

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
a Cumberland newspaper
and
THE SUN
a Baltimore newspaper
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1855

Compiled by
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JULY 2021

A. PREFACE

In this compilation, articles were transcribed from *The Alleganian*, a Cumberland newspaper and *The Sun*, a Baltimore newspaper (identified by *Sun* appearing before the article), and the *Alexandria Gazette*, an Alexandria, Va. newspaper (identified by AG appearing before the article), unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. No records were found of boats arriving in Cumberland. Also note that no boats loaded on Sunday; if it was just that the newspaper did not publish on Sunday, then the Monday edition would have listed the Sunday traffic. It does not. Some dates during the boating season were missing. *The Alleganian* newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD. The other newspapers were found online. The research continues because the reader may yet find a missing date of another 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.

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

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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July 2021
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Canal Trade 1855

AG, Tue. 1/2/55, p. 1. **The Canal.**

The navigation of the Chesapeake and Ohio canal is now closed by ice. The board have determined to purchase at once, engines and pumps to be erected, for the purpose of feeding the canal at any season from a reservoir in the Potomac with an abundant supply of water. It is also the intention of the board, as soon as their measures for keeping up a constant supply of water during the dry season of the year are consummated, to provide the means also of keeping open the navigation during the winter. – *Cumberland Miners' Journal, Dec. 28.*

AG, Thu. 1/4/55, p. 3. **Local Items.**

The Canal – Receipts of coal by the Alexandria Canal for the month of December, 1854:

Cumberland Coal & Iron Co.	3,257.04 tons
Frostburg Mining Co.	953.19 tons
Alleghany Mining Co.	694.13 tons
Borden Mining Co.	669.18 tons
Total	<u>5,575.14 tons</u>

The receipts of Coal for the month of December are comparatively small, in consequence of the navigation having been closed by ice earlier this season than usual. The water has been drawn from the northern section of the Alexandria Canal, in order to make some slight repairs, but will be let on again whenever the Chesapeake and Ohio Canal shall be in readiness for the Spring trade, by which time some repairs on the southern section, necessary to be made, will have been completed.

Tue. 1/9/55, p. 3.¹ **The Chesapeake Canal.**

The Williamsport *Journal* states that the canal is open again, and adds: - “A fleet of twelve boats left this port for Georgetown and Alexandria on Tuesday last. The boats were preceded with an ice-breaker, and have by this time, most probably, reached their place of destination. The flour boats contained about 6,000 barrels of flour, consigned to gentlemen in Georgetown.”

Tue. 1/9/55, p. 2.² **GEORGETOWN**

CORRESPONDENCE – During yesterday and the day before quite a number of canal boats arrived, most of them from Williamsport with flour. Some 8,000 to 10,000 barrels in all came in. But little of it, we learn, however, will be offered in the market, it being consigned to our merchants by the owners with orders to store or ship it. Several cargoes of coal from Cumberland arrived also.

We learn that a break occurred in the canal on Sunday morning, just beyond the Point of Rocks, which will interrupt navigation six or eight days. This is to be regretted, as we are given to understand that large quantities of flour and grain are stored at Williamsport, which reach us during the present open weather, but for this accident. Spectator.

AG, Tue. 1/9/55, p. 3. **The Canal.** – The water was yesterday let in the Alexandria Canal, in order to let some ten or twelve boats that had been detained by ice on the Chesapeake and Ohio Canal, pass down to the Coal Wharves; as soon as those boats return, the water will be again let off for the purpose of making the repairs which have heretofore been adverted to, which will require but a few days, and when completed the Alexandria Canal will be in good navigable order.

The prospect is now favorable for a mild winter, but boatmen will probably be afraid to venture out before the latter part of next month.

Wed. 1/10/55, p. 4.³ **Large Load of Flour.**

The canal boat Anna Easts arrived at Georgetown yesterday, from Williamsport, with 1,150 barrels of flour, the largest cargo of flour which has reached Georgetown this spring. The flour was consigned to J. A. Magruder.

AG, Wed. 1/10/55, p. 2. **News of the Day.**

A new stock, called the Cumberland and Pennsylvania Rail Road Company, has been introduced at the New York board of brokers. This company was incorporated in 1849 by the Maryland Legislature, and the road is known as the Mount

¹ *Daily Union*, Washington, D. C.

² *Evening Star*, Washington, D. C.

³ *Daily American Organ*, Washington, D. C.

Savage Rail Road, extending from Frostburg to Cumberland, a distance of 18½ miles, with two termini, one connecting with the Baltimore and Ohio Rail Road, and the other with the Chesapeake and Ohio Canal.

Wed. 1/17/55. [Advertisement]

TRUSTEE'S SALE

The undersigned, as Trustees, will sell at any time, at Private Sale, the following property, to wit: **Six Canal Boats, called "Three Brothers," "Ellen Bell," "Sarah Ann," "John Beal," "Kate Bruce," and the "Cock Robin," 76 Mules & Harness, 6 Horses and Harness, One Cart and 1 Dray, 2 Hay Presses, 1 Pair of Scales for weighing coal, 1 Rockaway Carriage and Harness, 1 set of Blacksmith's Tools.**

The above Canal Boats, Horses and Mules are now in good condition. The mules and horses are now in or near Cumberland, and part of the Canal Boats – the balance of the boats are on the Canal, and will be returned as soon as navigation is opened.

The terms of sale will be cash, or part cash and the balance on credit with security to be approved by the Trustees, on such time and terms as may be agreed. Persons wishing to purchase in time for the opening of navigation on the Canal, had better purchase soon.

THOS. J McKAIG, Trustee
WM. W. McKAIG, Trustee⁴

[Transcriber's Note: The canal boat Three Brothers was registered on 3/31/1853; Ellen Bell on 10/5/1852; Sarah Ann on 11/22/1852; John Beall [John Booke] on 5/3/1854; Kate Bruce on 7/5/1853; and Cock Robin on 4/30/1853.]

AG, Mon. 1/22/55, p. 3. **Chesapeake and Ohio Canal.** – We learn from the *Cumberland Miners' Journal*, that J. S. Gwynne, esq., pumping engine manufacturer, at New York, has lately visited the Canal for the purpose of examining the defect at Dam No. 6, where the water is deficient in seasons of drought. Mr. Gwynne is prepared to construct an

engine which shall deliver into the canal at this point, the quantity of 2,000 cubic feet or 14,000 gallons of water per minute – also, to furnish the necessary building, walls and trunk or sluice, and to have the whole in readiness for operation by the 1st day of July next. He is willing to guarantee that when finished it shall answer the purpose, and perform all that he promises for it; and that the cost of the whole work shall be under the estimate of Mr. Fisk.

AG, Fri. 1/26/55, p. 2. **A Serious Accident.**

As the team of Mr. Aaron Dailey, of this county, was crossing the dam below Capt. Kephart's mill, it from some cause became frightened and dashed into the stream. We learn that the driver, a son of Mr. Dailey, remained with them until the horse upon which he was, drowned and sunk, when he escaped by swimming. Three of the four horses in the team were drowned. – *Loudoun Democrat*.

AG, Sat. 2/3/55, p. 2. *Meeting of the Canal Board, &c.* – The President and Directors of the Chesapeake and Ohio Canal met in Washington City, on Thursday last.

The steam pump to be placed near the South Branch of the Potomac, at the upper end of Harness Bottom, has been contracted for with the manufacturer, J. Stewart Gwynne, esq., of New York, by a committee of the directors appointed for the purpose by the board some time since. The contract price of the engine and machinery when in complete operation is to be \$18,830.00. Its capacity will enable it to throw two thousand cubic feet of water from the Potomac into the canal per minute, with steam power sufficient to raise double that quantity if required. It is warranted for one year, and for a small percentage will be warranted for twenty.

AG, Tue. 2/6/55, p. 2. **Prospects Ahead.**

We again recur to the Chesapeake and Ohio Canal. It is a subject upon which we cannot write too much, in which the salvation of the community exists, and in whose welfare, we have enlisted our entire efforts. – We can never despair of its one day fulfilling its

⁴ *Herald of Freedom & Torch Light*, Hagerstown, Md.

destination. But it requires all the encouragement it deserves, with prompt and decided action. The Board is well selected of men of business, energy and tact. They are untiring in their exertions, and have gone to work with a determination, unequalled by any previous appointments. We would call the attention of the Coal Companies first to an improvement which is shortly to be placed upon the work, by which the Canal is to be supplied with water from Cumberland to Georgetown in all seasons of the year. Here the great difficulty is surmounted. The work has labored under unparalleled difficulties from its very commencement. The past season has been remarkable for the drought. – Business would scarcely commence before a failure of water would again cause a temporary suspension – provoking mishaps of this character occurred weekly, but now the difficulty is obviated, and the canal is to be supplied at all seasons with water, giving egress without fail from Cumberland to Georgetown to an indefinite number of boats. There have been prospects ahead ever since subscription was taken for the work, but none so flattering as the present. It wants however, your support as Coal Companies, or as individuals interested in the coal region.

Now do your duty, the canal is prepared to do hers. Give it at least the due proportion of your shipments. Start with spring, send on your coal, there are boats ready and the work stands warranted not to fail. Let it be borne in mind that the Baltimore and Ohio Rail Road is about to raise the price upon freight – this is a consideration that should attract the attention of the companies. If the Rail Road carries out this intention, this is another inducement for a transfer of shipments. A canal boat of itself is competent to transport an equal amount with a small train of cars, and let the road complete its double track as proposed, it will not then be able to supply the demand. What then is to be done? Place your boats upon the canal. Cumberland will revive and grow in strength, until capitalists from abroad, attracted by its flourishing condition, will flock here. Your possessions will increase in value, and the entire coal region of Alleghany will be fully developed.

The present General Superintendent is the choicest selection the Board could have made to fill the post he now occupies. – Under his supervision the work at all times will be kept in repair, so that no detentions nor mishaps may be dreaded. – *Cumb. Jour.*

AG, Tue. 2/27/55, p. 2. The *Cumberland Miners' Journal* stated that the repairs now in progress upon the Chesapeake and Ohio Canal will be completed by the 10th of March.

AG, Sat. 3/3/55, p. 2. The water will be let into the Chesapeake and Ohio Canal about the 10th instant, if a thaw occurs to relieve it of about fifteen inches of ice; otherwise, the water will be of no use.

Sun, Fri. 3/9/55, p. 1. **Affairs in Allegany County.** The *Cumberland Telegraph* announces that water is being let into the Chesapeake and Ohio Canal, and that business for the season will soon be resumed. The same paper has these items:

Superintendent of the Canal – The board of directors of the Chesapeake and Ohio Canal, at their late meeting in Washington city, appointed Asahel Willison, Esq., of this place, superintendent of the Cumberland Division of the canal, to fill the vacancy occasioned by the resignation of William P. Sterret, Esq.

Abstract of the Coal Trade – The shipments of coal for the week ending Saturday last amount to 1,998 tons. Of this amount the Cumberland & Pennsylvania Railroad brought down 1,549 tons, and the Cumberland Coal & Iron Company's Railroad 449 tons. The total amount sent to market since the first of January is 39,957 tons. We are without a report from the George's Creek region this week.

Boat Building – At this time there is considerable life and bustle manifested about the various boat yards, which indicates a demand for boats. – The trade over the canal this season will be much greater than that of any former year.

AG, Sat. 3/10/55, p. 2. **Chesapeake and Ohio Canal.** – The great bulk of the coal to be mined and shipped from this region must be forwarded to

market by the Chesapeake and Ohio Canal. Without a double track to Baltimore, the Baltimore and Ohio Rail Road will not be able to transport over five hundred thousand tons annually. Until the completion, several years hence, of the Alexandria, Loudoun and Hampshire Rail Road, to accommodate the trade of the Westernport region, the Canal will afford the only means of transit to the seaboard for the increase that may occur each year.

The importance, therefore, of putting the management of this magnificent work into the hands of faithful, efficient and energetic men is apparent to all. Heretofore it has not been controlled with wisdom; its affairs have suffered for the want of attention on the part of those having the direction, as much as they have suffered from inefficiency. The result has been the absence of confidence on the part of those disposed to patronize it by investing capital in boats and stock to ply between this port and Alexandria.

As long as the work remain under the management of men who feel no, or at least but little interest in its success, confidence will not be restored. It will not do to make its offices and emoluments the reward for partisan services. Its whole history shows that this has been the case. One-half the politicians in the State have been stipendiaries upon its treasury, without possessing, or if they did possess the necessary qualifications, were uninclined to exert them to further the welfare of the canal. This evil must be remedied, or this great work, which cost so many millions of treasure, will fail of its purpose, and the State stagger along under a heavy debt, and the people groan beneath the weight of everlasting taxation.

It is absolutely indispensable that the best of men should be placed over it; that its affairs should be controlled by such wisdom as experience teaches; that its resources should be husbanded by an enlightened economy; that all unnecessary expenses should be strictly guarded against, and the heads of all supernumeraries cut off without ceremony. If this should not be done, the work will never be in a condition to pay its own debts, remunerate the State, or induce persons to adventure upon so precarious a business as boating upon its surface. – *Cumb. Tel.*

AG, Tue. 3/20/55, p. 2. **Chesapeake and Ohio Canal.** – The *Cumberland Journal* of Saturday says: - “The Canal is now clear of ice, and reported to be in fine navigable condition throughout its entire length. Several boats laden with coal have departed from the Cumberland Basin; and the indications are, that in a week or two, the coal transportation for the season will be fairly commenced.”

Sun, Fri. 3/23/55, p. 2. **Chesapeake and Ohio Canal.** – Trade on this thoroughfare, it is said, opens dull, except as regards flour, only one of the coal companies having commenced sending off coal. The supply of flour, too, along the line, is rather limited. Up to the 20th instant, ten boats had left Williamsport for Georgetown, with 9,855 barrels of flour.

AG, Sat. 3/24/55, p. 4. **Canal Commerce.**
Arrived [3/23].

Boats James Boyce, Columbia, Gen. Tyson, James Terrell, J. J. Mann and Juno, Cumberland, coal to Cumberland Coal & Iron Co.

Boats Massasoit, Emily Frances and Five Brothers, Cumberland, coal to Borden Mining Company.

Boats J. M. Clayton, John Beall and Good Intent, Cumberland, coal to Frostburg Mining Company.

Boat L. Flanagan, Cumberland, coal to Alleghany Mining Company.

Boat Wm. R. King, lumber to Cumberland Coal & Iron Company.

Boat John P. Smart, Harper’s Ferry, flour.

Boat T. Jefferson, limestone, to T. Smith.

Departed, March 23.

Boats L. Flanagan, J. M. Clayton, Massasoit, Lion, Oregon, Five Sisters, Superior and Hope, for Cumberland.

AG, Mon. 3/26/55, p. 2. **News of the Day.**

B. F. Hollman, esq., the superintendent of the fourth division of the Chesapeake and Ohio Canal, died at Williamsport on the 20th instant.

Within the last four or five days, twelve hundred barrels of flour arrived at Georgetown, by the Chesapeake and Ohio Canal.

AG, Tue. 3/27/55, p. 3. **Canal Commerce**
Arrived, 3/26.

Boats Sarah Perry and Denton Jacques, Cumberland, coal to Frostburg Mining Co.

Boats J. H. Davis and Hail Columbia, Cumberland, coal to Alleghany Mining Co.

Boat Anna S. Borden, Cumberland, coal to Borden Mining Co.

Boat Delaware, limestone to T. W. Smith.

Boat Eliza Ann, Goose Creek.

Boat Julia Elgin, Williamsport.

Departed, [3/26].

Boats Columbia, John Beall, James Boyce, J. J. Mann, Juno, Good Intent, Five Brothers, Emily Frances, A. S. Borden and Gen. Tyson, Cumberland.

Boat John P. Smart, plaster, guano, lumber and groceries.

Boat Eliza Ann, plaster.

Boat J. F. Wheatley, boots, shoes, hats, &c., from W. A. Harper & Co., groceries, &c., from McVeigh & Chamberlain, for Harper's Ferry, Shepherdstown and Millwood, Va.

Boat James Tyrell, groceries, &c., from McVeigh & Chamberlain, for Hancock, Md.

AG, Thu. 3/29/55, p. 3. **Canal Commerce**
Arrived, March 28.

Boats Henry May and Martha, Cumberland, coal to Frostburg Mining Co.

Boats A. W. Eastlack, Wm. P. Lynch and T. S. Iglehart, Cumberland, coal to Alleghany Mining Co.

Boat Frances, Hancock, Md.

Departed, [3/28].

Boats J. H. Davis, Sarah Perry, James Terrell, Geo. Henderson, Hail Columbia, Denton Jacques and D. Shriver, Cumberland.

Boats A. W. Eastlack and Wm. P. Lynch, Cumberland, by Alleghany Mining Co.

Boat J. F. Wheatley, salt, groceries and sundries, Hancock, Md.

Boat Julia Elgin, plaster and iron, Clear Spring, Md.

AG, Sat. 3/31/55, p. 4. **Canal Commerce**
Departed, March 30.

Boat Francis, groceries, from Fleming & Douglass, for Harper's Ferry, and dry goods from Bryan, Adams & Co., for Winchester, Va.

AG, Tue. 4/3/55, p. 2. **Alexandria.**

Alexandria stands at the head of ship navigation, on the Potomac, and can be visited by the largest vessels, whilst Washington, which is almost in sight above, can be reached only by boats of light draught. Many of the large vessels are towed up to Alexandria by steamboats. The advantages of this city in its boundless openings to the eastward by natural water communication – its connection with the West by the Chesapeake and Ohio Canal, with the Valley by the Manassas Gap Road, with the Piedmont region by the Orange and Alexandria Road, which will ultimately connect with the Southwestern part of Virginia, with the State of Tennessee and the Mississippi river, and finally with Northwestern Virginia by the Loudoun & Hampshire Road. This is thus the nearest point for reaching the ocean for a vast region of fertile and growing country. Richmond labors under the disadvantage of not being accessible to large vessels. Many of the channels of trade which now go both to Richmond and to Baltimore, will be turned to Alexandria. When the railroads become finished, the town will probably attract large capital to be used in importing groceries, dry goods, and all other heavy articles of foreign produce consumed in Virginia and the States to the West and Southwest of Virginia. Then there will cease to exist any reason why Virginia should be drained of her wealth to build up Northern cities. In the same ratio, will Alexandria become the great grain entrepot of those fine grain-growing regions which will be penetrated by her railroads.

The town has already felt the stimulus of these improvements. It now numbers about 13,000 inhabitants, which makes it the fourth, perhaps the third city in Virginia. – It is laid off in regular right angles – the streets sufficiently wide and well-paved, and kept in better order than is common in our Southern towns. The style of building is becoming to the moderate wealth of the people, and it is

improving every year. The wharves are good, and ordinary vessels lie in close to the piers.

The little dealing I had there, as a farmer, convinced me that at least groceries, ground plaster and agricultural implements can be bought on as good terms there as anywhere. Plaster is ground there on a very large scale by steam power. There is also an immense and admirably planned steam flour mill there. It stands so near the wharf that vessels are loaded and unloaded by the help of the blocks and tackle attached to a projection at the gable end of the mill. Every farmer who goes there ought to examine that mill, that he may see what a first-class mill is. Such a visit might lead him to some investigations as to the causes why he so often fails to get his flour marked "*Family*." It is probable that when the railroad is completed, our farmers will sell their wheat instead of having it ground.

I visited there, also, a large Steam Tannery, where 5,000 large hides are tanned annually. Perhaps it might be interesting to your readers to devote an article at some future time, to the subject of the hide and leather business, in all its branches. It has become a very large and important item in the business of the country.

The streets of Alexandria, by their names and relative positions, form striking historical mementoes, suggesting the changes of sentiment through which the old town has gone. The names of the leading ones are, Fairfax, Royal, Pitt, St. Asaph, Prince, King, Queen, Duke, Princess, Cameron, Alfred, Wolfe, Columbus, Washington, Lafayette, Franklin, Patrick Henry, Union, Paine, Gibbon. The name of Columbus probably was given among the first – then came loyal, monarchical names, with hints of both Catholics and Cameronians – then come the great names of the Revolution – the union of the States – then we find two names which tell a sad tale of the French infidelity which desolated the heart of Virginia about the latter part of the 18th century. This coincidence of names and facts was probably unintentional as a record of history; but since it has gone so far, it is to be hoped that it will be continued as new streets may be formed – so that generations to come may read a sketch of the city's history

posted on the corners of the streets. – *Rockingham Register*.

Ibid, p. 3. **Canal Commerce.**

Arrived, April 2.

Boats George Waters, William G. Boothe, General Mercer and A. Cary, Cumberland, coal to Alleghany Mining Co.

Departed, [4/2].

Boats George Waters, William G. Boothe and General Mercer, Cumberland, by Alleghany Mining Co.

AG, Wed. 4/4/55, p. 3. **Canal Commerce.**

Arrived, April 3.

Boats Anna Marion, Three Brothers, Baltimore and Albany, Cumberland, coal to Frostburg Coal Co.
Boats C. F. Mudge, Colonel Young, H. T. Weld and Wild Kate, Cumberland, coal to Cumberland Coal and Iron Co.

Boat J. C. Stone, Cumberland, coal to Borden Mining Co.

Boat Isaac Motter, Cumberland, coal to Alleghany Mining Co.

Boat T. Jefferson, limestone to Thomas Smith.

Departed, [4/3]

Boats William J. Boothe, Anna Marion, Three Brother and General Mercer, Cumberland.

Boats A. Cary and Isaac Motter, Cumberland, by Alleghany Mining Co.

Boat T. Jefferson, Harper's Ferry.

AG, Thu. 4/5/55, p. 3. **Canal Commerce.**

Arrived, April 4.

Boat Capt. Gibson, Harper's Ferry, family flour to D. F. Hooe.

Departed, [4/4].

Boat Ida, groceries, from Fleming & Douglass, for Charles Town, Va.

AG, Sat. 4/7/55, p. 4. **Canal Commerce.**

Arrived, April 6.

Boats Juno and L. B. Smith, Cumberland, coal to Alleghany Mining Co.

Departed, [4/6].

Boats Juno and L. B. Smith, Cumberland, by Alleghany Mining Co.

AG, Tue. 4/10/55, p. 3. **Canal Commerce.**

Arrived, April 9.

Boats D. Jacques, Wm. P. Lynch, Star of Hancock, Cumberland, coal to Alleghany Mining Co.

Boats Westmoreland and Five Brothers, Cumberland, coal to Borden Mining Co.

Boats E. W. Dunham and Susan Baker, Cumberland, coal to Cumberland Coal & Iron Co.

Boat D. J. McCoy, bark to Smoot & Son.

Boat Caroline, lime to James Green & Son.

Boats Ohio, L. H. Phelps, Gen's Pierce and Rough & Ready, Harper's Ferry.

Departed, [4/9].

Boats Ella C. Voorhees, Old Dominion, Denton Jacques, Wm. P. Lynch and Star of Hancock, for Cumberland, by Alleghany Mining Co.

Boat Julia Elgin, plaster and lumber, Harper's Ferry.

AG, Wed. 4/11/55, p. 2. Mr. Henry Artz, of Williamsport, has been appointed Superintendent of that Division of the Chesapeake and Ohio Canal, to fill the vacancy occasioned by the demise of B. F. Hollman, esq.

Ibid, p. 3. **Canal Commerce.**

Arrived, April 10.

Boat Augusta, Cumberland, coal to Alleghany Mining Co.

Departed, [4/10].

Boats Gephardt, Charles Perry and Good Intent, Cumberland, by Alleghany Mining Co.

AG, Thu. 4/12/55, p. 4. **Canal Commerce.**

Arrived, April 11.

Boats Henry May, Cumberland and Hail Columbia, coal to Alleghany Mining Co.

Boat Five Brothers, Cumberland, coal to Borden Mining Co.

Departed, [4/11].

Boats Augusta and Henry May, Cumberland, by Alleghany Mining Co.

Boat Five Brothers, Cumberland, by Borden Mining Co.

Sun, Fri. 4/13/55, p. 1. **Affairs in Allegany County.**

We learn from the Cumberland *Telegraph* that the rolling mills of the Mt. Savage Iron Works resumed operations on Tuesday; that the works on the Sam Patch Tunnel of the Connellsville Railroad is rapidly progressing; that Horace Benton has been appointed a superintendent of the Georgetown Division of the Chesapeake and Ohio Canal, over which 40 boats, with 4,103 tons of coal and 98 tons of lumber, passed last week; that 11,759 tons of coal were brought down from the mines for the week ending the 7th, including 2,464 tons by the Cumberland Coal Co.'s road; 4,130 tons by the Cumberland & Pennsylvania road, 3,919 tons by George's Creek road, and 1,245 tons from Piedmont.

AG, Fri. 4/13/55, p. 3. **Canal Commerce.**

Arrived, April 12.

Boats Abraham Leiter and Jack, Cumberland, coal to Cumberland Coal & Iron Co.

Boats Henry May, Cumberland, Ann Caroline, Hail Columbia and J. S. Iglehart, Cumberland, coal to Alleghany Mining Co.

Boat J. G. Lynn, Cumberland, coal to Borden Mining Co.

Boat Thomas Jefferson, limestone to Thomas Smith.

Departed, [4/12].

Boats Charles Perry, Good Intent, Augusta, Henry May, Cumberland, Hail Columbia and Safety Clarke, Cumberland, by Alleghany Mining Co.

Boat General Pierce, salt, plaster and fish, Harper's Ferry.

Two gondolas, fish for Loudoun County, Va.

AG, Sat. 4/14/55, p. 3. **Canal Commerce.**

Arrived, April 13.

Boats Fitzpatrick and A. Cary, Cumberland, coal to Alleghany Mining Co.

Boats Five Sisters and Charles Arthur, Cumberland, coal to Borden Mining Co.

Boat Ida, Harper's Ferry, W. H. Harrison's family flour, to D. F. Hoee.

Departed, [4/13].

Boats Ann Caroline, Iglehart and A. Cary, Cumberland, by Alleghany Mining Co.

Boats J. G. Lynn and Five Sisters, Cumberland, by Borden Mining Co.

Boat D. J. McCoy, groceries, &c., from McVeigh & Chamberlain, hardware from English, Castleman & Co., dry goods from Bryan, Adams & Co. and queensware from R. H. Miller, for Hancock, Md.

Boat Neptune, groceries, &c., from McVeigh & Chamberlain, hardware from English, Castleman & Co., dry goods from Bryan, Adams & Co., boots, shoes, hats, &c., from Wells A. Harper & Co., and queensware from R. H. Miller, for Leesburg, Va.

Boat Abraham Leiter, groceries, &c., from McVeigh & Chamberlain, and boots, shoes, hats, &c., from Wells A. Harper & Co., for Old Town, Md.

Boat J. F. Wheatley, groceries, &c., from McVeigh & Chamberlain, boots, shoes and hats from Wells A. Harper & Co., and queensware from R. H. Miller, for Berlin, Md.

AG, Tue. 4/17/55, p. 3. **Canal Commerce.**

Arrived, April 16.

Boats C. H. Ohr and Ann E. Arts, Cumberland, coal to Cumberland Coal & Iron Co.

Boats Pioneer and Martha, Cumberland, coal to Frostburg Coal Co.

Boats George Waters, Katie Darling, Wm. Fowle and Wm. Elder, Cumberland, coal to Alleghany Mining Co.

Boats Emily Frances, A. S. Borden and Superior, Cumberland, coal to Borden Mining Co.

Boat Disappointment, flour from Harper's Ferry.

Boat Salem, Goose Creek.

Departed, [4/16].

Boats O. W. Sturtevant, M. L. Rawdon, Rescue, H.

H. Casey, Advance, T. S. Iglehart, A. Carey, J.

Fitzpatrick, J. Terrell, George Waters, J. G. Lynn,

Five Sisters, Charles Arthur, Emily Frances, A. S.

Borden, Katie Darling and Wm. Fowle, Cumberland.

Boat Niagara, salt, lumber, fish and groceries for Berlin, Clear Spring and Harper's Ferry.

AG, Wed. 4/18/55, p. 2. Horace Benton, esq., has been appointed Superintendent of the Georgetown Division of the Chesapeake and Ohio Canal, to fill the vacancy occasioned by the resignation of Mr. Lambie.

Ibid, p. 3. **Canal Commerce.**

Departed, April 17.

Boat Elder, groceries, &c., from McVeigh & Chamberlain, boots, shoes, &c., from Wells A. Harper & Co., hardware from English, Castleman & Co., queensware from R. H. Miller, for Berlin, Md.

AG, Thu. 4/19/55, p. 3. **Canal Commerce.**

Arrived, April 18.

Boats George Henderson, Wm. J. Boothe, Gen. Mercer and Denton Jacques, Cumberland, coal to Alleghany Mining Co.

Departed, April 18.

Boats Geo. Henderson and Wm. J. Boothe, Cumberland, by Alleghany Mining Co.

Boats Wm. Elder and Gen. Mercer, drugs, paints, oils, &c., from John Leadbeater, for Williamsport, Md.

AG, Fri. 4/20/55, p. 4. **Canal Commerce.**

Arrived, April 19.

Boat John P. Smart, from Big Spring Mill, flour to Daniel F. Hooe.

AG, Sat. 4/21/55, p. 2. **Alleghany County, Md.** – The Cumberland *Telegraph* furnishes the following: *Abstract of the Coal Trade.* – Total amount of coal transported from the entire coal region for the week ending Saturday, the 14th inst., 13,824.18 tons, and since the 1st of January last, 102,945.05 tons, of which 98,484.12 tons were transported over the Baltimore and Ohio Railroad and 14,460.13 tons descended the Chesapeake and Ohio Canal.

Ibid, p. 4. **Canal Commerce**

Arrived, April 20,

Boats Osprey, Anzonetta, C. B. Thurston and Thomas Silver, Cumberland, coal to Cumberland Coal and Iron Company.

Boats D. Jacques and T. J. Mehaffey, Cumberland, coal to Alleghany Mining Company.

Boat J. P. Smart, Harper's Ferry.

Boat T. Jefferson, limestone to Thomas Smith.

Departed, [4/20]

Boats Ann E. Arts, Reporter, Osprey, Wm. Elder, Geo. Henderson, Wm. J. Boothe, General Mercer, D. Jacques, J. F. Saylor and C. B. Tisdale, Cumberland. Boat Enterprise, fish, Hancock, Md. Boat Otho Baker, fish, lumber and guano. Boat John P. Smart, groceries, &c., from McVeigh & Chamberlain and boots, shoes, hats, &c., from W. A. Harper & Co., for Leesburg, Mount Gilead and Purcellville, Loudoun County, Va.

AG, Wed. 4/25/55, p. 2. **Chesapeake and Ohio Canal.** – From Mr. Embrey we learn that the receipts of tolls for the month of March, at this point, amounted to \$1,074.44. Trade on the canal is not very brisk at this time. The heavy supply of flour on hand at the opening of the season, has been nearly all shipped – the coal trade has been exceedingly dull during the whole spring, but is now improving. A number of boatmen are at present lying here idle. – *Williamsport Journal*.

Ibid, p. 4. **Canal Commerce.**
Arrived, April 24.

Boats Mount Vernon, Star of Hancock and A. Cary, Cumberland, coal to Alleghany Mining Co.
Departed, [4/24]
Boats Mount Vernon Star of Hancock and A. Cary, Cumberland, by Alleghany Mining Co.

Thu. 4/26/55, p. 2.⁵ **Death of Gov. Sprigg.**
We learn that Ex-Gov. Samuel Sprigg died at his residence, in Prince George's County, on Saturday last. He had been Governor of Maryland, Member of the Convention, several times representative of Prince George's County in the Legislature, and, lastly, President of the Chesapeake and Ohio Canal. He was universally beloved for his many excellent traits of character; not the least prominent among which was his remarkable courtesy and politeness to all, which won for him the deserved appellation of the "Modern Chesterfield." Full of honors, and in a good old age, he has gone down to death amid the regrets of all who knew him.

AG, Thu. 4/26/55, p. 3. The Rockville *Journal*, of Montgomery County, Maryland, says: - "We have had, during the present week, some delightful spring days. Wheat has very much improved. Most of our farmers have completed their oat sowing, and many are now ready to plant corn. Should the weather continue favorable, we shall yet have a good crop of wheat. Our County is again healthy, the river sickness having nearly entirely disappeared. There never has been so great a mortality on the river, since the completion of the Chesapeake and Ohio Canal, as was during last February and March."

AG, Fri. 4/27/55, p. 3. **Canal Commerce.**
Arrived, April 26.
Boats Baltimore, J. H. Davis, Henry May, G. Fitzpatrick and James Terrell, Cumberland, coal to Alleghany Mining Co.
Departed, [4/26].
Boats Baltimore, J. H. Davis, Henry May and G. Fitzpatrick, Cumberland, by Alleghany Mining Co.

AG, Sat. 4/28/55, p. 2. *The Canal* is at present in good navigable order. With present facilities, a large shipping business could be done, but unfortunately there is but little of anything to ship. A great many boats are tied up and the hands are lying idle.

The Canal and Coal.

We take the following item from the Cumberland *Telegraph: Abstract of the Coal Trade.* – The total amount of coal transported from the entire coal region for the week ending April 21st, is 14,847.16 tons, and since the 1st of January last, 119,572.04 tons, of which 99,168.02 tons were transported over the Baltimore and Ohio Railroad and 20,404.02 tons descended the Chesapeake and Ohio Canal.

AG, Tue. 5/1/55, p. 4. **Canal Commerce.**
Arrived, April 30.
Boats Old Dominion, Hail Columbia, T. S. Iglehart, Augusta, Reporter and Anna Marion, Cumberland, coal to Alleghany Mining Co.
Departed, [4/30]

⁵ *Annapolis Gazette*, Annapolis, MD.

Boats Charles Perry, Good Intent, Old Dominion, Hail Columbia and T. S. Iglehart, Cumberland, by Alleghany Mining Co.

AG, Thu. 5/3/55, p. 3. **Canal Commerce.**

Arrived, May 2.

Boats George Waters, Wm. J. Boothe and D. Jacques, coal to Alleghany Mining Co.

Departed, [5/2].

Boats Anna Marion, Reporter, Augusta, Geo. Waters and W. J. Boothe, for Cumberland, by Alleghany Mining Co.

AG, Sat. 5/5/55, p. 3. **Canal Commerce.**

Arrived, May 4.

Boats Ann Caroline, Katie Darling, T. J. Mehaffey and William Elder, Cumberland, coal to Alleghany Mining Co.

Departed, [5/4].

Boats Denton Jacques, Ann Caroline, Katie Darling and General Mercer, Cumberland, by Alleghany Mining Co.

AG, Mon. 5/7/55, p. 3. **Canal Commerce.**

Arrived, May 5.

Boat Julia A. Elgin, Leesburg.

AG, Tue. 5/8/55, p. 3. **Canal Commerce.**

Arrived, May 7.

Boats Cumberland, William P. Lynch, Star of Hancock, James Terrell, Charles Williams and Isaac Motter, Cumberland, coal to Alleghany Mining Co.
Boat Francis, Harper's Ferry, to D. F. Hooe.

Departed, [5/7].

Boat Julia A. Elgin, groceries from Fleming & Douglass, for Charles Town, Va.

Boats T. J. Mehaffey, William Elder, Cumberland and William P. Lynch, Cumberland, by Alleghany Mining Co.

AG, Wed. 5/9/55, p. 2. The Williamsport *Times* says: - "The Chesapeake and Ohio Canal continues in excellent navigable order. Considerable business is doing in the coal trade. Quite a number of boats pass up and down daily."

AG, Thu. 5/10/55, p. 3. **Canal Commerce.**

Arrived, May 9.

Boats Juno, C. T. Porterfield, Black Bear, C. H. Ohr, James Boyce, J. Eichelberger, Mary R. Hale, B. M. Blocker, Col. Young, C. B. Thurston and R. G. Violett, Cumberland, coal to Cumberland Coal & Iron Company.

Boats Star of Hancock, James Terrell, Isaac Motter, Henry May and Charles Williams, Cumberland, coal to Alleghany Mining Co.

Boats Wm. Albert and A. Wright, Cumberland, coal to Borden Mining Co.

Boats Pioneer, Eveline, John Beall and Kate Bruce, Cumberland, coal to Frostburg Coal Co.

Boat T. Jefferson, limestone to T. W. Smith.

Boat Caroline, lime, to Harper & Bush.

Departed, [5/9].

Boats Otho Baker, A. C. Green, Pioneer, W. P. Lynch, Star of Hancock, James Terrell, Henry May, Annawan, Wm. Albert, O. W. Sturtevant, C. H. Ohr, James Boyce, Black Bear, Juno, C. T. Porterfield, J. Eichelberger, Mary R. hale and B. M. Blocker, Cumberland.

Boat T. Jefferson, Harper's Ferry.

Boat Julia Elgin, plaster, lumber and fish, Leesburg.

Fri. 5/11/55, p. 4.⁶ The Chesapeake and Ohio Canal received during the month of April, nearly \$5,000 more than was received by them during the corresponding month last year. The canal is in fine order, and has transported a large amount of country produce from the upper section of the river this spring. Coal, however, will be about the only article of transportation for a few months to come.

AG, Fri. 5/11/55, p. 4. **Canal Commerce.**

Arrived, May 10,

Boats J. H. Davis, A. Cary, James Fitzpatrick and Mount Vernon, Cumberland, coal to Alleghany Mining Co.

Departed, [5/10].

Boats J. H. Davis and A. Cary, Cumberland, by Alleghany Mining Co.

⁶ *Daily American Organ*, Washington, D. C.

AG, Sat. 5/12/55, p. 2. **Coal Trade.**

Total amount of coal transported from the entire Cumberland coal region (exclusive of the Hampshire and Bloomington collieries) for the week ending the 5th instant: 15,456.14 tons, and since the first of January last, 161,427.04 tons, of which 117,682.15 tons were transported over the Baltimore and Ohio Railroad and 43,744.09 tons descended the Chesapeake and Ohio Canal. The coal business for the past week was decidedly more active than for any other similar period since the commencement of the year. The business on the canal for the same time was quite active. The last week may be considered as one of the heaviest week's shipments since the opening of that work. – *Cumberland Telegraph*.

The receipts on the Chesapeake and Ohio Canal for the year which ended on the 1st instant, were \$5,300 greater than for the corresponding period last year. Transportation will now be confined to coal, with little exception, until after harvest.

Ibid, p. 3. **Canal Commerce.**

Arrived, May 11.

Boats Anna Marion, A. Wright, Ann Marie, Ella E. Voorhees and Five Brothers, Cumberland, coal to Borden Mining Co.

Departed, [5/11].

Boats Anna Marion, A. Wright and Ann Marie, Cumberland, by Borden Mining Co.

AG, Mon. 5/14/55, p. 3. **Canal Commerce.**

Arrived, May 12.

Boats Helen Bruce, Westmoreland, Baltimore and John G. Stone, Cumberland, coal to Borden Mining Company.

Departed, [5/12].

Boats Ella E. Voorhees, Five Brothers and Helen Bruce, Cumberland, by Borden Mining Company.

Tue. 5/15/55, p. 4.⁷ **Georgetown Items.**

Mr. Wm. Duvall commenced operations at his new iron foundry on Saturday. The works are on Washington street, south of the canal.

Miss Margaret Collins, a young lady, while walking near the canal, by some means fell into the water, and would have drowned, but for the exertions of some boatmen who were near her, and rescued her from danger.

AG, Tue. 5/15/55, p. 4. **Canal Commerce.**

Arrived, May 14.

Boats T. S. Iglehart, Denton Jacques, Old Dominion, Reporter and A. W. Eastlack, Cumberland, coal to Alleghany Mining Co.

Departed, [5/14].

Boats A. W. Eastlack, T. S. Iglehart and Denton Jacques, Cumberland, by Alleghany Mining Co.

AG, Wed. 5/16/55, p. 2. **Desirable Improvement.** –

Mr. A. K. Stake, the General Superintendent of the Chesapeake and Ohio Canal, came to the South Branch in the evening train from Baltimore on Tuesday last. He met there Mr. Gwynn, of New York, who, it will be recollected, has contracted to place a pump upon the work to supply the Canal with water at all seasons of the year. They are now locating the site, and will commence the erection of the pump and machinery at once. Mr. Gwynn seems confident that the canal will reap the advantage of the improvement by the 1st of July, the time implied in the contract. – *Cumberland Journal*.

As many of our citizens are particularly interested in the Chesapeake and Ohio Canal, we are pleased to hear that this necessary improvement is about being commenced. The only and important trade in which men are engaged is the matter of the Coal Trade, which is blocked up generally just at such season of the year, as this kind of business could be most profitable, on account of low water above. Last year when the other portion of the Canal was navigable, navigation had to be entirely suspended from this cause, rendering a very unprofitable season to all engaged in the trade. This improvement is also more necessary at this time than any other. Had it been erected previously, it would have been of no avail, as other points on the Canal, for instance Dams No. 4 and 5 would have obstructed navigation from a scarcity of water. A

⁷ *Daily American Organ*, Washington, D. C.

portion of Dam No. 5, the most leaky part, has now undergone a thorough repair, and but little danger of a suspension of navigation is here apprehended. Dam No. 4, to be sure, has not yet been remedied, but soon it will be made sufficiently water-proof to ensure transporters against detention. So now if this feeding pump be of sufficient capacity to make it successful in answering the object for which it is intended, this great drawback, on navigation during the dry portion of the season, will be in a short time successfully obviated. Such a state of things will keep the trade open during the entire season; and such being the case, will give to the boating business decidedly more auspicious prospects; and ensure to transporters a liberal reward for their investments and trouble. Continual navigation throughout the season, we look upon as the most desirable state of things that could be experienced by persons engaged on the Canal. For the last several years more than one-third of the whole season, and just at the time too, when business would be most agreeable, have boatmen been compelled to lay by, on great expense, simply on account of detention from low water. We therefore hope that this new improvement may be so prosecuted as to ensure its construction by the time this difficulty of low water generally occurs. – *Williamsport Banner*.

AG, Thu. 5/17/55, p. 3. **Canal Commerce.**

Arrived, May 16.

Boats Freeman Rawdon, Reindeer, Sarah Jane, Columbia, Dr. Grimes, E. W. Dunham, Miles Standish, Ann E. Arts, Yankee, J. L. W. Baker, A. Leiter, Left Bower, Ann Gilleece, G. Henderson, Josephine Seaton and J. Hancock, Cumberland, coal to Cumberland Coal & Iron Co.

Boats Hail Columbia, T. S. Iglehart, Denton Jacques, Reporter, Old Dominion and R. P. Dodge, Cumberland, coal to Alleghany Mining Co.

Boats Helen Bruce, Baltimore, Five Sisters, John G. Stone, J. G. Lynn, G. W. Grove and Charles Arthur, Cumberland, coal to Borden Mining Co.

Boat T. Jefferson, limestone to T. Smith.

Departed, [5/16].

Boats C. F. Mudge, L. Stanhope, Freeman Rawdon, Sarah Jane, Columbia, E. W. Dunham, M. Standish,

Ann E. Arts, Yankee, J. L. W. aker, Left Bower, Helen Bruce, Baltimore, J. G. Lynn, A. W. Eastlack, Hail Columbia, T. S. Iglehart, D. Jacques, Reindeer, John G. Stone and Martha, for Cumberland. Boat Dr. Grimes, fish for Cumberland, Md. Boat Abram Leiter, fish for Williamsport. Boat Reporter, fish for Cumberland, Md. Boat G. Henderson, fish for Cumberland. Boat G. W. Grove, fish for Hancock, Md.

Sun, Sat. 5/19/55, p. 2. **Chesapeake and Ohio Canal** – A meeting of the trustees of the preferred bond holders of the Chesapeake and Ohio Canal Company and another of the preferred bond holders themselves, will take place in Washington on the 22nd and the 23rd of this month. The object is to determine upon some measure that will enable the bondholders to secure payment of their bonds. For a long time, they have received no interest.

AG, Sat. 5/19/55, p. 2. **Coal Trade.**

For the week ending the 12th instant, sixty boats descended the Chesapeake and Ohio Canal, carrying 6,473 tons coal; and 72 tons coke. During the same period there were transported over the railroad of the Cumberland Coal & Iron Company 5,326 tons; over the Cumberland & Pennsylvania Railroad 5,722 tons; over the George's Creek Road 4,775 tons; and over the Hampshire Road 1,910 tons. Total from the entire coal region for the week 17,888 tons, and since the 1st of January last 170,465 tons, of which 120,265 tons were transported over the Baltimore and Ohio Railroad, and 50,200 tons descended the Chesapeake and Ohio Canal.

Sun, Mon. 5/21/55, p. 2. The merchants of Cumberland are taking measures to have the tolls on fish and salt reduced over the Chesapeake and Ohio Canal.

Ibid, p. 4. *Georgetown, D. C.* – Mayor Addison recommended to the council the appointment of Judson Mitchell, Col. Poe and W. S. Nichols, to represent this corporation in the meeting of the holders of preferred bonds in the Chesapeake and Ohio Canal Company, which is to take place on

the 22nd and 23rd instant. Referred to a special committee.

Sun, Fri. 5/25/55, p. 1. Affairs in Allegany County.

We copy the following from the *Cumberland Telegraph: Maryland Coal Trade* – For the week ending on the 19th instant, 46 boats descended the Chesapeake and Ohio Canal, carrying 4,490 tons of coal, 120 tons of coke, and 109 tons of lumber. – During the same period there were transported over the Railroad of the Cumberland Coal & Iron Company 4,408 tons of coal, over the Cumberland & Pennsylvania Railroad 4,300 tons, and over the George’s Creek Road 5,000 tons. Total for the week, 13,717 tons, and for the season 184,183 tons. No reports from the Hampshire, New Creek and Bloomington mines. The coal business over the canal has sustained a material falling off within the last week. A large number of boats are now lying idle in this port, and a good many have departed without lading of any kind.

AG, Sat. 5/26/55, p. 2. **The Chesapeake and Ohio Canal.** – A spirited meeting of the bondholders of the Chesapeake and Ohio Canal was held in Washington city yesterday. The trustees of the company were present, and submitted, in the shape of a report, some important suggestions for the consideration of the meeting, which gave rise to quite an animated discussion on the part of Mr. Mauru, of Boston, Messrs. Marbury and Cox, of Georgetown, W. W. Corcoran, Merrick, L. P. Bayne, and Whiting of the District, and A. Wylie, esq., of Virginia.

The character and tone of this discussion showed that these gentlemen were in earnest, and were a fair index of the feelings of all present.

The community feel greatly aggrieved that this work, costing about \$14,000,000 should have been so managed as not to have been able for years to pay the interest on \$1,700,000.

A committee of five were appointed, consisting of Messrs. George Brown, of Alexander Brown & Sons, and John Alexander, both of Baltimore; A. B. Davis and C. H. Carter, of Maryland; and L. P. Bayne, of Washington city, for

the purpose of devising some plan by which this great work can be made a safe security to the bondholder, and to afford some guarantee in future that the interest upon the preferred debt will be paid. The States of Maryland and Virginia are largely interested in this work, and, up to this time, the vast amount of money expended by them has proved to be a poor investment indeed. We hope this committee will act promptly and efficiently in the business confided to them. – *Union.*

Various proceedings were had in regard to the interest of the bondholders; among the rest, and the most material, was the adoption of the following resolutions, which had been previously agreed to by the trustees and by them laid before the meeting, to wit:

Resolved, That after a mature consideration of the present position of the Chesapeake and Ohio Canal and the interests of the bondholders preferred and intended to be secured by the deed of trust executed by the said Canal Company, on the 5th day of June, 1848; and in view, also, of the other parties and great interests connected with this Canal, we, the trustees, respectfully recommend to the said bondholders that, before a resort to any legal proceedings for the purpose of foreclosing said deed, they, in conjunction and co-operation with the other various and great interests of this Canal, do make strenuous exertions to induce a practical management of the same; and particularly in the management of this great work to guard against all merely political control and influence.

Resolved further, That we recommend to the bondholders to appoint a standing committee, whose duty it shall be to aid in accomplishing the object of the foregoing resolution by proper appeals and memorials to the State of Maryland and other parties interested in this work.

There were \$741,000 of bonds represented at the meeting. – *Nat. Int.*

Chesapeake and Ohio Canal Bonds.

Washington, May 24, P. M. – This evening, James C. McGuire, auctioneer, under the direction of Messrs. Bayne and English, trustees of Selden, Withers & Co., offered for sale at auction, \$50,000

Chesapeake and Ohio Canal bonds, viz: 50 bonds for \$500 each and 22 bonds for \$1,000 each. These bonds are part of an issue of \$1,700,000 under an act of General Assembly of Maryland, passed December, 1844, and are payable in the city of Baltimore thirty-five years after date – six percent interest payable in Baltimore semi-annually in January and July – and have interest coupons attached to them for interest from 1st January, 1852. – Of these bonds \$25,000 were sold at from twenty-five to forty percent. The balance was withdrawn at present. A large amount of real estate was also to have been offered, but the sale of it was postponed.

Mon. 5/28/55, p. 4.⁸ **Chesapeake and Ohio Canal Company.** – The annual general meeting of the stockholders of this company is to be held at the City Hall next Monday, the 4th of June. The committee who were appointed at the special meeting last week to devise some measures to perfect the operations and derive profit from the business of the canal, will probably make a report at this meeting.

AG, Mon. 5/28/55, p. 2. **The Canal.**
The basin of the Chesapeake and Ohio Canal at this place is crowded with a number of idle boats – it is enjoying, however, the same relaxation that business is, in all its branches throughout the length and breadth of the land. What else can be expected when a general stagnation occurs in every department of trade, and when the most important works suspend operations, and the ship-yards of the cities are as silent cemeteries? There being but a small demand for coal, as a natural consequence there is but a small quantity transported. – *Cumb. Jour.*

AG, Tue. 5/29/55, p. 3. **Canal Commerce.**
Arrived, May 28.
Boats Isaac Motter and Charles Williams, Cumberland, coal to Alleghany Mining Co.
Departed, [5/28].

Boats Isaac Motter and Charles Williams, Cumberland, by Alleghany Mining Co.

AG, Wed. 5/30/55, p. 4. **Canal Commerce.**

Arrived, May 29.

Boats Denton Jacques and A. Cary, Cumberland, coal to Alleghany Mining Co.

Departed, [5/29].

Boats Denton Jacques and A. Cary, Cumberland, by Alleghany Mining Co.

Sun, Fri. 6/1/55, p. 1. **Affairs in Allegany County.**
We copy the following from the Cumberland *Telegraph: Rails for the Baltimore and Ohio Railroad.* – The Mt. Savage Iron Company are now engaged in manufacturing railroad iron for the Baltimore and Ohio Railroad Company. We saw some of the rails. They are made in the shape of a T, and have the appearance of being very substantial.

AG, Sat. 6/2/55, p. 3. **Coal Trade.**
For the week ending the 19th ult., 58 boats descended the Chesapeake and Ohio Canal, carrying 5,984 tons of coal, 132 tons of coke, 35 tons of lumber and 44 tons of wheat. During the same period there were transported over the railroad of the Cumberland Coal & Iron Company 6,111 tons of coal; over the Cumberland & Pennsylvania Railroad 4,300 tons, and over the George's Creek Road 6,016 tons. Total from the entire coal region for the week 15,763 tons, and since the first of January last 200,171 tons, of which 138,910 tons were transported over the Baltimore and Ohio Railroad, and 61,260 tons descended the Chesapeake and Ohio Canal.

AG, Tue. 6/5/55, p. 4. **Canal Commerce.**
Arrived, June 4.
Boats Reporter, Ann Caroline, T. S. Iglehart, William P. Lynch, Andrew W. Eastlack and T. J. Mehaffey, Cumberland, coal to Alleghany Mining Co.

Departed, [6/4].

Boats Reporter and Ann Caroline, Cumberland, by Alleghany Mining Co.

AG, Wed. 6/6/55, p. 2. **Chesapeake and Ohio Canal.** – The meeting of the stockholders of the Chesapeake and Ohio Canal Company took place here today, at the office of the company, in the City

⁸ *Daily American Organ*, Washington, D. C.

Hall, for the purpose of electing a president and directors for that work. The State of Maryland, which is the largest stockholder, was represented by her four commissioners of public works, all of whom were present. Two full tickets were regularly nominated, the following by Messrs. Stewart and Chamberlain, of that board, viz:

For President – Samuel Hambleton, of Talbot County, Md.

For Directors – Samuel P. Smith, of Alleghany County; Alexander B. Hanson, of Frederick County; John J. Stone, of Washington County; Richard I. Bowie, of Montgomery; James A. Magruder, of the District of Columbia; George H. Smoot, of Alexandria.

The following ticket was nominated by Messrs. Falls and Nelson, the other members of the board, viz:

For President – William D. Merrick, of Charles County.

Directors – George Schley, of Washington County; William J. Ross, of Frederick County; Charles M. Thurston, of Alleghany County; Coleman Yellot, of Baltimore; Thomas F. Bowie, of Prince George's County; Wm. W. Seaton, of Washington.

On taking the vote, the commissioners of public works being thus equally divided, a tie of course ensued, the result of which is that the question under the law of Maryland is referred to the Treasurer of the State for decision by his casting vote. It may be proper to remark that the whole matter of electing these officers to the Canal Company falls to the lot of your Board of Public Works by reason of the overwhelming stock ownership of the State of Maryland in the canal, the cities of the District, which also hold stock, taking but little interest in the matter. – *Washington Correspondent of the Baltimore Sun.*

Ibid, p. 4. **Canal Commerce.**

Departed, June 5.

Boats T. S. Iglehart, T. J. Mehaffey and Wm. P. Lynch, Cumberland, by Alleghany Mining Co.

AG, Thu. 6/7/55, p. 3. **Canal Commerce.**

Departed, June 6.

Boat Ida, groceries, &c., from McVeigh & Chamberlain, boots, shoes, hats, &c., from Wells A. Harper & Co., and drugs from Peel & Stevens, for Knoxville, Petersville and Burkittsville, Md., Harper's Ferry, Morrisonville, Duffield's Depot and Hall Town, Va., and groceries from Fleming & Douglass, for Harper's Ferry and Charles Town, Va.

AG, Fri. 6/8/55, p. 2. The Treasurer of the State of Maryland has decided in favor of the ticket for President and Directors of the Chesapeake and Ohio Canal Company, nominated by Messrs. Stewart and Chamberlain, and the following gentlemen are therefore elected:

For President, Samuel Hambleton, of Talbot County, Md.; and *For Directors*, Samuel P. Smith, of Alleghany County; John G. Stone, of Washington County; Alexander B. Hanson, of Frederick County; Richard I. Bowie, of Montgomery County; James A. Magruder, of Georgetown, D. C.; and George H. Smoot, of Alexandria, Va.

AG, Sat. 6/9/55, p. 3. **Coal Trade.**

Total amount of coal transported from the entire Cumberland coal region during the week ending Saturday, 2nd instant, 14,263 07 tons, and since 1st of January last, 214,434 10 tons, of which 148,098 07 tons were transported over the Baltimore and Ohio Rail Road, and 66,335 03 tons descended the Chesapeake and Ohio Canal. The coal trade for the last week shows no improvement upon the week preceding. The demand still continues limited, and the prices too low to justify extended operations. We see no prospect of improvement in either particular. A great many coal boats are still tied up at the canal wharfs, and business about them looks decidedly flat. On the rail road, but a little over half business is doing in shipments.

Sun, Mon. 6/11/55, p. 3. *Georgetown, D. C.* – Canal Trade – 48 arrivals this week – 10 with coal from Cumberland. The article is rather slack, and the demand more limited than usual. The other trade on the canal is very light – flour and wheat hardly worth a notice.

Work on a new aqueduct progressing.

AG, Tue. 6/12/55, p. 3. **Canal Commerce.**

Arrived, June 11.

Boats R. P. Dodge, Gen. Mercer, Old Dominion, James Terrell, Geo. Waters and Wm. G. Boothe, coal to Alleghany Mining Co.

Boats Two Brothers and Anna Marion, Cumberland, coal to Borden Mining Co.

Departed, June 11.

Boats Wm. Albert and Five Brothers, Cumberland, by Borden Mining Co.

Boats R. P. Dodge, Gen. Mercer, Old Dominion and James Terrell, Cumberland, by Alleghany Mining co.

AG, Wed. 6/13/55, p. 3. **Canal Commerce.**

Arrived, June 12.

Boat J. Fitzpatrick, Cumberland, coal to Alleghany Mining Co.

Departed, June 12.

Boats George Waters, Wm. J. Boothe and Henry May, Cumberland, by Alleghany Mining Co.

AG, Thu. 6/14/55, p. 3. **Canal Commerce.**

Arrived, June 13.

Boat Star of Hancock, Cumberland, coal to Alleghany Mining Co.

Departed, June 13.

Boats J. Fitzpatrick and Star of Hancock, Cumberland, by Alleghany Mining Co.

AG, Sat. 6/16/55, p. 2. **Coal Trade.**

For the week ending the 9th instant, 47 boats descended the Chesapeake and Ohio Canal, carrying 4,903 tons of coal and 138 tons of coke. During the same period there were transported over the Railroad of the Cumberland Coal & Iron Company 5,163 tons of coal; over the Cumberland & Pennsylvania Railroad 4,094 tons; over the George' Creek Road 5,195 tons, and over the Hampshire Road 1,989 tons. Total from the entire coal region for the week 16,433 tons, and since the first of January last 233,869 tons; of which 162,125 tons were transported over the Baltimore and Ohio Rail Road and 71,743 tons

descended the Chesapeake and Ohio Canal. – *Cumb. Tel.*

AG, Tue. 6/19/55, p. 3. **Canal Commerce.**

Arrived, June 19.

Boats Hope and Sarah Perry, Cumberland, coal to Borden Mining Co.

Departed, June 19.

Boats Hope and Sarah Perry, Cumberland, by Borden Mining Co.

Local Items

Alexandria Canal Company – A meeting of the Stockholders of the Alexandria Canal Company was held yesterday, Benjamin Hallowell in the Chair, and Reuben Johnston Secretary.

The annual report of the President and Directors was made and approved.

The Examining Committee for the ensuing year are Benjamin Barton, John H. Brent, Benjamin Hallowell, Edward S. Hough and W. C. Yeaton.

Joseph Eaches was re-elected President of the Company, and William Gregory, James Green, Henry Daingerfield, Cassius F. Lee, William N. McVeigh and J. J. Wheat, Directors.

A resolution was adopted, on motion of Mr. Reid, instructing the President and Directors to press the claims of the Company to water rights for manufacturing purposes from the Chesapeake and Ohio Canal, to bring the subject to the attention of the Board of Public Works, and to assert the rights of the Alexandria Canal Company by legal proceedings, if necessary.

A resolution was adopted, on motion of Mr. Thomas M. Monroe, in favor of the Virginia Coal Field Rail Road scheme, for which a charter has been granted, as auxiliary to the Chesapeake and Ohio Canal, and the Alexandria, Loudoun & Hampshire Rail Road, and recommending the usual state subscription to the work.

The meeting then adjourned.

AG, Wed. 6/20/55, p. 3. **Canal Commerce.**

Arrived, June 19.

Boats C. B. Thruston, Anzonetta, J. R. Annan, C. T. Porterfield, M. J. Berston, Columbia, O. W.

Sturtevant, Reindeer, Black Bear, M. R. Zimmerman and Wm. R. King, Cumberland, coal to Cumberland Coal & Iron Co.

Boats A. C. Green, Hope, Sarah Perry and Cumberland, Cumberland, coal to Borden Mining Co.

Boats Isaac Motter and J. H. Davis, Cumberland, coal to Alleghany Mining Co.

Boat John Beall, Cumberland, coal to Frostburg Coal Co.

Departed, June 19.

Boats Katie Darling, Isaac Motter, J. H. Davis, Cumberland, Sarah Perry, A. C. Green, Hope, J. R. Annon, Anzonetta, C. B. Thruston and John Beall, Cumberland.

AG, Thu. 6/21/55, p. 4. **Canal Commerce.**

Arrived, June 20.

Boats Five Sisters, Lynx, Charles Arthur, Superior and Metacomet, coal to Borden Mining Co.

Boats A. Cary, Reporter and Old Dominion, coal to Alleghany Mining Co.

Departed, [6/20]

Boats Superior, Charles Arthur, Five Sisters, Lynx, Cumberland, by Borden Mining Co.

Boats A. Cary and Reporter, Cumberland, by Alleghany Mining Co.

AG, Fri. 6/22/55, p. 4. **Canal Commerce.**

Arrived, June 21.

Boat A. S. Borden, Cumberland, coal to Borden Mining Co.

Departed, [6/21]

Boat A. S. Borden, Cumberland, by Borden Mining Co.

AG, Sat. 6/23/55, p. 2. **Coal Trade.**

Amount of coal transported from the Cumberland coal region during the week ending Saturday, the 16th inst., 14,822.04 tons, and since the 1st of January last 248,811.05 tons, of which 171,534.05 tons were transported over the Baltimore and Ohio Railroad, and 77,376.09 tons descended the Chesapeake and Ohio Canal.

The question as to a reduction of the price per ton for digging coal is, we are informed, being agitated amongst the miners. The present price for mining a ton of coal is thirty-five cents, and they propose reducing it to thirty-two cents. The companies ask that it be reduced to thirty cents, and propose a corresponding reduction in the wages of all employees from the superintendent and agent, down. This is rendered a matter of absolute necessity.

Ibid, p. 4. **Canal Commerce.**

Arrived, June 22.

Boats Wm. Elder, T. S. Iglehart and Charles Williams, coal to Alleghany Mining Co.

Departed, [6/22].

Boats Wm. Elder, T. S. Iglehart and Charles Williams, by Alleghany Mining Co.

Fri. 6/29/55, p. 4.⁹ **Advertisement.**

E. S. WRIGHT, Auctioneer.

GEORGETOWN

CANAL BOAT AT AUCTION. On TUESDAY next, July 3rd, at 5 o'clock p. m., I shall sell, without reserve, at the Boat Yard of Capt. Moore, the Canal Boat *Capt. Walden*, in good repair.

Terms at the sale. EDWARD S. WRIGHT
Auctioneer.

[Transcriber's Note: the above ad was first run June 27 and then daily until sale day.]

Sat. 6/30/55, p. 2.¹⁰ CHESAPEAKE AND OHIO CANAL. The twenty-seventh annual report of the President and Directors of this Company states, among other things, that the present condition of the canal is reported by the general superintendent to be better than at any period since the great freshet of 1852. There was a less amount of transportation in 1854 than in the previous year, the chief decline being in grain and flour. The coal trade, though rather less, when it is considered that it was shipped only six months of the year, would indicate more active operations in mining than the preceding year. Since the opening of the navigation in March last, there has been a gradual increase in coal shipments,

⁹ *Evening Star*, Washington, D. C.

¹⁰ *Weekly National Intelligencer*, Washington, D. C.

and more recently the trade had become quite active. To the end of May there have been 54,051 tons transported upon the canal. The flour and grain trade is yet more limited than in the corresponding period of last year. Tolls from the 1st of January to the 31st of May amount to \$42,571.91 against \$35,774.48 at the same period of last year.

AG, Sat. 6/30/55, p. 2. **Cumberland Coal.**
We take the following from the *Cumberland Telegraph*: "Total amount of coal transported from the entire coal region during the week ending Saturday, the 23rd inst.; - 18,383.05 tons, and since the first of January last, 269,438.07 tons, of which 185,720.11 tons were transported over the Baltimore and Ohio railroad, and 83,718.11 tons descended the Chesapeake and Ohio Canal. The mining business exhibited during the past week unusual activity.

The Swanton Coal & Iron Company has recently completed a contract with the Baltimore and Ohio Railroad Company, to deliver coal on the canal, at Lynn's Wharf, in this place. The price is fifty cents per ton, or not quite two cents per mile. The coal is to be re-shipped by the canal to tide-water. — The company will organize a line of boats at once.

Messrs. Percy & Co., have recently sold their coal mines in the Frostburg region to the Lonaconing Coal Transportation Company. The price paid has not transpired."

Fri. 7/6/55, p. 3.¹¹ We are pleased to learn that at a meeting of the Directors of the Lonaconing Coal & Transportation Company of Allegany County, Maryland, held at Willard's Hotel on the 3rd instant, Alexander Ray, Esq., of Washington, D. C., was unanimously elected President.

The company, we learn, was chartered by the State of Maryland in 1852, with a capital of one million dollars, and organized with the view to the coal trade on the Chesapeake and Ohio Canal. The election of Mr. Ray as President will doubtless give great satisfaction in this community and inspire confidence in the operations of the company. The office of the company is to be established in this city. M.

AG, Fri. 7/6/55, p. 3. **Canal Commerce.**
Arrived, July 5.

Boats James Terrell, General Mercer, Denton Jacques, Reporter, Henry May, James Fitzpatrick, Ann Caroline and A. W. Eastlack, Cumberland, coal to Alleghany Mining Co.

Departed, [7/5].

Boats James Terrell, General Mercer, Denton Jacques, Henry May and Reporter, Cumberland, by Alleghany Mining Co.

AG, Sat. 7/7/55, p. 4. **Canal Commerce.**
Arrived, July 6.

Boats A. W. Eastlack, G. W. Davis, Geo. Waters and Kate, Cumberland, coal to Alleghany Mining Company.

Boats Anna Marion, Westmoreland, Hope, Helen Bruce, Five Sisters, Georgiana Darrow, A. J. Wright, Superior [and] Metacomet, Cumberland, coal to Borden Mining Company.

Departed, [7/6].

Boats Anna Marion, Westmoreland, Hope, Helen Bruce, Five Sisters and Georgiana Darrow, Cumberland, by Borden Mining Co

Boats A. W. Eastlack, G. W. Davis and Anna Caroline, Cumberland, by Alleghany Mining Company.

AG, Tue. 7/10/55, p. 2. **News of the Day.**

Total amount of coal transported from the Cumberland coal region, for the week ending Saturday, 30th of June, 16,909.03 tons, and since the first of January last, 285,717.02 tons; of which 194,720.00 tons were transported over the Baltimore and Ohio Rail Road and 90,997.02 tons descended the Chesapeake and Ohio Canal.

AG, Thu. 7/12/55, p. 3. **Canal Commerce.**
Arrived, July 11.

Boats Metacomet, A. S. Borden, Massasoit, Good Intent, C. B. Tisdale, J. F. Saylor and Canonicus, Cumberland, coal to Borden Mining Company.

Departed, [7/11].

¹¹ *Daily National Intelligencer*, Washington, D. C.

Boats Metacomet, A. S. Borden, Massasoit, Good Intent and J. F. Saylor, Cumberland, by Borden Mining Co.

AG, Sat. 7/14/55, p. 2. **The Coal Trade.**
Total amount of coal transported from the Cumberland coal region for the week ending July 7th, 12,798 01 tons, and since the first of January last, 298,475 02 tons, of which 202,965 09 tons were transported over the Baltimore and Ohio Rail Road, and 95,509 13 tons descended the Chesapeake and Ohio Canal.

We erred in stating that the coal companies had declined to act upon the proposition to reduce the price of mining coal per ton. In the Frostburg region, a reduction of five cents on the ton has been made. From George's Creek we have heard intelligence and can say that the reduction has been general. – *Cumberland Telegraph*.

AG, Wed. 7/18/55, p. 3. **Canal Commerce.**
Arrived, July 17.
Boats Sarah Louise, Five Brothers, Martha, Charles Arthur, Anna Marion and John G. Lynn, Cumberland, coal to Borden Mining Co.
Departed, [7/17].
Boats Sarah Louise, Five Brothers and Martha, Cumberland, by Borden Mining Co.

AG, Fri. 7/20/55, p. 4. **Canal Commerce.**
Departed, July 19.
Boat J. G. Lynn, Cumberland, by Borden Mining Co.

AG, Sat. 7/21/55, p. 2. **Coal Trade.**
For the week ending Saturday, 54 boats descended the Chesapeake and Ohio Canal, carrying 5,937 tons of coal. During the same period, there was transported over the Rail Road of the Cumberland Coal & Iron Company 5,793 tons of coal; over the Cumberland and Pennsylvania Rail Road 4,171 tons; over the George's Road 4,330 tons; and from the New Creek mines 119 tons. – Total from the entire coal region for the week 14,414 tons; and since the 1st of January last, 312,929 tons, of which 211,87 tons were transported over the Baltimore and Ohio

Rail Road and 101,051 tons descended the Chesapeake and Ohio Canal.

Mining Business – The coal trade remains without much variation as to price or demand. About the usual shipments were sent to market last week. The companies show no disposition to increase the trade under present prices, as it is not sufficiently remunerative to justify expanded operations. It is anticipated, however, that the rates will increase before the lapse of many months. – *Cumb. Tel.*

Ibid, p. 4. **The Canal.** – There have been no arrivals by the canal for some days past, in consequence of some repairs being made in the Chesapeake and Ohio Canal Above Georgetown. Navigation will, however, soon be resumed.

AG, Tue. 7/24/55, p. 3. **Canal Commerce.**
Arrived, July 23.
Boats Westmoreland, Helen Bruce, Ella E. Voorhees, Five Sisters and Superior, Cumberland, coal to Borden Mining Co.
Departed, July 23.
Boats Hope, John G. Stone, Westmoreland, Helen Bruce and Ella E. Voorhees, Cumberland, by Borden Mining Company.

AG, Sat. 7/28/55, p. 2. **News of the Day.**
For the week ending Saturday, July 21st, the total amount of coal transported from the Cumberland coal region was 15,308 16 tons, and since the first of January last 328,237 11 tons, of which 210,208 09 tons were transported over the Baltimore and Ohio Railroad and 108,029 02 tons descended the Chesapeake and Ohio Canal.

Sun, Mon. 7/30/55, p. 4. **Montgomery County, Md.,** - I have been here for some short time and find that your interesting paper is much prized and valued, being distributed in this neighborhood by means of the packet boat Congress, Capt. Ritter, which leaves Georgetown one day, goes as far as the Point of Rocks - 58 miles - and returns the next to Georgetown. This boat is a great convenience for carrying freight and articles of various kinds to the

public works, and for hands employed thereon, going up and down again weekly to their families in Washington or Georgetown.

On Tuesday night last a man was drowned in the canal somewhere about Little Falls, three or four miles from Georgetown, from a canal boat, and under circumstances which should have prevented its occurrence. There were on board the boat more than forty hands from New York, on their way up the canal to the Washington aqueduct brick works, where they will be employed in making bricks by machines. The unfortunate man somehow fell into the canal, and, strange to say, no successful effort was made from among all these men to prevent his being drowned, in water not perhaps more than five feet deep. A couple of weeks ago, on a Saturday afternoon, a laboring man having money, but refusing to pay for his passage on the packet boat, was put off, on the tow-path. Being drunk, he ran along the tow-path after the boat, holding up a piece of gold money in view, cursing and swearing he would put the mules into the canal, when presently, instead, he soused right into the canal himself, but soon to the surprise of everyone scrambled out, when there was a pretty general shout from the boat by some laboring hands with whom he had worked. - Drenched and dripping he continued to chase the boat, though now some distance behind, when he suddenly disappeared, having tumbled over the other side of the tow-path, down the embankment, in many places quite precipitous and dangerous; but presently again re-appeared on the tow-path cutting up all sorts of antics as far as he could be seen from the boat. The man evidently unable to take care of himself, in danger of being drowned or having his neck broken, the boat being stopped in one of the locks, it was urged as a duty upon his working comrades that some one or two of them should go from the boat after him to protect his life from such danger, but not a man seemed willing to move to the humane suggestion. It fortunately, however, happened to him that he got safe through the danger, and he has since been heard to declare and swear he never would drink whiskey again. So, note it be.

AG, Sat. 8/4/55, p. 2. **News of the Day.**

Navigation on the Chesapeake and Ohio Canal was partially suspended during a portion of last week in consequence of the sinking of two boats, and the formation of several sand bars, caused by the washings from the hills during the recent heavy rain storms. The damage was promptly repaired, and navigation has again been resumed. Only 38 boats, with 4,182 tons of coal descended last week.

Ibid, p. 3. **Canal Commerce.**

Arrived, August 3.

Boats Delaware, George Henderson, Holbrook, M. V. Hill, Right Bower, C. T. Porterfield, David Shriver, Amos Young, H. H. Casey and George W. Riggs, Cumberland, coal to Cumberland Coal & Iron Co.

Boats G. W. Groves, Five Brothers and A. C. Green, Cumberland, coal to Borden Mining Company.

Boat Sarah Ann, Cumberland, coal to Frostburg Coal Co.

Boat General Mercer, Cumberland, coal to Alleghany Mining Co.

Boat Three Brothers, Cumberland, coal to Swanton Coal & Iron Co.

Departed, August 3.

Boats Canonicus, Massasoit, F. Bloodgood, Reporter, William R. King, Dicksey B., Sarah Ann, J. W. Grove, C. B. Thurston, Anzonetta, General Mercer, Delaware and James Fitzpatrick, Cumberland.

AG, Tue. 8/7/55, p. 2. **Paid Off.**

It will be a subject of congratulation on the part of our fellow citizens of the District of Columbia to learn that the Secretary of the Treasury has just paid, on behalf of the government, the last stiver of the memorable "Holland Debt," originally contracted by the three cities of the (then) District of Columbia in aid of the construction of the Chesapeake and Ohio Canal, and subsequently assumed by Congress. - *Wash. Star.*

Chesapeake and Ohio Canal.

The culvert at Middlekauff's Basin, on the Chesapeake and Ohio Canal, above Mercerville, 83 miles west of Georgetown, was washed out on

Wednesday night last. The Cumberland *Alleganian* says: "One of Mr. Brown's boats, loaded with coke, was swept through the break and completely wrecked, and more painful to add, the Captain, Jerry Moore, and his boatman, James Dunnegan, were drowned. Three mules were also drowned. A private letter received from Mercerville, estimates that it will require three or four weeks to repair the break."

Sat. 8/11/55, p. 4.¹² **Two Men Lost** – The Shepherdstown (Va.) *Register* gives an account of a distressing accident which occurred on Wednesday night, the 1st instant, at Middlekauff's culvert, nine miles above Shepherdstown, on the Chesapeake and Ohio Canal. The canal boat "David Seigle," belonging to Wm. Brown, Esq., of Antietam Iron Works, loaded with coke, was on her way from Cumberland; when getting near the culvert, the captain discovered a breach in the canal, and, knowing the fearfully hazardous situation they were in, jumped ashore and urged the balance of the crew and two passengers to do so also. They were taken by surprise or lost their self-possession upon awaking to the fearful danger that surrounded them, and, unable or unwilling to make any effort to save themselves, passed through the breach with the wreck into the river. The tow-boy, after passing through the breach, was rescued, but the two passengers were drowned and not seen afterwards. It is supposed they sunk with the boat, which was broken in pieces. The names of the passengers were William Dunham, of Cumberland, aged about seventy years, and Miller Cole, from Williamsport. The boat and cargo are a total loss.

AG, Sat. 8/11/55, p. 2. **Coal Trade.**
Total amount of coal transported from the Cumberland coal region during the week ending 2nd of August: 17,306.06 tons, and since the 1st of January last, 366,896.03 tons, of which 249,223.06 tons were transported over the Baltimore and Ohio Rail Road, and 117,672.17 tons descended the Chesapeake and Ohio Canal. The amount shipped for the corresponding period of last year was

336,699 tons, showing an increase for the present year of 30,197 tons. It should be recollected, however, that during the first three months of 1854, only 29,100 were sent to market in consequence of the miner's strike. – *Cumberland Telegraph*.

AG, Mon. 8/13/55, p. 3. On Tuesday last the dead body of an unknown man was found in the Chesapeake and Ohio Canal, at Lock No. 13, some ten miles above Washington. This makes the sixth dead body which has been found in the canal this season.

AG, Sat. 8/18/55, p. 2. **Coal Trade.**
For the week ending Saturday, 9 boats descended the Chesapeake and Ohio Canal, carrying 877 tons of coal and 61 tons of lumber. During the same period there were transported over the railroad of the Cumberland Coal Company 2,936 tons of coal; over the Cumberland & Pennsylvania Railroad 2,130 tons; over the George's Creek Road 3,649 tons; and over the Hampshire Road 1,120 tons. Total from the entire coal region for the week 9,615 tons, and since the first of January last, 375,711 tons, of which 256,242 tons were transported over the Baltimore and Ohio Railroad and 119,468 tons descended the Chesapeake and Ohio Canal. – *Cumberland Telegraph*.

We learn from the *Cumberland Telegraph* that the repair of the break in the Chesapeake and Ohio Canal is being pushed forward to completion as rapidly as circumstances will permit. It is said that boats will be able to descend in eight days. This will be gratifying news to boatmen who are lying idle at heavy expense.

AG, Thu. 8/23/55, p. 3. **Local Items.**
Alexandria Canal – Whilst the repairs have been making on the Chesapeake and Ohio Canal, one of the spans of the Aqueduct on the Alexandria Canal, which had recently settled some, has been strengthened by additional bracing, and some other slight repairs have been made on other parts of the line. The Alexandria Canal will be in good order for

¹² *Weekly National Intelligencer*, Washington, D. C.

the resumption of business before the repairs of the Chesapeake and Ohio Canal will have been completed. The water will be let into the former today or tomorrow.

AG, Sat. 8/25/55, p. 2. **News of the Day.**
For the week ending Saturday, the 18th August, 13 boats descended the Chesapeake and Ohio Canal, carrying 1,206 tons of coal and 85 tons of lumber. Total from the entire coal region for the week 3,499.10 tons, and since the first of January last, 389,210.16 tons, of which 269,302.10 tons were transported over the Baltimore and Ohio Railroad and 119,210.06 tons descended the Chesapeake and Ohio Canal.

Sun, Wed. 8/29/55, p. 3. *Georgetown, D. C.*
No news of special interest from Georgetown today. The canal trade is not yet fairly resumed. Notwithstanding the loss of revenue, it is probable the receipts up to the 1st September will be fully equal to the amount for the year ending in September 1854, and that after the first, the revenue will exceed the corresponding period of last year.

AG, Sat. 9/1/55, p. 2. **News of the Day.**
For the week ending Saturday, nine boats descended the Chesapeake and Ohio Canal, carrying 965 tons of coal. During the same period there were transported over the Rail Road of the Cumberland Coal & Iron Company 2,620 tons of coal; over the Cumberland and Pennsylvania Rail Road 3,261 tons; over George's Creek Road 5,816 tons; and over the Hampshire Road 1,872 tons. – Total from the entire coal region for the week 13,569 tons, and since the 1st of January last 402,780 tons; of which 282,152 tons were transported over the Baltimore and Ohio Rail Road, and 120,628 descended the Chesapeake and Ohio Canal.

AG, Tue. 9/4/55, p. 3. **Local Items.**
Alexandria Canal. – Receipts of coal by the Alexandria Canal for the month of August:

	Tons	Cwt.
Cumb'd. Coal & Iron Co.	2,244	09

Borden Mining Co.	669	18
Alleghany Mining Co.	216	01
Frostburg Coal Co.	205	18
Swanton Coal & Iron Co.	106	03
Total	3,442	09

The receipts for the last month have been small, in consequence of a break in the Chesapeake and Ohio Canal.

Ibid, p. 4. **Canal Commerce.**
Arrived, September 5.

Boats Katie Darling and Joseph Eichelberger, Cumberland, coal to Frostburg Coal Co.
Boat Anna Marion, Cumberland, coal to Borden Mining Company.
Boat D. J. McCoy, tan bark to C. C. Smoot & Son.
Boats Black Bear and Elk, lumber to Cumberland Coal & Iron Co.

Fri. 9/7/55, p. 3.¹³ **Chesapeake and Ohio Canal.**
The Williamsport *Times* of yesterday states that navigation has again been resumed on the Chesapeake and Ohio Canal. Loaded boats, it says, passed up on Saturday evening.

AG, Fri. 9/7/55, p. 3. **Local Items.**
Resumption of Navigation. – The repairs having been completed on the Chesapeake and Ohio Canal, water has again been let in and navigation resumed. There have been several arrivals of boats at this place laden with coal from Cumberland, and we may now expect a brisk business on the Canal.

Ibid, p. 4. **Canal Commerce.**
Departed, September 6.

Boat J. D. McCoy, with dry goods from Bryan, Adams & Co., notions from Berry & Blakemore, and hardware from English & Castleman, for Hancock, Md.

AG, Sat. 9/8/55, p. 3. **Canal Commerce.**
Boats Col. Young, Juno, Mary Otis, Freeman Rawdon, J. K. Polk, Osprey, Jack, Charles Embrey, P. B. Petrie, L. G. Stanhope, Dr. Grimes, Isaac Long,

¹³ *Daily National Intelligencer*, Washington, D. C.

Ann E. Arts, R. G. Violett and Columbia,
Cumberland, coal to Cumberland Coal & Iron Co.
Boats James Terrell, T. J. Mehaffey, T. S. Iglehart,
Wm. J. Boothe and Archibald Cary, Cumberland,
coal to Alleghany Mining Co.
Boats Denton Jacques and Otho Baker, Cumberland,
coal to Frostburg Coal Co.
Boat Hope, Cumberland, coal to Borden Mining Co.
Boats Eveline and John Beall Cumberland, coal to
Swanton Coal & Iron Co.

Departed, September 7.

Boats James Terrell, T. J. Mehaffey, Colonel Young,
Juno, Mary Otis, Freeman Rawdon, J. K. Polk,
Osprey, Charles Embrey, Anna Marion, Katie
Darling, James Eichelberger and Denton Jacques,
Cumberland.

Coal Trade.

For the week ending Saturday, eight boats descended
the Chesapeake and Ohio Canal carrying 890 tons of
coal. During the same period there were transported
over the railroad of the Cumberland Coal & iron
Company 3,072 tons of coal; over the Cumberland
and Pennsylvania Railroad 3,057 tons; over the
George's Creek Road 5,871 tons; and over the
Hampshire Road 1,521 tons. Total from the entire
coal region for the week 13,522 tons, and since the
1st of January last 416,303 tons; of which 295,462
tons were transported over the Baltimore and Ohio
Railroad, and 121,841 tons descended the
Chesapeake and Ohio Canal. – *Cumb. Tel.*

AG, Wed. 9/12/55, p. 3. **Canal Commerce.**

Departed, September 11.

Boat J. T. Rowland, for Hancock, Md., groceries
from Wm. Bayne, notions from Purcell & Triplett,
tobacco from Charles Bayne, and queensware from
R. H. Miller.

AG, Sat. 9/15/55, p. 2. **Coal Trade.**

Total amount of coal transported from Cumberland
for the week ending 8th of September, 16,604 05
tons, and since the 1st of January last, 438,907 05
tons, of which 307,622 05 tons were transported
over the Baltimore and Ohio Railroad and 126,285
tons descended the Chesapeake and Ohio Canal.

Chesapeake and Ohio Canal.

This great work, completed to Cumberland at an
enormous expense, has never answered the
reasonable expectations of its friends, and its whole
history has been one of loss, disaster and
mismanagement, up to the present period. The
writer was told this morning by a very respectable
and intelligent boatman, that he has been prosecuting
the boating business for five years on the Canal, but
had now determined to abandon it and return to his
own State. By the recent break on the Canal, he has
lost near a month's work and several hundred
dollars, which he thinks might have been obviated if
proper attention had been given to the work. The
culvert that gave way had been known for months
previous to have been in a very unsafe condition,
and yet was suffered to remain so; and he stated it
was his impression, that the parties in charge of the
canal, did not understand taking care of it. If the
Canal is not entrusted to competent persons who will
look after their sections and keep them in proper
condition, the boatmen generally will soon abandon
their present unprofitable occupation for something
more reliable than the Chesapeake and Ohio Canal.

J.

Ibid, p. 4. **Canal Commerce**

Departed, September 14.

Boat John P. Smart, groceries from Fleming &
Douglass for Leesburg.

AG, Mon. 9/17/55, p. 4. **Canal Commerce**

Departed, September 15.

Boat Niagara, groceries, &c., from McVeigh &
Chamberlain, and boots, shoes, &c., from Harper &
Baldwin, for Burkittsville, Md.

Boat John P. Smart, groceries, &c., from McVeigh
& Chamberlain, and boots, shoes, &c., from Harper
& Baldwin for Leesburg, Va.

AG, Wed. 9/19/55, p. 2. **Mismanagement again.** –
On Saturday last, we took occasion to explain causes
which make efforts to do business in connection
with the navigation of the Chesapeake and Ohio
Canal a very hazardous undertaking, and yesterday

we saw with much pain a striking illustration of the truth of our remarks then and there made. It was a line of boats, loaded, each, with the three-fourths of a fair load with which they might venture down with a reasonable hope of reaching tide water without having to discharge a portion of freight – stopped by a shoal in the Alexandria and Georgetown continuation of the work in question, where they had been stationary since Thursday last, we hear. There were enough of them to line the bank for near a fourth of a mile. We presume that to work the boats in question requires thirty-five hands and at least as many horses and mules, all of which were idle, at the expense of the carriers of the coal for three days, costing them perhaps twice as much as would have been the expense to the owners of the canal to remove the obstruction, which is said to be a sand bar merely.

It is not wonderful, under such circumstances, that the Alexandria canal is not a paying stock, and that those freighting on it charge heavy rates, which are necessary to enable them to guard as far as possible against losses resulting from such causes throughout the work – from Cumberland to the point of trans-shipment, at the Alexandria basin. If the work could be put in proper order, the increased business upon it would pay the farmers, freighters, builders and merchants in Alexandria, Washington and Georgetown and along the line, millions of dollars in perhaps the first year thereafter.

My attention has just been called to the foregoing complaint in the “Star” of last evening.

On Thursday, a leaky boat sunk in the Alexandria Canal, rendering it necessary to draw off the water, which I presume caused the detention of boats complained of. The Superintendent of the Alexandria Canal is one of the most attentive and careful men I have ever known, but he cannot prevent the sinking of leaky boats. As to the boats having but “three-fourths of a fair load,” if it be a fact, it is no fault of the Alexandria Canal Company. The boats, however, carry from 100 to 120 tons, which is generally considered a pretty *fair* load, and there is always sufficient water in the Alexandria Canal to accommodate any boat that can pass down

the Chesapeake and Ohio Canal, and there has scarcely been a day, during the boating season, for the last year, that the Alexandria Canal has not been in good navigable order. The writer of this has not seen the Superintendent of the Alexandria Canal today. When he does see him, should it be necessary, the article in the “Star” on *Mismanagement* will be further noticed.

September 18th

E.

AG, Thu. 9/20/55, p. 3. **Canal Commerce.**

Arrived, September 19.

Boat Ohio, Point of Rocks, wheat to Cuthbert Powell.

Departed, September 19.

Boat Lynn, drugs, paints, oils, &c., from John Leadbeater, for Sharpsburg, Md.

AG, Mon. 9/24/55, p. 3. **Canal Commerce.**

Departed, September 22.

Boat Susan Baker, groceries, &c., from McVeigh & Chamberlain; and boots, shoes, &c., from Harper & Baldwin, for Shepherdstown, Va.

Boat Augusta, groceries, &c., from McVeigh & Chamberlain; and boots, shoes, &c., from Harper & Baldwin, for Hancock, Md.

Coal Trade.

The Cumberland *Telegraph* furnishes the following abstract of the Cumberland coal trade for the past week: “Total amount of coal transported from the entire coal region for the week ending on Saturday the 15th of September, - 18,220.17 tons, and since the 1st of January last, 452,128.02 tons, of which 320,922.13 tons were transported over the Baltimore and Ohio Railroad and 131,205.09 tons descended the Chesapeake and Ohio Canal.

AG, Sat. 9/29/55, p. 2. **News of the Day.**

Total amount of coal transported from the Cumberland coal region during the week ending 22nd September, 15,257.04 tons, and since first of January last, 467,385.06 tons, of which 331,377.17 were transported over the Baltimore and Ohio Railroad, and 136,007.09 tons descended the Chesapeake and Ohio Canal.

AG, Mon. 10/1/55, p. 3. **The Alexandria Canal**
An officer of the Alexandria Canal Company has informed us that the accident upon that work, noticed by us some time since as having caused the loss of traveling days to a long line of canal boats, was occasioned, not by carelessness or mismanagement on the part of anyone whatever in the company's employment, but by want of due care on the part of the skipper of a coal boat who stove and sunk his boat in a position wherein it was impossible, for some days to raise her, or to get her out of the way of other boats. While all this may be true; and while, we doubt not, the superintendent of this branch canal faithfully does all in any man's power to prevent such occurrences, it strikes us with much force that such an accident with such a disastrous result to the business of all those navigating the canal, could not have occurred on the New York and Erie Canal. We are anxious to hail the time when from Alexandria to Cumberland, the Chesapeake and Ohio Canal shall be as well managed and as profitably used as that of any other similar improvement in the world. Public opinion, and that great lever only, can work the necessary reforms. It must be made to reach the great cause of all the trouble and injury to the business interests involved in the management of this canal – the Maryland Board of Public Works. Could we regulate such matters, we would not have a vote thrown by a citizen of any county interested in the proper management of the canal, for any legislative or public works candidate, whatever may be his politics, not pledged to labor zealously to make the State Government's policy, with reference to the canal, an honest and sensible one, as it has not been up to this time.

AG, Sat. 10/6/55, p. 3. **Canal Commerce.**
Departed, October 5.
Boat J. H. Lambert, groceries from William Bayne, tobacco from Charles Bayne, and notions from Purcell & Triplett, for Leesburg and Mt. Gilead.

AG, Mon. 10/8/55, p. 2. **News of the Day.**

For the week ending Saturday, the 29th of September, fifty-seven boats descended the Chesapeake and Ohio Canal, carrying 6,158 15 tons of coal and 71 13 tons of coke.

AG, Wed. 10/10/55, p. 3. **Canal Commerce.**
Departed, October 9.
Boat Sarah Ann, Noland's Ferry, guano from C. Powell.

Sun, Mon. 10/15/55, p. 4. *Georgetown, D. C.*
Our Councils have granted to Mr. Alexander Ray, and his assigns, the right to construct an aqueduct from the canal to the wharves over Water Street for the purpose of unloading boats. It has also been approved by the Mayor.

AG, Mon. 10/15/55, p. 3. **Coal Trade.**
Last week, 50 boats descended the canal with 5,319 tons of coal and 69 tons of coke. During the same week there were transported over the railroad of the Cumberland Coal & Iron Company 5,137 tons of coal; over the Cumberland & Pennsylvania Railroad 3,775 tons; and over the George's Creek Road 4,000 tons; and over the Hampshire Road 1,155 tons. Total from the entire coal region for the week 15,069 tons; and since the 1st of January last, 497,645 tons; of which 351,785 tons were transported over the Baltimore and Ohio Railroad and 145,860 tons descended the Chesapeake and Ohio Canal.

AG, Wed. 10/17/55, p. 4. **Canal Commerce.**
Departed, October 16.
Boat Holbrook, with groceries for Berlin from Wm. Bayne, notions from Purcell & Triplett.

AG, Sat. 10/20/55, p. 2. **The Coal Trade.**
We copy from the *Cumberland Telegraph*: Mining operations in the Maryland coal region have not yet been so active this year as they were last. The amount sent and to be sent this year, will fall short of the shipments of last year near one hundred thousand tons. This falling off in the trade is attributable to several causes which will be briefly named. In the first place, the demand has been extremely limited,

not at all keeping pace with the ability to supply. This was owing to the stringency in the money market in a great measure. The manufacturing establishments north, and other places where this fuel was mainly consumed were compelled to suspend operations. – In addition to this, a portion of the ocean steamers were chartered by the allied governments to carry troops and munitions of war to the Crimea, and withdrawn for that purpose. This cut off a large amount of sales.

The introduction of Pictou coal, under the Reciprocity treaty, free of duty, has also curtailed our sales, as it is the only coal that comes in competition with Maryland coal. Causes like these, and an almost total loss of confidence in the judicious management of the Chesapeake and Ohio Canal, have combined to produce the diminution in the shipments of coal this year. It strikes us that these are the main causes.

 For the week ending Saturday, 49 boats descended the Chesapeake and Ohio Canal, carrying 5,025 tons of coal and 75 tons of coke. During the same period there were transported over the railroad of the Cumberland Coal & Iron Company 4,966 tons of coal; over the Cumberland and Pennsylvania Railroad 4,377 tons; and over the George's Creek Road 6,042 tons. Total from the entire coal region for the week 15,288 tons and since the first of January last, 513,021 tons, of which 362,327 tons were transported over the Baltimore and Ohio Railroad, and 158,693 descended the Chesapeake and Ohio Canal.

Ibid, p. 3. **Canal Commerce.**

Departed, October 19.

Boat J. F. Wheatley, groceries from William Bayne, for Martinsburg, Va.

Boat B. H. Lambell, groceries from William Bayne, for Leesburg, Va.

AG, Tue. 10/23/55, p. 3. **Canal Commerce.**

Departed, October 22.

Boat Holbrook, groceries, &c., from McVeigh & Chamberlain, queensware from R. H. Miller, boots, shoes, &c., from Harper & Baldwin, hardware from

English & Castleman, for North Fork and Bunker Hill, Loudoun Co., Va.

AG, Fri. 10/26/55, p. 3. **A Fine Steer** – The mammoth steer of Mr. Oscar Braden, of this county, which attracted so much attention at the Loudoun Fair two years ago, passed through town on Tuesday morning, *enroute* for the State Fair in Richmond. It is the largest animal of the kind we have ever seen, and so exceedingly fat that it is with difficulty it can be made to travel a mile a day. He is estimated to weigh from 3,500 to 4,000 pounds. Mr. B. designs driving him to Edward's Ferry and taking him via canal to Alexandria, and will send him thence to Richmond.

Ag, Sat. 10/27/55, p. 2. **Coal Trade.**

For the week ending Saturday the 20th Oct., 58 boats descended the Chesapeake and Ohio Canal, carrying 6,193 tons of coal and 119 tons of coke.

During the same period there were transported over the Railroad of the Cumberland Coal & Iron Company 5,753.00 tons of coal, and over the Cumberland & Pennsylvania Railroad 4,361 tons, making an aggregate from the Frostburg region, for the week of 10,114.00 tons, and for the season 294,114 .09 tons.

Over the George's Creek Coal & Iron Company's Railroad there were transported 5,630.16 tons. Total from the Westernport region for the week 5,620.16 tons, and for the season 234,661.12 tons.

Total from the entire coal region for the week 15,744.17 tons, and since the first of January last 528,776.01 tons, of which 372,151.18 tons were transported over the Baltimore and Ohio Railroad and 156,624.01 tons descended the Chesapeake and Ohio Canal. – *Cumberland Telegraph*.

AG, Mon. 10/29/55, p. 3. **Canal Commerce.**

Departed, October 27.

Boat A. C. Blackwell, groceries, &c., from McVeigh & Chamberlain, hardware from English & Castleman, boots, shoes, hats, &c., from Harper & Baldwin, queensware from J. T. Dowell, dry goods

from Bryan, Adams & Co. and Taylor & Hutchinson, for Hancock, Md.

AG, Sat. 11/3/55, p. 2. **Coal Trade.**

For the week ending Saturday, the 27th of October, 69 boats descended the Chesapeake and Ohio Canal, carrying 7,321 tons of coal, and 145 tons of coke.

During the same period there were transported over the Rail Road of the Cumberland Coal & iron Company 5,797.18 tons of coal, and over the Cumberland & Pennsylvania Rail Road 4,365 tons, making an aggregate from the Frostburg region, for the week of 10,162.18, and for the season 304,277.07 tons.

Over the George's Creek Coal & Iron Company's Rail Road, there were transported 6,587.09 tons, and over the Rail Road of the Hampshire Coal & Iron Company 1,602.15.

Total for the Westernport region for the week 8,190.04 tons, and for the season 245,243.11 tons.

Total from the entire coal region for the week 18,533.02 tons, and since the first of January last 549,520.18 tons, of which 385,980.03 tons were transported over the Baltimore and Ohio Rail Road, and 163,540.15 tons descended the Chesapeake and Ohio Canal.

Shipped by the Baltimore and Ohio Rail Road to Chesapeake and Ohio Canal, for the Swanton Coal & Iron Company for the season, 4,504 tons. – *Cumb. Tel.*

AG, Mon. 11/12/55, p. 2. We learn from the Cumberland *Telegraph* that the total amount of coal transported from the entire coal region during the week ending Saturday, November 3, is 16,975.18 tons, and since the first of January last, 566,496.16 tons, of which 398,123.10 tons were transported over the Baltimore and Ohio Rail Road, and 168,373.06 tons descended the Chesapeake and Ohio Canal.

AG, Thu. 11/15/55, p. 2. **News of the Day.**

During the last month, the tolls on the Chesapeake and Ohio Canal amounted to \$17,000. It is estimated that, if the navigation remains open as

long as last year, the receipts up to the first of January will exceed those of that period.

AG, Fri. 11/23/55, p. 2. **News of the Day.**

Upon a lot of ground belonging to Smart, Bentley & Smart, near the Big Spring Mills, Loudoun County, containing 22 acres, was raised the extraordinary amount of 880 bushels of prime wheat, being 40 bushels per acre.

AG, Sat. 11/24/55, p. 2. **Coal Trade.**

For the week ending Saturday, 55 boats descended the Chesapeake and Ohio Canal, carrying 5,741 tons of coal and 163 tons of coke. During the same period there were transported over the railroad of the Cumberland Coal & Iron Company 5,728 tons of coal; over the Cumberland & Pennsylvania railroad 3,466 tons; over the George's Creek Road 3,353 tons; and over the Hampshire 1,861 tons. Total from the entire coal region for the week, 14,409 tons; and since the first of January last, 597,027 tons; of which 417,396 tons were transported over the Baltimore and Ohio Railroad, and 179,630 tons descended the Chesapeake and Ohio Canal.

Mon. 11/26/55, p. 4.¹⁴ **Gas Coal** – On Saturday, the canal boat "Good Intent," from the Lonaconing mines, arrived in our Canal, with coal for the Washington Gas-light Company.

AG, Sat. 12/1/55, p. 2. **C. & O. Canal – Coal.**

We copy the following from the Cumberland *Telegraph: Coal Trade* – Total amount of coal transported from the entire coal region during the week ending Saturday, Nov. 24, 15,823.17 tons, and since the 1st of January last 612,851.13 tons, of which 427,500.08 tons were transported over the Baltimore and Ohio Railroad, and 185,315.05 tons descended the Chesapeake and Ohio Canal.

Canal – Canal navigation still remains good, and as the weather so far has been very favorable, considerable quantities of "Black Diamonds" continue to pass downward to the seaboard, thence to be shipped to the east and north. About 39,000 tons more have been sent to market up to the 24th of

¹⁴ *Evening Star*, Washington, D. C.

this month, this year by this avenue than for the corresponding period of last year.

Mon. 12/3/55, p. 4.¹⁵ **The Canal Boat Hope** arrived today with coal for the Gas Company, from the Lonaconing mines.

Fri. 12/7/55, p. 3.¹⁶ The most magnificent cargo of hickory wood we have ever seen brought to our market for sale, came in on Wednesday on the canal boat *Mount Vernon*, Capt. Ridenbaugh, consigned to Samuel Croyley, Esq. The lucky purchasers were Messrs. Barron & Stover. The quantity about forty cords. During the month of November, there arrived by river and canal 1,665-1/2 cords of wood.

AG, Sat. 12/8/55, p. 3. **Maryland Coal Trade.** For the week ending Saturday, 46 boats descended the Chesapeake and Ohio Canal, carrying 4,690 tons of coal and 172 tons of coke. During the same period, there were transported over the railroad of the Cumberland Coal & Iron Company 6,017 tons of coal; over the Cumberland & Pennsylvania Railroad 3,537 tons; over the George' Creek Road 3,325 tons; and over the Hampshire Road 1,791 tons. Total from the entire coal region for the week, 14,672 tons; and since the 1st of January, 627,523 tons; of which 438,360 [tons] were transported over the Baltimore and Ohio Railroad, and 189,163 tons descended the Chesapeake and Ohio Canal.

Fri. 12/14/55, p. 3.¹⁷ **Oh Gas!** – Jeremiah himself was not more doleful than are some of our correspondents in their complaints of the gas furnished in this city. “What is the cause of the deterioration?” inquires one. “Certainly, the gas has not the same illuminating power as it had three years ago. The Gas Company say ‘the gas is the same,’ or ‘better.’ If this be so, then I appeal to our philosophers to explain what changes have occurred in our *atmosphere*. There is something wrong somewhere. Replacing the ordinary burners by smaller ones, on the part of the company, would, to be sure, cause a diminution of light in the street

lights; but that does not explain the difficulty referred to as regards the lighting of private houses.” Who can throw any light upon this subject?

Since the above was in type, we learn that the canal boat *Sarah Sands* has arrived, with a load of coal from the Lonaconing mines. May we hope to see an improvement in the quality of the gas.

AG, Sat. 12/15/55, p. 3. **Coal Trade.** For the week ending Saturday, 52 boats descended the Chesapeake and Ohio Canal, carrying 5,237 tons of coal and 315 tons of coke. During the same period, there were transported over the railroad of the Cumberland Coal & Iron Company 5,279 tons of coal; over the Cumberland & Pennsylvania Railroad 2,931 tons; over the George' Creek Road 4,337 tons; and over the Hampshire Road 1,820 tons. Total from the entire coal region for the week, 14,174 tons; and since the 1st of January, 641,686 tons; of which 446,885 tons were transported over the Baltimore and Ohio Railroad, and 193,800 tons descended the Chesapeake and Ohio Canal.

AG, Thu. 12/20/55, p. 3. **Canal Commerce.**
Departed, December 19.

Boat J. F. Wheatley, groceries from Fleming & Douglass, for Harper's Ferry, Va.

Sun, Fri. 12/21/55, p. 4. *Georgetown, D. C., Thursday Afternoon.* – The canal trade has been quite brisk during the last three weeks. We have had 166 arrivals so far, against 78 in December, 1854, whole month. With present prospects 200 boats will be the number up to New Year. Considerable ice above has induced many of the boatmen to haul off, and their number will thus gradually decrease for the season.

The new coal wharf is progressing finely, and early in the spring operations will commence with great activity.

AG, Sat. 12/22/55, p. 3. **Coal Trade.** For the week ending Saturday last, there were transported over the railroad of the Cumberland Coal

¹⁵ *Evening Star*, Washington, D. C.

¹⁶ *Evening Star*, Washington, D. C.

¹⁷ *Evening Star*, Washington, D. C.

& Iron Company 2,973 tons of coal; over the Cumberland & Pennsylvania Railroad 1,263 tons; over the George' Creek Road 2,891 tons; and over the Hampshire Road 1,052 tons. Total from the entire coal region for the week, 8,179 tons; and since the first of January last, 649,876 tons; of which 455,122 tons were transported over the Baltimore and Ohio Railroad, and 194,754 tons descended the Chesapeake and Ohio Canal.

The weather having modified somewhat during the latter part of last week, navigation was not entirely suspended as anticipated. Seven boats, with 652 tons of coal, left the wharves during the week, and a few have since ventured out.

AG, Sat. 12/29/55, p. 2. **Maryland Coal Trade.**

For the week ending the 8th instant, 8 boats descended the Chesapeake and Ohio Canal, carrying 856 tons of coal. During the same period, there were transported over the Railroad of the Cumberland Coal & Iron Company 2,473 tons of coal, and over the Cumberland & Pennsylvania Railroad 1,503 tons; over the George' Creek Road 3,824 tons. Total from the entire coal region for the week, 7,700 tons; and since the first of January last, 657,596 tons; of which 462,142 tons were transported over the Baltimore and Ohio Railroad, and 194,454 tons descended the Chesapeake and Ohio Canal.