th</sup> November, 1852, 2,683 18 tons. Amount of coal transported over the Mt. Savage Railroad for the week ending 13<sup>th</sup> November, 5,226 tons, of which 2,833 tons were taken to the railroad, and 2,393 tons to the canal.

*Sun*, Mon. 11/22/52, p. 4. Ward's opposition freight boats still continue to ply between the road in this town and the thoroughfare on the Virginia side, and are doing a fine business. It is certainly a capital arrangement for market people and travelers, and of immense importance to our business men. The Alexandria ferry company, who, I learn, owns the aqueduct, have, in consequence, improved upon their plan of conveyance, be attaching a line from the scow to a horse, who travels across the aqueduct, performing the towing-trip in much less time than formerly.

Sixty-three boats have arrived since Monday morning, from various points on the canal. Forty were from Cumberland, loaded

with coal for Alexandria, and several for the Washington navy yard - in all, say 4,000 tons. The remaining boats brought flour, grain and every other description of produce, building materials and wood. On their return, the boats have carried up a large amount of groceries and other merchandize.

AG, Wed. 11/24/52, p. 4. **CANAL**

**COMMERCE** – Arrived, November 23.

Boats Sarah Louisa, C. B. Tisdale and Wm. Albert, Cumberland, coal to Borden Mining Co.

Boat Gen. Washington, Green, Goose Creek, wheat to James Irwin & Co.

Boat Millard Fillmore, Cumberland, coal to Fowle & Co.

Departed.

Boats Sarah Louisa and C. B. Tisdale, Cumberland, by Borden Mining Co.

Boat Ann Caroline, Harper's Ferry, by Fowle & Co.

AG, Thu. 11/25/52, p. 3. **CANAL**

**COMMERCE** – Departed.

Boat William Albert, Cumberland, by Borden Mining Co.

AG, Fri. 11/26/52, p. 3. **CANAL**

**COMMERCE** – Arrived, November 25.

Boats Isaac Motter and Wm. Fowle, Cumberland, coal to Fowle & Co.

AG, Sat. 11/27/52, p. 4. **CANAL**

**COMMERCE** – Arrived, November 26.

Boats Old Dominion, J. H. Davis and W. J. Boothe, Cumberland, coal to Fowle & Co.

Departed.

Boats Wm. Fowle and Isaac Motter, Cumberland, by Fowle & Co.

Boat Helen Bruce, Cumberland, by Borden Mining Co.

Boat Gen. Washington, Goose Creek, lumber from Kephart & Barker.

AG, Mon. 11/29/52, p. 3. **CANAL COMMERCE** – Departed, November 27. Boats Old Dominion and J. H. Davis, Cumberland, by Fowle & Co.

Boat Ida, Harper's Ferry, plaster, laths, &c., by Fowle & Co.

Boat James Terrell, groceries, &c., for Oldtown, Md., from McVeigh, Harper & Chamberlain.

Boat Gen. Washington, groceries, shoes, boots, &c., for Leesburg, Va., from McVeigh, Harper & Chamberlain.

Boat Josiah H. Davis, groceries, shoes, &c., for Shepherdstown, Va., and Oldtown, Md., from McVeigh, Harper & Chamberlain.

Boat Neptune, Goose Creek, lumber from Kephart & Barker.

AG, Tue. 11/30/52, p. 4. **CANAL COMMERCE** – Arrived, November 29.

Boats Canonicus, Annawan and Southampton, Cumberland, to Borden Mining Co.

Departed.

Boat Canonicus, Cumberland, from Borden Mining Co.

AG, Thu. 12/2/52, p. 3. **Chesapeake and Ohio Canal.** – There are upwards of two hundred and twenty boats employed upon this canal, and regularly trading between Washington and Cumberland. During the past month there have been about two hundred and sixty arrivals at Georgetown, one hundred and ten of the boats heavily laden with coal. The wheat and flour receipts have been very large; equal, we learn, to those in any past time, if not exceeding them. In addition to those and other products, wood and limestone are brought to market, together with some little pig iron, mill offal for feeding livestock, and ship timber.

The collection of tolls at the Georgetown office for November amounted to, it is estimated by one who ought to know something about the subject, ten thousand

dollars. We have no means of learning at present the amounts respectively received at other offices on the line. – *Republic*.

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*Ibid*, p. 4. **CANAL COMMERCE** – Departed. Boat Elizabeth, Cumberland, groceries, shoes, &c., for Williamsport, Md., and Martinsburg, Va., from McVeigh, Harper & Chamberlain.

AG, Sat. 12/4/52, p. 3. **CANAL COMMERCE** – Arrived, Dec. 3.

Boat Ann Elizabeth, Fillmore Furnace, pig iron to S. Shinn & Son.

Boats Good Intent, Thomas S. Inglehart and A. C. Green, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats A. Carey and G. W. Grove, Cumberland, by Fowle & Co.

Boat Good Intent, Cumberland, salt from D. B. Smith & Co.

Boat Josephine Seaton, groceries for Guard Lock No. 4, by McVeigh, Harper & Chamberlain.

*Sun*, Mon. 12/6/52, p. 4. Since the first instant, thirty-one boats have arrived by canal; thirteen were from Cumberland, bringing about 1,300 tons of coal, and the remainder from points on the line, have crowded our wharves with produce of every kind. Mercury.

AG, Mon. 12/6/52, p. 2. The Chesapeake and Ohio Canal continues in good boating order throughout its whole length. There is no reason to believe that navigation will close for several weeks yet. The Canal sustained no injury from the recent rains.

AG, Tue. 12/7/52, p. 4. **CANAL COMMERCE** – Arrived, Dec. 6.

Boats Massasoit, Sarah Louisa and C. B. Tisdale, Cumberland, coal to Borden Mining Co.

Boats Otho Baker, Hope and Anne Gilleece,  
Cumberland, coal to D. B. Smith & Co.  
Departed.

Boats A. C. Green and Thomas S. Inglehart,  
Cumberland, from D. B. Smith & Co.

Boats A. S. Borden and Massasoit,  
Cumberland, fish and salt from J.  
McCormick, Jr., and by Borden Mining Co.

*Sun*, Wed. 12/8/52, p. 4. Along the line of the  
canal large forces of workmen have  
commenced the extensive improvements of  
the marble works and the lime and cement  
kilns. A few years since this land was offered  
at a mill per foot.

*Georgetown, D.C., Monday*

*Afternoon.* - The arrivals of flour by canal  
today are very large. Mercury.

AG, Wed. 12/8/52, p. 4. **CANAL  
COMMERCE** – Arrived, Dec. 7.

Boat Helen Bruce, Cumberland, coal to  
Borden Mining Co.

Boat Margaret V. Hill, Cumberland, coal to  
D. B. Smith & Co.

Departed.

Boat Sarah Louisa, Cumberland, from  
Borden Mining Co.

Boat Otho Baker, Cumberland, from D. B.  
Smith & Co.

AG, Fri. 12/10/52, p. 3. **CANAL  
COMMERCE** – Departed.

Boat Ohio, groceries, shoes, &c., for  
Knoxville, Harper's Ferry, Williamsport,  
Clearspring, Paw Paw and Cumberland, Md.,  
and Charlestown, Martinsburg and  
Shepherdstown, Va., from McVeigh, Harper  
& Chamberlain.

*Sun*, Mon. 12/13/52, p. 4. Receipts of flour  
this week by canal amount to fifteen  
thousand barrels.

The canal records show, since  
Saturday last, fifty arrivals; 14 of which are  
from Cumberland, with 1,400 tons of coal. I

learn from a Washington coal merchant that  
there is a great difficulty in getting supplies  
to the city; loaded boats can pass under the  
city bridges, but when light they cannot  
return unless by way of the Alexandria  
Canal. Mercury.

AG, Mon. 12/13/52, p. 3. **CANAL  
COMMERCE** – Arrived, Dec. 11.

Boat Reporter, Cumberland, coal to D. B.  
Smith & Co.

AG, Tue. 12/14/52, p. 3. **CANAL  
COMMERCE** – Arrived, Dec. 13.

Boat A. W. Eastlack, Cumberland, coal to  
Fowle & Co.

Departed.

Boat Osprey, groceries, shoes, &c., for  
Knoxville, Petersville and Boonsboro, Md.,  
and Shepherdstown, Va., from McVeigh,  
Harper & Chamberlain, and groceries from  
William & Charles Bayne, for Millwood,  
&c., Clarke County, Honeyville, Page  
County and Staunton, Va.

Boat John P. Smart, Leesburg, Va., groceries,  
&c., from McVeigh, Harper & Chamberlain.

AG, Wed. 12/15/52, p. 3. **CANAL  
COMMERCE** – Arrived, Dec. 14.

Boats Joseph Eichelberger, John G. Stone,  
Reporter and Octornno, Cumberland, coal to  
D. B. Smith & Co.

Departed.

Boats Wm. Albert and Reporter,  
Cumberland, from D. B. Smith & Co.

AG, Thu. 12/16/52, p. 3. **CANAL  
COMMERCE** – Arrived, Dec. 15.

Boats Emily Francis and Anna S. Borden,  
Cumberland, coal to Borden Mining Co.

Boat Ann Caroline, Fillmore Furnace, pig  
iron to S. Shinn & Son.

Boat Augusta, Cumberland, coal to Fowle &  
Co.

Departed.

Boat Ann Caroline, Fillmore Furnace, groceries from S. Shinn & Son.  
Boat Augusta, Cumberland, by Fowle & Co.  
Boats Annawan, Canonicus and Ellen Bell, Cumberland, by Borden Mining Co.  
Boat John G. Stone, Cumberland, by D. B. Smith & Co.

*Sun*, Fri. 12/17/52, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland (Md.) Telegraph:

*Maryland Coal Trade.* - The demand for Cumberland coal, we learn, is so great that the coal companies are unable to keep up with it. If the arrangements now making can be completed in time, the trade next season will be at least double what it has been for this. For the week ending Wednesday, noon, 29 boats have descended the Chesapeake and Ohio Canal, laden with 2,936 02 tons of coal, and 85 17 tons of coke.

AG, Fri. 12/17/52, p. 4. **CANAL COMMERCE** – Arrived, Dec. 16.  
Boats E. E. Voorhees, Sarah Louisa and Massasoit, Cumberland, coal to Borden Mining Co.  
Boats Westmoreland, William Fowle, Millard Fillmore, Sarah Jane and Sarah Perry, Cumberland, coal to D. B. Smith & Co.  
Boat Isaac Motter, Cumberland, coal to Fowle & Co.

Departed.

Boat Isaac Motter, Cumberland, by Fowle & Co.  
Boats Ellen Bell and Emily Francis, Cumberland, by Borden Mining Co.  
Boat Millard Fillmore, Cumberland, from D. B. Smith & Co.  
Boat Ann Caroline, groceries, 7c., for Shanandale Furnace, Va., and Boonsboro, Md., from McVeigh, Harper & Chamberlain.

*Sun*, Sat. 12/18/52, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland Journal:

*Reduction of Tolls.* - The President and Directors of the Chesapeake and Ohio Canal had a meeting at Washington on the 9th instant and determined to reduce the rate of tolls on coal from 46 cents to 37 cents per ton from Cumberland to Georgetown, as soon as one hundred boats are added to the present number engaged in the trade. It is understood that the Board of Public Works will meet at an early day to sanction the reduction.

*Canal Navigation.* - The weather indicates that the navigation of the Canal is about to close, although for the week ending on the 16th inst. some thirty boats left here with coal. Last year navigation closed on the 14th of December. This year it will be somewhat later, but ice is now forming in the canal basins, and if the weather does not moderate the season will soon close. The demand for coal continues unabated.

AG, Sat. 12/18/52, p. 2. **The Coal Trade.** The Cumberland Telegraph says that the demand for Cumberland coal, we learn, is so great that the coal companies are unable to keep up with it. If the arrangements now making can be completed in time, the trade next season will be at least double what it has been this. For the week ending Wednesday, noon, 29 boats have descended the Chesapeake and Ohio Canal, laden with 2,936 02 tons of coal, and 85 11 tons of coke.

AG, Mon. 12/20/52, p. 2. **Cumberland Coal Trade** – The President and Directors of the Chesapeake and Ohio Canal had a meeting at Washington, on the 9<sup>th</sup> instant, and determined to reduce the rate of tolls on coal from 46 cents to 37 cents per ton, from Cumberland to Georgetown, *as soon as one hundred boats are added to the present number engaged in the trade.* It is understood that the Board of Public Works will meet at an early day to sanction the reduction.

This arrangement will place the Canal on a most favorable footing, and cause that great avenue to market, to be eagerly sought after by the shippers of Cumberland Coal. It is understood, that the Cumberland Coal and Iron Company have it in contemplation to build at least half of the boats required, for their own use. Other parties, no doubt, will construct the remainder, in order to secure at the earliest moment, the advantages of the proposed reduction.

Two or three hundred additional boats are needed for the transportation of coal by the Chesapeake and Ohio Canal. One hundred of them must be built at once to secure the reduction of tolls from 46 cents to 37 cents per ton from Cumberland to Georgetown. This reduction the Canal Company offers as an inducement to boat building.

The increased demand for Cumberland coal has created a great demand for miners in this region. A large number of practical men could find permanent and profitable employment at the mines at the present time. Nearly all the Companies are erecting additional houses for their accommodation.

The boat yard on the canal basin, at this place, recently belonging to W. R. L. Ward, has been purchased by Henry T. Weld, esq., of Mount Savage, who will immediately commence the building of boats. Mr. W. is the most extensive dealer in lumber in this region.

ES, Wed. 12/22/52, p. 3.<sup>5</sup> The Chesapeake and Ohio Canal is continuing to do a very thriving if not increasing business. The following statement for the month of November will show this. It is from the proper official source, and may be relied on:

Flour, for the month	24,910 barrels
Wheat, for the month	90,150 bushels
Coal, for the month	15,592 tons

Descending tonnage, do. 22,428 tons

Ascending tonnage, do. 2,541 tons

The continuance of open weather so late in the season has proved quite propitious, both to the interior and the interests of the canal itself.

Sun, Fri. 12/24/52, p. 1. **The Cumberland Coal Trade** for the past week shows a considerable decrease in consequence of the few cold days. Several canal boats have been withdrawn for the winter. The Cumberland Telegraph states that for the week ending Wednesday noon, 20 boats, laden with 1,851 19 tons of coal, and 143 15 tons of coke, descended the canal.

AG, Fri. 12/24/52, p. 3. **CANAL COMMERCE** – Arrived, Dec. 23.

Boat Cumberland, Cumberland, coal to James Green & Son.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Departed.

Boats Good Intent and Old Dominion, Cumberland, from D. B. Smith & Co.

Sat. 12/25/52, p. 3. **Criminal Court** – Since our last notice the following cases have been tried:

William Noland, for petty larceny, in stealing a bag of flour off a wharf in Georgetown belonging to Mr. Amos Young. Guilty. Carrington for defense. Motion for new trial pending.

AG, Sat. 12/25/52, p. 4. **CANAL COMMERCE** – Arrived, Dec. 24.

Boat Neptune, Goose Creek, wheat to James Irwin & Co.

Departed.

Boat Gen. Washington, Goose Creek, lumber from Kephart & Barker.

<sup>5</sup> *Evening Star*, Washington, D. C.

*Sun*, Mon. 12/27/52, p. 1. **Affairs in Allegany County.** - We copy the following items from the Cumberland papers - the *Alleganian* and the *Miners' Journal*:

*Right of Way.* - We are gratified to learn that the coal companies on George's creek, are not likely to have any difficulty about the right of way for their proposed railroad from Westernport to Cumberland. We understand that the Chesapeake and Ohio canal company has declared its readiness to relinquish its right of way in favor of the said railroad.

*The Canal* continues open, and a few boats laden with coal depart daily from the Cumberland basin for tide water. Some who are engaged in the forwarding trade have withdrawn their boats for the season, to make necessary repairs, &c.

*Sun*, Fri. 12/31/52, p. 2. **The Canal and the Cumberland Coal Trade** – We learn from the *Cumberland Telegraph* that the canal still continues in good navigable order. Individuals are laying their boats by for the winter as they arrive, but the Cumberland Coal and Iron Company will run their boats as long as it is possible to get them through to Alexandria. For the week ending Wednesday noon, only five boats had departed for the east, laden with 515 11/20 tons of coal. The amount of coal sent down the canal since it opened, has been upwards of 152,000 tons.