

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
a Cumberland, Md. newspaper
and
THE SUN
a Baltimore, Md. newspaper
and
DAILY NATIONAL INTELLIGENCER
EVENING STAR
two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1856

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JULY 2021

A. PREFACE

In this compilation, articles were transcribed from *The Alleganian*, a Cumberland newspaper, *The Sun*, a Baltimore newspaper (identified by *Sun* appearing before the article), *Daily National Intelligencer*, a Washington, D. C. newspaper (identified by DNI appearing before the article), *Evening Star*, a Washington, D. C. newspaper (identified by ES appearing before the article), and *Alexandria Gazette*, an Alexandria 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. All others were found on line. The research continues because the reader may yet find a missing date or a missing newspaper.

Boat Registry 1851- 61 is a transcription of the original, now part of Record group 79, at National Archives, College Park, Md. An effort has been made to spell-check that boat register information with this canal trade information.

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.

William Bauman
July 2021
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Canal Trade 1856

AG, Mon. 1/7/56, p. 2. **Coal Trade.**

Total from the Cumberland coal region for the last week 5,555.15 tons, and since the 1st of January last [1855] 664,304.12 tons, of which 467,697.17 tons were transported over the Baltimore and Ohio Railroad and 195,454.03 tons descended the Chesapeake and Ohio Canal.

Mining News

During the past year the coal trade from this region was not as active as was anticipated at the commencement of the season. – This is ascribed to several causes. At the commencement of the year there was great stringency in the money market, and the effect it had upon manufacturing establishments, causing them in many instances to suspend operations, had a serious effect in the curtailment of the coal shipments. In addition to this, ocean steamers, heretofore using this coal exclusively, were withdrawn to take their part in transporting troops and munitions of war to the scene of conflict going on with such bloody consequences between European powers, and of course that demand, amounting to thousands of tons annually, was cut off. Other difficulties in the way of a largely increased trade supervened. One of the chief carriers for this trade could not by possibility furnish adequate facilities for the transportation of the products of the collieries to market. The lack of cars constituted an insurmountable obstacle.

The increase of 1854 over that of 1853 amounted to 114,320 tons, whilst that of 1855 over 1854 is only 16,005 tons. The anticipated increase was much larger.

The following table, exhibiting the amount of coal shipped from this region from 1842 to 1855 inclusive, will be interesting to those feeling an interest in the development of the resources of the Maryland Coal field.

<i>Jeng's Run</i>	<i>Brad's Run</i>	<i>West.nport</i>	<i>Total</i>
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Years	<i>Valley</i> Tons	<i>Valley</i> Tons	Tons	Tons
1842	757	951		1,708
1843	3,661	6,421		10,082
1844	5,156	9,734		14,890
1845	13,738	10,915		24,653
1846	11,240	18,555		29,795
1847	20,615	32,325		52,940
1848	36,571	43,000		79,571
1849	63,676	78,773		142,449
1850	76,950	119,898		196,848
1851	122,331	135,348		257,679
1852	174,891	159,287		334,178
1853	234,441	225,813	73,725	533,979
1854	203,343	263,115	181,840	648,299
1855	170,685	200,634	292,995	664,304
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	1,138,004	1,304,810	548,560	2,991,374

- *Cumberland Telegraph.*

Thu. 1/10/56, p. 2. **Canal Bonds** – The holders of the bonds of the Chesapeake and Ohio Canal met in Washington city, on Tuesday. The bonds were issued to complete the canal, and amount to the sum of \$1,700,000. No interest has been paid upon these bonds since the year 1832 [*sic*, 1852], and the object of the present meeting is to urge upon the legislature the importance of providing for the payment of the interest. It is doubtful whether anything will be done.

Ibid, p. 4. **Coal to the Canal**

EVERETT & CO. are now mining COAL, and are prepared to furnish an article of the best quality, from the Big Vein, by the boat load, to owners of boats, delivered in boats at Lynn's wharf. We are also prepared to furnish COAL by the carload, on the cars, in this town, or at any point along the line of the Baltimore & Ohio Railroad, upon the shortest notice, on application, (by letter or otherwise,) to the undersigned, in the town of Cumberland.
 J. EVERETT.
 March 24, 1855.¹

DNI, Fri. 1/11/56, p. 3. **Chesapeake and Ohio Canal** – At a meeting of bondholders on Tuesday, at the National Hotel, representing about nine hundred thousand dollars of the stock, measures

¹ *Cumberland Telegraph and Maryland Mining Register*, Cumberland, Md., newspaper.

were taken with a view to procure the release of the State of Maryland from the control of the work, and to have it placed under the superintendence of trustees, the leading object being to make the canal yield a sufficient revenue to satisfy the claims of the bondholders, who receive no dividends on their investments. The canal cost between fourteen and fifteen million dollars. It is supposed that, under proper management, the work can be made to yield a surplus revenue. – *Sentinel*.

AG, Mon. 1/14/56, p. 3. **Coal Trade.**

The amount of coal reported as shipped from Cumberland for the week ending Saturday last is very small. 2,100 tons were sent to market from the Frostburg region. Of this, 1,550 tons were brought down by the Cumberland Coal and Iron Company's Rail Road, and 550 tons by the Cumberland and Pennsylvania.

Sun, Thu. 1/17/56, p. 4. Chesapeake and Ohio Canal Trade for the Past Year. – A comparative statement of the principal articles of commerce transported upon the Chesapeake and Ohio Canal for the years 1854 and 1855 furnishes the following gratifying results:

Ascending, 1854 – Fish 1,054 tons; groceries 543 tons; salt 1,852 tons; lumber 1,494 tons; plaster 3,298 tons; total 18,724 tons. 1855 – Fish 981 tons; groceries 473 tons; salt 2,343 tons; lumber 1,748 tons; plaster 3,774 tons; total 24,839 tons. Increase – Salt 490 tons; lumber 254 tons; plaster 476 tons; total increase 6,115 tons.

Decrease – Fish 73 tons; groceries 70 tons.

Descending, 1854 – Flour 15,643 tons; wheat 5,417 tons; corn 2,618 tons; offal 633 tons; lumber 2,588 tons; pig-iron 201 tons; coal 145,319 tons; coke 3,613 tons; total 217,499 tons. 1855 – Flour 14,210 tons; wheat 6,986 tons; corn 628 tons; offal 388 tons; lumber 3,051 tons; pig-iron 2,505 tons; coal 199,029 tons; coke 3,060 tons; total 258,413 tons. Increase – Wheat 1,569 tons; lumber 463 tons; pig-iron 2,304 tons; coal 42,710 tons; total increase 41,214 tons. Decrease – Flour

1,402 tons; corn 1,900 tons; offal 143 tons; coke 573 tons.

Tolls collected in 1854 \$110,306.03; in 1855 \$129,675.84. Increase in 1855 \$19,369.81.

AG, Sat. 1/19/56, p. 3. **Coal Trade.**

For the week ending Saturday last, the Cumberland Coal and Iron Company's Railroad brought down 577 tons of coal, and the Cumberland and Pennsylvania Railroad 145 tons. Total from the Frostburg region for the week 622 tons, and since the first of January 2,822 tons. During the week preceding, the George's Creek Coal and Iron Company's Railroad brought down 2,262 tons.

DNI, Fri. 1/25/56, p. 3. *The Chesapeake and Ohio Bondholders* should bear in mind that the Legislature of Maryland will shortly adjourn, and that they should lose no time in sending in their names to the Secretary of the committee of the bondholders.

DNI, Wed. 1/39/56, p. 3. **Chesapeake and Ohio Canal Bondholders** – A memorial has been

presented to the Legislature of Maryland, signed by Messrs. George Brown, of Baltimore, and W. W. Corcoran and J. B. H. Smith, of this city, representing the holders of bonds of the Chesapeake and Ohio Canal to the extent of \$1,700,000, alleging that they have not received any interest since the year 1852, and showing that, under its present management, their bonds must continue to be worthless. They further show that the revenue of the canal proved inadequate to the repair thereof, and the company has been compelled, in order to keep the work in navigable order, to contract debts which in the aggregate cannot fall short of four hundred thousand dollars. In view of this condition of the financial affairs of the company, growing in a great measure out of the inability of the President and Directors to raise the necessary funds to put the work in navigable order, they ask the State either to sell its interest in the work or that the canal be surrendered into the possession of trustees, or some suitable agents, to

be managed under the direction of the bondholders for their benefit. They indulge the hope that, under the management of persons having large pecuniary interests at hazard, the canal may be made productive of a revenue adequate to the payment of the interest on the claims of the bondholders, and, in process of time, to the reimbursement of the large advances which the State has contributed to its relief.

AG, Sat. 2/9/56, p. 3. **Coal Trade.**

For the week ending Saturday last, the Cumberland Coal and Iron Company's railroad brought down 129 tons of coal, and the Cumberland and Pennsylvania railroad 118 tons. Total from the Frostburg region for the week 247 tons, and since the 1st of January 6,226 tons. During the same week, the George's Creek Coal and Iron Company's railroad brought down 1,055 tons, and for the year, 6,815 tons. Total from the whole region for the week, 1,313 tons, and for the year 12,341 tons. Owing to the inability of the Baltimore and Ohio Railroad Company to furnish means of transport, but little coal is going to the eastern market.

The prospect of an increase in the demand for the Cumberland or Maryland coal appears more flattering. We learn that it is now much more extensively consumed in the East than formerly. The railroads are beginning to use it extensively, as the employment of wood has been found upon experiment with Maryland coal to be much more expensive as a fuel for locomotives. The Mining Magazine states that some of the eastern railroads are using the semi-bituminous coal of this region to economic advantage. The saving is fully one-third. At this time, the increase in the supply of this coal is barely equal to the increase in consumption. – *Cumb. Telegraph.*

DNI, Fri. 2/15/56, p. 3. **Chesapeake and Ohio Canal** – The committees of conference of the two Houses of the Virginia Assembly having agreed upon the terms of a bill providing for the payment of interest on the guaranteed bonds of the Chesapeake and Ohio Canal Company, the

measure is now a law. This will be cheering news to many persons who have received no income from this source for some time past.

DNI, Wed. 2/20/56, p. 3. **Chesapeake and Ohio Canal** – We lately referred to the meeting of the bondholders of this Company to devise some method of obtaining payment of the interest upon their investments. The result was the appointment of a committee to present a memorial to the Legislature of Maryland, asking relief by an absolute disposal of the State's interest in the work, so as to put its management in the hands of persons most interested in its success. To render the canal available to the public and to the stockholders, a considerable outlay of money must be made, perhaps as much as \$500,000. The committee propose that commissioners be appointed to make the sale, and that the minimum price be fixed at \$250,000. The memorialists close with the following suggestion:

“By selling the State's interest at the price intimated to your committee, (\$250,000, if no more can be obtained,) and investing that sum in the sinking fund of the State, and thus compounding it semi-annually, until the maturity of the public debt, (1890,) The State, instead of having the humiliating spectacle of a great public work in ruins upon her hands, will have the handsome sum of \$2,068,000 to return to the people for educational and other purposes, as a just reward for the patriotic sacrifices they have so nobly and patiently borne to sustain the honor and faith of the Commonwealth.”

AG, Mon. 2/25/56, p. 2. **Coal Trade.**

For the week ending Saturday last, the Cumberland Coal and Iron Company's Railroad brought down 987.11 tons of coal, and the Cumberland and Pennsylvania Railroad 1,431 tons. Total from the Frostburg region for the week 1,418.11 tons, and since the first of January 10,036.04 tons.

During the same week, the George's Creek Coal and Iron Company's Railroad brought down 1,359.01 tons, and for the year 10,059.11 tons.

Total from the whole region for the week 2,777.12 tons, and for the year 20,095.15 tons. – *Cumb. Tel.*

AG, Mon. 3/3/56, p. 2. **Coal Trade.**

For the week ending Saturday last, the Cumberland Coal and Iron Company’s Railroad brought down 619.16 tons of coal, and the Cumberland and Pennsylvania Railroad 104 tons. Total from the Frostburg region for the week 723.16 tons, and since the first of January 10,760 tons.

During the same week, the George’s Creek Coal and Iron Company’s Railroad brought down 1,474.08 tons, and for the year 11,533.19 tons.

Total from the whole coal region for the week 2,198.04 tons, and for the year 22,293.19 tons. – *Cumb. Tel.*

AG, Sat. 3/8/56, p. 2. **Coal Trade.**

For the week ending Saturday last, the Cumberland Coal and Iron Company’s Railroad brought down 757.04 tons of coal, and the Cumberland and Pennsylvania Railroad 875 tons. Total from the Frostburg region for the week 1,632.04 tons, and since the first of January 12,392.04 tons.

During the same week, the George’s Creek Coal and Iron Company’s Railroad brought down 2,480.10 tons, and the Railroad of the Hampshire Coal and Iron Company 241.11 tons, making an aggregate from the Westernport region for the week of 2,722.04 tons and for the year 15,106.03 tons.

Total from the entire coal region for the week 4,354.05 tons, and since the 1st of Jan. 27,498.07 tons. – *Cumb. Tel.*

An Important Improvement.



One of the most important improvements which has passed the present Legislature, is that authorizing the extension of the Richmond, Fredericksburg and Potomac Railroad to the intersection of the Orange and Alexandria Road at the Manassas Gap Railroad. This extension effects a direct connection between Richmond and

the Valley at Strasburg, by the main lines of the Manassas Gap Railroad, uniting Shenandoah, Page and Rockingham with the metropolis of the State, and by the Loudoun branch, passing through Loudoun County, intersecting the Winchester and Potomac Railroad, and the Baltimore and Ohio Railroad at Harper’s Ferry. A direct connection is thus created between Richmond and the Northern counties of the Valley, and also with the mighty Northeast, bringing coal and produce to our own marts, and bringing travel through our own territory to our own State. This extension, of *only twenty-seven miles*, will unite one-third of the whole territory of the State with Richmond, and will connect Richmond immediately with the Ohio river and Valley. This can all be accomplished in a single year, and at a cost of less than one million dollars.

For the success of this beneficent measure in the Senate, no one deserves more credit than Mr. Deneala, the able and patriotic Senator from the Rockingham district. – *Rich. Dispatch.*

DNI, Mon. 3/10/56, p. 3. **Maryland** – The bill which had passed the House of Delegates to sell the State’s interest in the Chesapeake and Ohio Canal has been rejected by the Senate.

ES, Tue. 3/18/56, p. 2.

FOR HARPER'S FERRY,
 Via Chesapeake & 
 Ohio Canal

THROUGH IN TWELVE HOURS!

THE NEW AND SPLENDID PACKET-BOAT ARGO, Capt. CHAS. H. MERRILL, will commence making Regular Trips between GEORGETOWN and the above Point, on Monday, March 27th, 1856.

The Boat will leave the wharf of W. H. & H. G. Ritter, Georgetown, D. C., every Monday, Wednesday, and Friday morning, at 6 o'clock

Returning, she will leave Harper's Ferry every Tuesday, Thursday and Saturday morning, at 6 o'clock.

Through Tickets, \$2.25.
 To Leesburg \$1.25, including the Stage from Edwards' Ferry.

Families intending to visit the Virginia Springs the coming season will find this by far the most safe, pleasant, and cheapest route to Berkeley Capon, Shanondale, White Sulphur and Warren. Meals served on board at moderate rates.

A coach will always be in readiness in Georgetown to convey passengers to and from the Boat.

For further particulars inquire at the store of W. H. & H. G. RITTER, Georgetown, and JOHN V. AVIS, Jr., Harper's Ferry, Va.

mar 18—tf

The above advertisement first appeared on March 18, 1856 and ran daily through December 31.

Wed. 3/19/56, p. 3.² At the evening session, the bill authorizing the extension of the Winchester and Potomac Railroad to Strasburg, was rejected — ayes 12, noes 27.

Sun, Sat. 3/29/56, p. 4. *Georgetown, D. C.*, - The packet boat which left for Harper's Ferry, on Monday, returned last night, and left again this morning. No canal boats, except a few from near ports, with wood, &c., have yet arrived.

Mercury.

Sun, Fri. 4/4/56, p. 2. **Affairs in Allegany County.** - We learn from the Telegraph that the canal boats which left Cumberland last Saturday are detained 15 miles from that town by ice and that 11,211 tons of coal were brought down from the mines last week, making 59,289 tons for the season.

AG, Fri. 4/4/56, p. 3. **Canal Commerce.**
 Arrived, April 3.

Boat Thomas Jefferson, Harper's Ferry, limestone to Thomas Smith.

Departed, April 3.

Boat Thomas Jefferson, Harper's Ferry.

AG, Sat. 4/12/56, p. 3. **Coal Trade.**

For the week ending Saturday last, the Cumberland Coal and Iron Company brought down 2,604.10 tons of coal, and the Cumberland and Pennsylvania Railroad brought down 2,762 tons. Total from the Frostburg region for the week 5,366.19 tons, and since the first of January 82,530.18 tons.

During the same week, the George's Creek Coal and Iron Company's Railroad brought down 4,333.14 tons, and the Railroad of the Hampshire Coal and Iron Company 638.15 tons, making an aggregate from the Westernport region for the week of 4,962.09 tons and for the year 37,170.16 tons.

Total from the entire coal region for the week 10,628.19 tons, and for the year 69,701.14 tons. — *Cumb. Tel.*

AG, Tue. 4/15/56, p. 3. **Canal Commerce.**

Arrived, April 14th.

Boats W. P. Lynch, G. Henderson, Red Fox, Anna Woodward, John Beall, Utica, Albany, Eldorado, Hopewell and J. J. Mann, Cumberland, coal to Cumberland Coal and Iron Co.

Boats William Borden, Five Sisters, Reporter, Eugene, Young America, Santa Anna and Good Intent, Cumberland, coal to Borden Mining Co.
 Boat R. P. Dodge, Cumberland, coal to Alleghany Mining Company.

Boat General Taylor, corn to Cazenove & Co.

Departed, [4/14].

Boats W. P. Lynch, G. Henderson, Red Fox, Wm. Borden, Five Sisters and R. P. Dodge, Cumberland.

Sun, Fri. 4/18/56, p. 1. **Things in Allegany County.**

- We learn from the Cumberland Telegraph that business on the canal is brisk, and large shipments of coal are making. The canal

² *Staunton Spectator and Vindicator*, Staunton, Va.

boat Yankee, owned by the Cumberland Coal Company, was carried over the dam into the Potomac on Sunday, and wrecked, with 50 tons of coal, causing a loss of \$600 or \$700. The amount of coal brought down last week was 12,482 tons.

ES, Fri. 4/18/56, p. 2. **SPIRIT OF THE MORNING PRESS** – The *Intelligencer* says of the meeting of the Chesapeake and Ohio Canal bondholders (at the National hotel in this city, John Marbury, Esq., of Georgetown, in the chair) that took place yesterday: - “It was given in charge to a committee of six to represent to the Maryland Board of Public Works the anxiety of the bondholders for the appointment of persons as President and Directors at the approaching election, whose qualifications should be marked at once by a professional fitness and by business habits and capabilities of mind.

“The disasters, and, for the present, the unpromising condition of the canal finances call loudly, it was urged, for energy and capability in its management, and especially is that need felt in this community and in this neighborhood, where the sole resources of so many widows and orphans have been for several years entirely locked up in the totally unproductive canal bonds.

“The committee consists of George Brown, of the House of A. Brown & Sons, Baltimore, A. B. Davis, Thomas S. Alexander, L. P. Bayne, C. H. Carter and Charles St. John Chubb.”

We understand that the opinion of those present, as gathered on the occasion, was very unanimous for commencing suit immediately to recover their rights so pertinaciously withheld by the canal authorities of the State of Maryland.

Sun, Sat. 4/19/56, p. 4. Owing to leaks in some of the locks, the canal trade has been quite limited. Expect to have all right tomorrow. Mercury.

AG, Mon. 4/21/56, p. 2. **The Cumberland Coal Trade.** – Repeated losses have taught men common sense; and those who are now so fortunate as to be possessors of coal lands, have learned, by experience, their true value, and

prudently retain them in their possession. They have learned, also, that the only way to make them valuable, and to realize an income, is to keep them in active operation. The Companies who are now engaged in our immediate neighborhood are firmly established, and are prosecuting with vigor and success everything connected with their mines. This, then, may be stated as the reason for the improvement that is observable. With a yearly increase of shipments, an increase of revenue must naturally accrue; consequently, several companies have been enabled to erect furnaces, &c., for the manufacture of iron from the ore, which is found in abundance.

The Spring has fairly opened, and with it the coal trade of Allegany. For some time during the past severe winter, operations in coal were stopped, but since the change of weather has taken place, the companies seem to have gone to work again with renewed energy and brighter prospects. The weekly reports we receive from different sections of the coal region indicate that operations have commenced with more system and greater results than formerly.

The fact is established beyond all doubt by investigations that can be relied upon, that our mineral resources are inexhaustible. – There will always be a demand for coal, no matter how many further discoveries may be made. We have a treasure, therefore, locked up in our mountains, which must ever be the source by which our community will advance in improvement and importance. – The time will come when greater development will be made. It is useless to contend that this immense field of coal will forever remain in the hands of a few companies. Such monopoly is not in accordance with the spirit of the age. In time, new companies will be formed, new railroads planned and constructed, new works will be built, and Cumberland being the point through which all the products must pass to market, it must derive real and lasting benefits. – *Miners' Jour.*

AG, Wed. 4/23/56, p. 4. The “break” in the Chesapeake and Ohio Canal has come just in time to do most mischief in our Fish trade. The next

“break” will probably be just in time to injure most materially our Coal trade. When will these “breaks” cease? NEMO.

ES, Thu. 4/24/56, p. 3. **The Potomac Soap Stone Company** is about commencing operations. The object of the Company is to work extensive quarries of Soap Stone or Steatite, which are situated immediately upon the Potomac river, 4½ miles west of Georgetown, in Fairfax county, Virginia, and one-half mile above the dam and feeder of the Chesapeake and Ohio Canal. The specimens of stone exhibited from the quarry are said to be very superior.

AG, Thu. 4/24/56, p. 3. **Canal Commerce.**
Arrived, April 23.

Boats Henry May, C. B. Thurston, Hope, May Fly, N. J. Burston, Buena Vista and H. T. Weld, Cumberland, coal to Cumberland Coal & Iron Co. Boats Massasoit, J. G. Lynn, Old Dominion, J. F. Saylor, J. R. Masters, Eveline and Five Brothers, Cumberland, coal to Borden Mining Company. Boats J. Fitzpatrick, Eliza Wolfe, W. J. Boothe and T. S. Inglehart, Cumberland, coal to Alleghany Mining Co. Boat D. J. McCoy, bark to C. C. Smoot & Sons. Boat Neptune, Goose Creek.

Departed, April 23.

Boats Wm. J. Boothe, J. Fitzpatrick, Massasoit, Old Dominion, T. S. Inglehart, Henry May, C. B. Thurston, Hope, N. J. Burston and May Fly, Cumberland.

Sun, Fri. 4/25/56, p. 4. **Canal Trade** – Since our last report, four arrivals from Cumberland with coal, four with flour and ten with wheat, corn, wood, &c.

AG, Wed. 4/30/56, p. 3. **Canal Commerce.**
Departed, April 29.

Boat James F. Essex, groceries from Fleming & Douglass for Harper’s Ferry and Bolivar, Va.

AG, Sat. 5/3/56, p. 3. **Coal Trade.**

For the week ending on Saturday last, we learn from the Cumberland *Telegraph*, there were transported from the coal district including the Frostburg and Westernport regions, 15,632 tons of coal, and for the year 112,526 tons. During the week, 43 canal boats left that port, carrying 4,473 tons. Total amount shipped by canal since the resumption of navigation, 16,219 tons. Shipments of coal by canal begin to get pretty brisk, which will continue to increase for perhaps the entire season.

ALEXANDRIA CANAL COMPANY – The annual general meeting of this Company will be held in the Common Council Chamber, in the city of Alexandria, at 11 o’clock, A. M., on Monday, the 5th inst. R. JOHNSTON, Clerk

AG, Mon. 5/5/56, p. 3. **Alexandria Canal Coal Trade** – The following are the receipts of Coal by the Alexandria Canal, for the month of April: -

	tons	cwt.
Cumberland Coal & Iron Co.	6,080	19
Borden Mining Co.	3,005	13
Alleghany Mining Co.	1,624	03
Frostburg Coal Co.	314	07
Total	11,025	02

Vessels Wanted – Vessels are much wanted here for freight for coal, &c.

AG, Tue. 5/6/56, p. 3. **Alexandria Canal Company.** – Yesterday was the day for the annual general meeting of the Alexandria Canal Company. A number of stockholders assembled at the Council Chambers, but not being a quorum, they adjourned until Monday, June 9th at 11 o’clock, A. M.

AG, Wed. 5/14/56, p. 3. **Canal Commerce.**
Arrived, May 13.

Boats Three Brothers and Katy Darling, Cumberland, coal to Alleghany Mining Co.

Departed, May 13.

Boats Three Brothers and Katy Darling, Cumberland.

Sun, Fri. 5/16/56, p. 4. Georgetown, D. C. – Yesterday canal boat John Bell, with coal from Cumberland – the first arrival to the new “Swanton Company.” Arrived, too, by canal from Cumberland, boats George Darrow, Rescue, Advance, Sir John Franklin, John L. Jordan, T. J. Mehaffey.

AG, Sat. 5/17/56, p. 3. **Canal Commerce.**

Arrived, May 16.

Boats Eliza Wolf, E. Darrow and T. J. Mehaffey, Cumberland, coal to Alleghany Mining Co.

Departed, May 16.

Boats Eliza Wolf, T. J. Mehaffey and E. Darrow, Cumberland, by Alleghany Mining Co.

AG, Tue. 5/20/56, p. 2. The Lonaconing Coal and Transportation Company, of which Alexander Ray, esq., of Washington is president, is now busily employed in pushing its preparations for an early competition with the Swanton Company and its works are of a very substantial and bold character. Amongst other things it proposes, the very interesting scheme of unloading coal through a boat’s bottom into a vessel’s hold whilst the boat is still floating in its dock in the canal. It is thought the Lonaconing works will be in successful operation by the 1st of July, if not earlier.

The Cumberland Coal Trade.

We believe that the cost of Cumberland coal can and ought to be the regulator of the price of all other fuels; that is to say, of sea-borne coals, anthracite and wood. The price of coal per ton, wholesale – that is to say, by the boat-load of one hundred tons – is \$3.75 at Georgetown, or \$375 for the cargo; equal in point of heating power to about 225 cords of pine wood, which would cost not less than \$700. In other words, one ton of coal is worth two and a quarter cords of pine, and from one and three-fourths to two cords of oak. How great an economy, then, it must be to extend, the use of coal is clear at a glance.

That the distinguished advantages we enjoy are not unknown to others, if not regarded by many among ourselves, is evidenced by the fact that two companies of Maryland, and partly of Baltimore origin, have been formed, and have seats of operation in Georgetown. Works of considerable extent for the cheap and expeditious reception and delivery of coal from boats on the canal to shipping in the river, are on the point of completion; indeed, one of these companies, the Swanton Coal and Iron Company, have received their first boat-load. When some trivial alterations and repairs to the machinery have been effected, not less than one boat-load per diem will be received and disposed of till the 1st of June, after which the daily amount will be increased to 250 tons. Orders for immediate delivery of 2,500 tons to Northern points, as Providence, R. I., New York, Boston, &c., by the Swanton Company are on hand; more, of course, will rapidly follow. Mr. D. K. Younger is the agent of this company, through whose attention and experience, assisted by Mr. F. B. Tower, of Cumberland, the hoisting power and other contrivances have been proposed and applied. A large number of persons met on Tuesday to witness the first operations. – *Nat. Int.*

Sun, Wed. 5/21/56, p. 4. Georgetown, D. C.

Arrived by canal: boats William T. Hamilton, Gephardt, Reindeer and William J. Boothe, with coal from Cumberland; William J. Worth, limestone; General Taylor, wheat and corn; Belle, with flour; and two gondolas with wheat.

AG, Thu. 5/22/56, p. 4. **Canal Commerce.**

Arrived, May 21.

Boats Enterprise and T. S. Igleheart, Cumberland, coal to Alleghany Mining Company.

Departed, May 21.

Boats T. S. Igleheart and Enterprise, Cumberland, by Alleghany Mining Company.

DNI, Fri. 5/23/56, p. 3. *The Presidency of the Chesapeake and Ohio Canal Company.* – The

attention of the community has been attracted to the condition of the Chesapeake and Ohio Canal

by the endeavors made at the last session of the Maryland Legislature to purchase from the State its interest in this great work of internal improvement. When we remember that nearly \$20,000,000 have been expended upon the construction of this work, that it now affords a greater capacity than any other canal in the world, and that it connects the richest mineral district of Maryland with the Chesapeake and its tributaries, the fact that its treasury is exhausted and its stock so greatly depreciated cannot but be surprising. One fact may, however, serve to explain its present condition. The President of the canal has seldom been selected for his business qualifications, but chiefly from considerations of his influence as a state politician. Now, it behooves the State directors to select a man at their next election whose business habits, energy and professional knowledge shall fit him for the place. The man who I would designate is one well known, not only to the whole State of Maryland, but well known throughout the country – Col. Wm. D. Merrick – whose eminent business capacity and his identification with the cause of internal improvement in the State of Maryland all pre-eminently qualify him for the position. Once before, in 1835, when the work stagnated and all the previous expenditures seemed to have been lost, he took a leading and controlling part in the passage of a bill making large appropriations, which extricated the canal from its difficulties and laid out the foundation of a grand system of internal improvements that have been prosecuted with eminent success. His practical knowledge as an engineer and his large acquaintance throughout the country will enable him to superintend with greater success and knowledge and to wield a greater influence in behalf of the canal than any other person whose name has been presented in connection with this office. There are other prominent considerations which tend with equal force to indicate this gentleman as the proper person for the place. BONDHOLDER.

AG, Fri. 5/23/56, p. 3. **Canal Commerce.**
Arrived, May 22.

Boat Hope, Cumberland, coal to Alleghany Mining Company.

Departed, May 22.

Boat Hope, Cumberland, by Alleghany Mining Company.

AG, Tue. 5/27/56, p. 3. **Canal Commerce.**

Arrived, May 26.

Boat Katy Darling, Cumberland, coal to Alleghany Mining Company.

Departed, May 26.

Boat Katy Darling, Cumberland, by Alleghany Mining Company.

AG, Thu. 5/29/56, p. 2. **Coal Trade.**

The shipments from the entire coal region during the week ending May 24th, says the *Cumberland Miners' Journal*, amount to 20,349.39 tons, and for the year 196,141.16 tons. There were 65 boats descended the Canal for the week ending May 24, carrying 6,817.09 tons of coal. Total amount shipped by canal since the resumption of navigation, 42,471.09 tons. The *Cumberland Journal* says that the coal trade of Alleghany is increasing daily, and add: - "There is not a company in this whole region who have not as many orders now on hand to fill as is possible for them to accomplish this season. Though, could the means of transportation be had, the quantity mined and shipped east would be immense, say 50,000 tons weekly, and even then, the companies would not be exerted to their full extent. The facilities afforded by the Baltimore and Ohio Railroad are incapable of transporting one-half of the demand, consequently several other companies than those already shipping by this avenue have turned their attention to the canal, but even there the number of boats is inadequate to transport the other half of the demand."

AG, Sat. 5/31/56, p. 2. The *Cumberland Telegraph* reports the coal trade of that region more active now than at any period since the business commenced. The Baltimore and Ohio Railroad, within the last fortnight, has increased its supply of cars and tonnage, and the canal is in

fine order. The Swanton Company, in order to accommodate the trade, are building 28 ten-ton hopper cars, and the Lonaconing Company are also having a number built.

DNI, Tue. 6/3/56, p. 3. **CHESAPEAKE AND OHIO CANAL.** – The election for President and Board of Directors of the Chesapeake and Ohio Canal Company took place yesterday. The following is the result:

Wm. P. Maulsby, of Frederick city, President.

The Board of Directors consist of:

Thomas Devecmon and James Fitzpatrick, Alleghany county, Md.

James Cowdy and Jacob H. Grove, Washington county, Md.

John Brewer, Montgomery county, Md.

Robert P. Dodge, Georgetown, D. C.

AG, Tue. 6/3/56, p. 2. **The Chesapeake and Ohio Canal.** - The Chesapeake and Ohio Canal trade for the past week equaled that of any previous week of its history. At the Georgetown Collector's office, the receipts amounted to not less than \$15,000, and at the eight-mile lock, above Georgetown, \$3,000, making \$18,000 for the week's work at this end of the canal. This is certainly encouraging, especially in view of the large amounts of coal now being sent forward. For the past week the Collector's books show the arrival of sixty-two boats, with about seven thousand tons of coal, of flour from three to four thousand barrels, near eight thousand bushels of wheat, and a few small lots of corn, besides limestone, wood and pig-iron from the Antietam works. The retiring Board of Directors had their last meeting on Saturday last. – *Nat. Int.*

Sun, Thu. 6/5/56, p. 2. **Fire on the Railroad.** On Friday last, the trestle-work on the Winchester and Potomac Railroad, four miles from Winchester, took fire from the engine, and sixty-two feet of track were burned. The passenger train was but slightly detained.

AG, Mon. 6/16/56, p. 4. **Canal Commerce.**

Arrived, June 14.

Boats Cumberland, Martha, J. Kauwin, D. W. McLeary, C. Williams, Old Dominion and T. J. Mehaffey, Cumberland, coal to Alleghany Mining Co.

Departed, June 14.

Boats Cumberland, Martha, J. Kauwin, D. W. McLeary, C. Williams, Old Dominion and T. J. Mehaffey, Cumberland, by Alleghany Mining Co.

AG, Tue. 6/17/56, p. 4. **Canal Commerce.**

Arrived, June 16.

Boats Mount Vernon and George Waters, Cumberland, coal to Alleghany Mining Co.

Departed, June 16.

Boats Mount Vernon and George Waters, Cumberland, by Alleghany Mining Co.

AG, Thu. 6/19/56, p. 2. **The Coal Trade.**

During the past week there were shipped over the Cumberland railroad 7,400 tons of coal; over the George's Creek road 6,943 tons; over the Pennsylvania road 5,282 tons; and over the Hampshire road 1,058 tons. Total for the week 20,703 tons and for the season 238,192 tons. There were 74 boats descended the canal for last week carrying 7,927 tons of coal. During the month of May, the Baltimore and Ohio Railroad Company transported over their road 45,523 tons of coal, and the Chesapeake and Ohio Canal 32,010 tons, which amount to 77,533 tons shipped for the month.

AG, Sat. 6/21/56, p. 4. **Canal Commerce.**

Arrived, June 20.

Boats Ann Caroline, J. Fitzpatrick and Enterprise, Cumberland, coal to Alleghany Mining Co.

Departed, June 20.

Boats Ann Caroline, J. Fitzpatrick and Enterprise, Cumberland, by Alleghany Mining Co.

AG, Thu. 6/26/56, p. 6. **The Coal Trade.**

During the week ending on Saturday last, there were transported from the Westernport and Frostburg coal regions 18,584.11 tons of coal for

the year. There were 72 boats descended the Canal last week, carrying 7,497.16 tons of coal.

The Cumberland *Miners' Journal* from which we take the above, says: - "The amount of coal transported for the past week is quite cheering, everything seems to go so smoothly whilst the best of feeling exists between the Miners and Companies. - There has been no accident to retard the operations of the companies for the past week. The trains upon the Baltimore and Ohio Railroad are running regularly and making their proper time, and the canal continues in excellent order, water is yet abundant, and there is but little fear entertained, but that navigation can be kept up all summer and boats carrying their present tonnage."

DNI, Sat. 6/28/56, p. 3. **Chesapeake and Ohio Canal.** - The directory of the Chesapeake and Ohio canal met in this city yesterday and entered upon business. Amongst other matters, they determined to retain the office of General Superintendent and to reduce the number of division superintendents from six to four. W. S. Ringgold, Esq., was re-elected clerk, and Samuel Magraw, Esq., of Harford county, Maryland, was chosen treasurer of the company.

The general expenses for maintenance and repairs of the canal during the past year were:

Improvements on canal, steam pump, &c.	\$7,025.11
Repairs ordinary	1,624.69
Repairs extraordinary, for breaches, &c.	5,014.86
Pay of superintendent, collectors and lock keepers	22,552.49
Total	\$36,217.15

Say on eighteen miles \$517 per mile per annum.

The *ascending* trade shows 55 tons of liquors and wines; 981 tons fish; lumber, lathe, shingles, hoop-poles, &c. 1,748 tons; salt 2,842 tons; lime and cement 436 tons; bricks 4,629 tons; plaster 3,774 tons; sand 1,831 tons; besides small items - in all amounting to 24,839 tons.

The *descending* trade shows 14,240 tons of flour, a decrease of 1,103 tons from the previous year; wheat 6,986 tons, an increase of 1,569 tons over last year; lumber was increased by 463 tons;

the increase in pig-iron was 2,304 tons; coal 188,029 tons, or 42,710 tons over last year; corn 1,990 tons less than previous year. Total tonnage 238,412 tons.

Tolls collected in 1854	\$119,306
Tolls collected in 1855	138,675
Increase	\$19,368

AG, Thu. 7/3/56, p. 3. **Canal Commerce.**

Arrived, July 2.

Boats W. J. Boothe, Old Dominion and Eugene, from Cumberland, with coal for Alleghany Mining Company.

Departed, July 2.

Boats W. J. Boothe, Old Dominion and Eugene, by Alleghany Mining Company.

ES, Mon. 7/7/56, p. 3. **The Chesapeake and Ohio Canal,** for the week, up to the letting out of the water on the Georgetown level on Thursday evening, did a fine business. The Lonaconing Company's aqueduct was tested on Friday by letting in water to the depth of five feet, and answered well. - *Union, Saturday evening.*

AG, Mon. 7/7/56, p. 2. **The Coal Trade.**

The Cumberland *Telegraph*, referring to the proposed increase in the price of transportation of coal on the Baltimore and Ohio Railroad, says: - It may be possible that the commercial interests of the city of Baltimore may have a tendency to arrest and nip this ill-advised measure in the bud; should this fail however, and the increase of thirty-five or forty cents per ton be imposed, we can tell the city of Baltimore, in all soberness, that the coal trade will be diverted into another channel and will reach the seaboard via canal at Alexandria. That will be the sure consequence of this illiberal stroke of policy. Already many of the companies have their eyes turned in that direction and this action of the company, so adverse to their interests, will hasten the event. No coal will then go to Baltimore except what would be required for city consumption, and the consumers and not the producers would be compelled to pay the cost of transportation. This trade to Baltimore is worth

millions per annum, and if she or the railroad company by a reckless stroke of policy see proper to drive it to a rival city, upon their own heads be the consequences. The coal operators are now taxed as heavily as they can bear without suspending operations, and should the additional burthen contemplated be imposed, they will have no alternative but to cut off all shipments of coal by the Baltimore and Ohio Railroad and depend exclusively upon the canal as the only remaining channel of transportation to tide water. We speak advisedly when we say this course has been determined upon and will be put into practice as soon as the railroad company shall adopt the rapacious policy contemplated. It will be ruinous alike to the interests of the companies operating in the coal field, to the Baltimore and Ohio Railroad, and to the city of Baltimore.

Ibid, p. 3. **Coal Trade** – Quantity of Coal received by the Alexandria Canal, for the month of June, 1856.

	Tons	Cwt
Cumberland Coal and Iron Co.	1,2080	04
Borden Mining Co.	6,351	02
Alleghany Co.	5,724	16
Frostburg Coal Co.	1,918	00
Total	26,074	00

AG, Wed. 7/9/56, p. 4. **Canal Commerce.**

Arrived, July 8.

Boat R. P. Dodge, Cumberland, coal to Alleghany Mining Co.

Departed, July 8.

Boat R. P. Dodge, Cumberland, by Alleghany Mining Co.

AG, Thu. 7/17/56, p. 2. **The C. & O. Canal and the Coal Trade.** – We copy the following from the Cumberland *Civilian* of yesterday: -

Interruption to Canal Navigation, - We regret to state that navigation on the canal has met with serious interruptions. On last Thursday week, the water was drawn off the Georgetown level, so as to enable the workmen engaged to complete the Dry Dock of the Lonaconing Coal and

Transportation Company, and the water was not let in again until Saturday night, when boats were enabled to pass; from which time all went well until last Thursday, when two other interruptions occurred. The first is the breaking of one of the tunnel lock gates by a loaded boat running against it. The other is a heavy slide of over 100 feet in length, at the east end of the tunnel, the cause of which is attributed to the heavy rain on last Wednesday night. A large force of hands are engaged night and day in its removal, and it is hoped that empty boats will be able to pass by Thursday, and loaded ones on Friday. These are the only serious interruptions that have occurred to canal navigation this season.

Maryland Coal Trade – The coal operators held a consultation yesterday, to take into consideration the present state of the trade. It was generally conceded that no farther reduction in prices could possibly take place, and if the coal was not wanted, the only alternative was to govern the supply by the demand, until purchasers wanted it, and pay a remunerating price for its production. To what extent collieries will be suspended we are not prepared to state, but we feel confident that the shipments will be largely curtailed, until there is a better demand for coal, and better prices paid than are now offered. The shipments of coal from our own region are a little less than the week previous, occasioned by the interruption to navigation on the canal. For the week ending July 12, there were shipped over the Cumberland Coal and Iron Company's Railroad 5,818 tons; over the Cumberland and Pennsylvania Railroad 4,630 tons; over the George's Creek road 6,005 tons; and over the Hampshire road 645 tons. Total for the week, 16,498 tons, and for the season, 310,318 tons. During the past week 38 boats descended the canal, with 4,117 tons of coal.

AG, Thu. 7/24/56, p. 2. **Coal Trade.**

The shipments for the trade ending July 19, are as follows: Shipped over the Cumberland Coal and Iron Company's Railroad 5,816. 02 tons; over the Cumberland and Pennsylvania Railroad 4,322 tons. Total from the Frostburg region for the week

10,139.02 tons. For the week ending July 12, over the George's Creek Coal and Iron Co.'s Railroad 7,739.08 tons. Over the Hampshire Coal and Iron Co.'s Railroad 833.13 tons. Total from Westernport region 8,623.01 tons. There were 60 boats descended the Canal for last week, carrying 6,511.07 tons of coal.

We are happy to state that our coal trade is unusually active, each company in the region are now forwarding as much as is possible, for the want of more cars.

The demand in the Eastern market is as yet active, and it is likely to continue so throughout the season, as many of our shippers have orders which will take to December to fill.

Owing to the glut of Anthracite coal in the New York and Philadelphia markets, our coal has not advanced in price, though it is gratifying to all interested to know that it still holds its former prices, and if a change should occur it is more than probable that it will be in the shipper's favor. – *Cum. Civilian.*

AG, Thu. 7/24/56, p. 2. **The Coal Trade.**

We paid a visit to Locust Point yesterday morning, in the expectation of finding some valuable new improvements, but were disappointed in that and found business unusually dull. There is comparatively but little coal coming in, and arrangements were making to carry canal boats around to Alexandria to be used for the transportation of coal on the Chesapeake and Ohio Canal. The steamer *Georgia* started with eight large and two small boats in tow, those and many more being required for the business of the canal in the transportation of coal. The boats will be freighted at Cumberland and taken direct to Chesapeake city, thence through the Chesapeake and Delaware and Raritan canals to the eastern markets, thus taking a good slice of the canal trade from Baltimore. – *Balt. Amer.*

AG, Tue. 7/29/56, p. 2. **The Chesapeake and Ohio Canal, &c.** – We learn, by private letters from Clarysville, Maryland and Georgetown, D. C., of date 23rd, 25th and 26th insts., that there is

talk of drawing off the water from the Chesapeake and Ohio Canal, on the 2nd proximo, in order to make repairs to the canal, that, the writer says, “could and should have been made last winter.” The water is so low in the neighborhood of Cumberland, that the boats are loaded very lightly, for fear of not being able to get down, and some boats, that have been loaded several days, are laying up; a report having reached Cumberland that many boats were stopped at Dams Nos. 4 and 5, until the water rises. The runs are said to be very low and falling, but boats, drawing not more than four feet, may be able to get through for a while longer. In speaking of the scarcity of water in the canal, one writer says: “The whole truth of this trouble, it is generally believed, has originated in mismanagement, in drawing off the water for forty miles, for trivial and unnecessary purposes, and then, by filling up suddenly again, exhausting the supply in the dam.” Unless we have some rain soon, it is feared the trade on the canal will be stopped, and great inconvenience and loss will be experienced by the different coal companies and those engaged in the coal trade. The Cumberland Coal and Iron Company, we learn, have fifty boats on the way, drawing less than four feet of water, and they will, in all probability, reach here in a day or two, unless there are further obstacles to encounter.

A large fleet of vessels are now at the coal wharves here waiting cargoes, and many more, we learn, are on the way here; and, unless the supplies can be had from the coal region, loss and inconvenience will be the result to all concerned.

We learn that the Board of Directors of the Chesapeake and Ohio Canal, will meet at an early day, in Washington, and that it will then be determined if it will be necessary to draw the water from the canal. – We shall look with anxiety to their decision, involving, as it will, much of interest to the business of our city.

AG, Thu. 7/31/56, p. 3. **The Coal Trade.**

The Baltimore *Sun*, of yesterday, says: “The steamer *Georgia* yesterday returned from Alexandria, where she had gone to tow a number

of coal barges, at the instance of one of our coal companies, who expect to receive their supplies, we understand, mainly by the Chesapeake and Ohio Canal. Their shipments will be made from that point. This we are told is one of the consequences of the supposed design of the railroad company to increase the freights on the coal brought over their road. There is an almost unanimous opposition to this contemplated measure by our citizens.”

AG, Sat. 8/2/56, p. 2. **Chesapeake and Ohio Canal.** – The Chesapeake and Ohio Canal, if the business of Georgetown and the lower end of the line generally is to be the criterion, is just now doing next to nothing. The value and importance of the coal trade that has been thus far developed through the canal, demand that stoppages from causes so remediable as low water, shall not take place. – Surely the experience of the past is amply sufficient to prove the necessity of attention to the dams along the river as a thing beyond question, and we believe that money can always be had for purposes so indispensable. Numbers of coal vessels are waiting cargoes both at Georgetown and Alexandria, of course at a great expense of time and money. At all events, a time of low water should be made the most of to discover and repair defects in the condition of the dams. Vigilance and energy are essential to the faithful discharge of duty in relation to a great public work like this canal, on which so many interests depend. – *Nat. Int.*

ES, Mon. 8/4/56, p. 3. **The Chesapeake and Ohio Canal** has not yet aroused from its dullness of business. Eastern buyers and users of Cumberland coal are disappointed in their regular supply of an article now become so essential. We hear that the Swanton Company alone have more than 1,600 tons stopped on the way for want of water at about Dam No. 5, and rather wonder that it does not suggest itself to the parties having this matter in charge that it would be better to lighten their boats, bringing four-fifths, or even three-fourths of a full load to market, than to remain

where they are in the possibly vain hope of a speedy rise. We throw out this hint, leaving parties to determine what amount of value it may have. – *Intelligencer.*

AG, Mon. 8/4/56, p. 3. **Quantity of Coal** received at Alexandria, by the Alexandria Canal, for the month of July, 1856.

	Tons	Cwt.
Cumberland Coal and Iron Co.	8,338	10
Borden Mining Company	4,171	14
Alleghany Mining Company	2,471	07
Frostburg Coal Company	857	15
Totals	15,839	06

AG, Thu. 8/7/56, p. 3. **Coal Trade.** During the past week there were shipped over the Cumberland road 4,793 tons; over the Pennsylvania 3,428 tons; over the George’s Creek 7,887 tons; and over the Hampshire road 1,029 tons. Total for the week 17,137 tons, and for the season 366,374 tons.

DNI, Wed. 8/13/56, p. 3. **The Canal** The Cumberland “Civilian” of yesterday says: - “The canal is in excellent boating order. There is, as yet, an abundance of water, and at this city it is now freely running over the dam. Great activity prevails amongst the boatmen, and for the last week the unprecedented number of 125 boats descended the canal, carrying 12,397.05 tons of coal. There was a slight interruption to navigation on Friday, caused by the breaking of the Goose Creek trunk. The water was drawn off the canal and the damages immediately repaired. It only occasioned a delay of one day. The President, Wm. P. Maulsby, Esq., recently passed over the entire line, and expresses his confidence that navigation will be maintained uninterrupted during the present season.”

ES, Mon. 8/18/56, p. 3. **The Chesapeake and Ohio Canal** business for the past week had been quite good and remunerative. Sixty coal boats have come down, besides considerable cargoes of flour and wheat, and the miscellaneous loadings of

limestone, logs, pig-iron and cement, making seventeen additional arrivals. Total for the week 77, giving receipts for tolls of \$3,990.33. The Swanton Company during the week was not so busy as usual. They received only about nine hundred tons of coal, and dispatched but two shipments seaward.

AG, Thu. 8/21/56, p. 2. **The Cumberland Coal Trade.** – From the Cumberland *Civilian*, we learn that the coal trade at that place continues active. The Lonaconing Company are running fourteen cars per diem, connecting with the Canal at Cumberland. Total product from the Frostburg region for the week 11,394 tons; from the Westernport region 7,761 tons. The shipments for the week by all the companies were, by railroad 13,579 tons; by canal 5,566 tons. The total shipments from Cumberland for the year up to the 9th instant have amounted to 402,009 tons, a value of about 1¾ million dollars.

DNI, Fri. 8/22/56, p. 1. **Grain to Market** – The Chesapeake and Ohio Canal has within a day or two brought down a considerable amount of wheat and flour to our District markets.

AG, Thu. 8/28/56, p. 2. **Coal Trade.** We have nothing additional to state this week relative to the coal trade. Everything moves regularly about the mines. The Baltimore and Ohio Railroad Company are still exerted to their full capacity in transporting coal east. Also, the boats on the Chesapeake and Ohio canal. Amongst the boatmen great activity prevails, and boats arriving in the evening are loaded and prepared to depart in the morning. The Swanton and Lonaconing Companies are now shipping rather extensively by the canal. Those are the only companies shipping by this avenue from the George's Creek region. There is still an abundant supply of water at this point, and it is now hoped that nothing will occur to interrupt navigation until the close of the season. The shipments for the week ending August 23rd, are as follows: Shipped over the Cumberland Coal and Irons Company's

railroad 7,498 tons; over the Cumberland and Pennsylvania railroad 4,939 tons; over the George's Creek road 7,856 tons; and over the Hampshire road 1,083 tons. Total for the week 21,377 tons, and for the season 423,470 tons. There were 62 boats descended the canal for the past week, carrying 6,510 tons of coal. – *Cumb. Jour.*

DNI, Tue. 9/2/56, p. 3. **Advertisement.**

Office of the Chesapeake and Ohio Canal Co.

Washington, September 1, 1856.

PROPOSALS will be received at this office until the first day of October next for constructing a *masonry-dam* for the Chesapeake and Ohio canal at the site of the present dam No. 4. The length of the dam will be about 740 feet over the Potomac river.

Specifications will be furnished on application at the office of the company.

The contractor will be required to proceed with the erection of the dam with due diligence, and to complete it as early as practicable.

Payments will be made monthly on estimates made by an officer of the company, reserving twenty percent, until the completion of the work.

W. S. RINGGOLD,

Clerk, C. and O. Canal Company

Washington Union and Baltimore Sun three times a week till day; Union, Frederick, Hagerstown Mail, Cumberland Alleganian, Md.; Lancaster Intelligencer and Harrisburg Democrat, Penn., once a week till day.

AG, Thu. 9/4/56, p. 2. **Coal Trade.**

The coal trade of Allegany County, Maryland, for August, has been perhaps larger than any other preceding month. The Cumberland *Civilian* says the amount of coal shipped by the canal for the month is 33,436 tons, employing 386 boats in its transportation. – The Baltimore and Ohio Railroad Company transported for the same time 68,951 tons, making in all from the whole coal region 102,388 tons, which at \$4 per ton, the average price at tide water, amounts to \$409,552. The *Civilian* gives the shipments of the past week as

follows: - Shipped over the Cumberland Coal and Iron Company's Railroad 7,385 tons; over the Cumberland and Pennsylvania Railroad 4,971 tons; over the George's Creek Coal and Iron Company's Railroad for the week ending August 3rd 7,017 tons; and over the Hampshire Coal and Iron Company's Railroad 973 tons. Total shipments for the week 20,346 tons, and for the season 443,916 tons. There were 73 boats descended the canal for the past week, carrying 7,665 tons of coal.

AG, Wed. 9/5/56, p. 3. **Coal Trade.** – Quantity of Coal received at Alexandria, by the Alexandria Canal, for the month of August, 1856.

	Tons	Cwt.
Cumberland Coal and Iron Co.	11,810	00
Borden Mining Company	5,233	13
Alleghany Mining Company	3,334	07
Frostburg Coal Company	1,041	05
Totals	21,419	05

ES, Mon. 9/8/56, p. 3. **The Chesapeake and Ohio Canal** for the week ending Saturday last was busily plied by well-laden craft. The arrivals at Georgetown were eighty-seven in number, of which sixty-two were with coal, collectively amounting to about 7,000 tons, and worth exceeding \$30,000. The rest were freighted with wheat, of which a good deal is arriving down, at prices from \$1.40 to 1.50, as to quality; also with flour, firewood, lumber, cooper stuff and limestone. The receipts for the week were to the nearest round figures \$3,300. The canal continues in good navigable order throughout.

The Lonaconing Company at Georgetown have been filling orders for coal for the eastward. The Mary Cobb, for Boston, sails tomorrow with a cargo.

The Staunton Company has dispatched during the week the schooner Hamilton, Hopkins, (240 tons,) for New York, and schooner J. Silliman, Clum, (157 tons,) for same port. – *Intelligencer.*

AG, Thu. 9/11/56, p. 2. **C. and O. Canal – Coal Trade** – The canal is still in good order, though some difficulty is experienced from low water, at Dam No. 5, so much so, that the canal company keeps employed at that point a force of hands and a scow to assist boats over the bar. The boats are lightened by taking out about 10 tons, which enables them to pass over the obstruction, when the 10 tons are returned, and from thence they can proceed to their place of destination without other interruptions. On account of this difficulty experienced by the boatmen, the several coal companies have advanced, by mutual agreement, 6 cents per ton additional on freight, which is generous indeed on the part of the companies, though no more than just. The canal board, at a recent meeting, decided on making such repairs to or rather on so far renewing dams Nos. 4 and 5, especially the former, as to involve an expenditure of no less than \$70,000. This will allow a substitute of stone for the present structures, which are principally of wood, and therefore in dry seasons, very liable to bring impediments to the navigation of the canal.

The Cumberland *Civilian* brings us the returns of the coal trade for the week ending Saturday last, and the usual recapitulation of the trade and export in that region.

For the week ending on the 6th there were shipped over the Cumberland Coal and Iron Company's Railroad 6,569.14 tons; over the Cumberland and Pennsylvania Railroad; 5,183 tons. Total from the Frostburg region for the week, 11,752.14 tons.

For the week ending August 30th over the George's Creek Coal and Iron Company's Railroad 8,255 tons. Over the Hampshire Coal and Iron Company's Railroad 1,048.04 tons. Total from Westernport region 9,303.04 tons.

There were 72 boats descended the canal for the past week, carrying 7,979 tons of coal.

Total shipments by railroad and canal for the week ending the 6th (Westernport region to August 30) were by railroad 13,076.11 by canal 7,979.14. The account for the week from all companies, foots up (counting as before the

Westernport region to the 30th ultimo) 21,055.15, and for the year 464,972.11.

AG, Thu. 9/18/56, p. 2. **The Coal Trade.**

The water in the Canal is failing; boats experience great difficulty in getting along. They are compelled to take from 15 to 20 tons less than their usual load. Should we not get rain soon, navigation must be seriously interrupted.

There is now a "strike" pending with the boatmen; they have a petition drawn up to lay before the meeting of Canal operators, praying for an advance of \$1.25 per ton, the present price being \$1.10 per ton, which prayer, if not granted, will be demanded by a general strike. They say that, owing to the many difficulties experienced by low water, breakages, &c., and the late rise in provisions and feed, compel them to this act. – From what we can learn from conversations with the most intelligent men interested in this matter, we are of the opinion, from the present difficulties existing, the boatmen are justifiable in their demand, though we do not know whether the companies can in justice to themselves grant this advance or not.

(Since the above was put in type, we learn the boatmen ask additional to the advance freight – their toll paid on the boat – which is about \$8.50 per trip. Whether they are justifiable in this or not we cannot say; but we are of opinion that the companies cannot or will not agree to it. The boatmen have all signed a contract binding upon them each of \$25 forfeiture, in case they load any coal until these demands are acceded to. There is nothing doing now at our coal wharves.)

The advance of 50 cents per ton on the Baltimore and Ohio Railroad will have a detrimental effect on our coal operations. We are of the opinion and especially after reading the minority report of the Directors, that this rise of 50 cents is *unjustifiable*. We shall, however, hold our remarks until we learn the action of the meeting of coal operators already alluded to. We hope at this meeting they will take into consideration the expediency of shipping more extensively by Canal. This avenue to tide water can be made

what its most sanguine friends wish of it. There is sufficient water at all times at this point, if economically used, (which has not yet been done,) to answer every purpose. – *Cumberland Civilian*.

The shipments for the week ending Sept. 13th are as follows: Shipped over the Cumberland Coal and Iron Company's Railroad 5,374.01 tons; over the Cumberland and Pennsylvania Railroad 3,789 tons; over the George's Creek road 6,208 tons; and over the Hampshire road 788 tons, making, for the week 16,180 tons, and, for the season 480,621 tons. During the week 44 boats, with 3,976 tons of coal, descended the Canal.

AG, Fri. 9/19/56, p. 3. **Maryland Coal Trade.**

The New York *Tribune* says: - The Baltimore and Ohio Rail Road Company have raised the tolls on coal 50 cents per ton from Cumberland, which makes it \$2.75 per ton. This advance was passed by a bare majority of one, in a Board of thirty-two members. This advance has had a depreciating effect upon the stock of the Cumberland Coal Company, but the friends of the Company do not consider that it will operate against its interest. The Company has advanced the price of coal in Baltimore 50 cents per ton and in Alexandria 25 cents per ton, and if these prices can be sustained, the advance at Alexandria will make a difference of \$20,000 per year to the Company. The largest portion of the coal mined by this Company is delivered at and shipped from Alexandria, being to 1st of September, this year, 65,500 tons against 40,500 tons delivered at Baltimore. All the coal delivered at the latter place is said for local consumption. The aggregate amount of coal mined by this Company to 1st September is 133,318 tons, against 110,216 tons last year, an increase of 23,102 tons. We understand that since the tolls were raised, two or three Coal Companies, further West than Cumberland, have notified the Rail Road Company that they shall cease operations. This will withdraw competition to a certain extent.

AG, Mon. 9/22/56, p. 3. **The Coal Trade.**

It is stated that the Cumberland Coal Company is the only coal company that shows any increase of supply this year over last year:

	Tons	Cwt
The receipts of coal by the company at their depots in Alexandria, and on the line, from 1 st of April to 1 st September, were:	92,792	16.20
Receipts at Baltimore 1 st January to 1 st September, all sold for local consumption	40,525	17.20
Total, tons	133,318	13.40
Against last year's receipts	110,216	18.20
Increase this year, tons	23,101	15.20

This is an increase of over 20 percent. The coal that the company sends to New York comes by ship from Alexandria, its shipping port.

AG, Tue. 9/23/56, p. 2. **Increase on Coal Freight**
The Cumberland Miners' *Journal*, in noticing the action of the Baltimore and Ohio Railroad Company increasing the freight, has the subjoined comments:

"The increase of freight will be severely felt by the companies operating in this region, and, if possible, they will find some other outlet by which the products of their mines may be forwarded to market on a cheaper scale. As one means, they will look to the canal. For some time past, the companies have been seriously contemplating the propriety of sending their coal by this great thoroughfare, and now there can be no doubt that, ere long, the canal will be the principal means for the conveyance of their products, which will be carried through to the District, or to Alexandria. Such a course would inevitably be felt by the city of Baltimore, which has, heretofore, received the principal amount of coal transported from this region.

"As another means of conveyance, the companies in this region will look forward to the completion of the Alexandria, Loudoun and Hampshire Railroad. And the recent action by the Board of Directors of the Baltimore and Ohio Railroad, will be an additional stimulus to the

friends of the former road, to hasten the completion of their work, which will undoubtedly be a road for *coal transportation*. This route being some thirty miles less to the seaboard than the Baltimore and Ohio Railroad, and the rate of transportation being less; however much the companies may desire to advance the interests of the city of Baltimore, their own interests and their own preservation require that they should secure the cheapest means of transportation.

"The revenues of the Baltimore and Ohio Railroad from the coal trade, amount to about one and a half million dollars yearly – probably equal to all the other revenues of the road. Should the companies withhold their shipments over this road, there would be an immense falling off of the revenues of the railroad company; their cars would be left idle on the track to rust, whilst a great number of their locomotives would be left in the engine houses with nothing to do.

"That the city of Baltimore has much at stake is true. The concentration of the great burthen of the coal trade, in a city beyond the State – a city just rousing from a lethargic state in which she has been lying for years, and now putting forth every energy to increase her wealth and importance among the cities of the nation – will not only inflict great injury upon her manufacturing interests, but upon her trade and commerce.

"Altogether, we think the policy of the Board of Directors has been unwise, injudicious and detrimental to the interests of the company."

AG, Thu. 9/25/56, p. 2. **The Canal – Coal Trade**
The water in the Canal is very low. The boatmen are still on the strike; they seem determined to hold out until their demands are acceded to. The coal operators of this region held a consultation on the subject on last Saturday, but came to no definite decision; they seem disposed, however, not to grant the boatmen the advance they demand. The Frostburg Company is the only company shipping now by canal, they are paying what the boatmen ask. Many boats that belong to

the lower part of the Canal are going home to tie up until they can get their price.

In regard to the increase of freight on the B. & O. R. R., we must say that it will have a bad effect upon our coal operations. We learn that several companies in the George's Creek region will, after the 30th of the present month, suspend operations; whilst the other companies in both regions, remain as yet undecided what course to pursue.

We sincerely deplore these combinations of difficulties, and shall for the present withhold all comments upon them, hoping some arrangements will this week, be made for the better.

The shipments of coal for the week ending the 20th instant, over the Cumberland road, reached 5,517 tons, and over the Pennsylvania road 3,783 tons, and for the week ending the 13th instant, over the George's Creek road, 5,650 tons, and over the Hampshire road 793 tons. Total for the week 15,743 tons, and for the season 496,366 tons. Shipments by canal for the past week 1,440 tons in 18 boats. – *Cumberland Civilian*.

Sun, Wed. 10/1/56, p. 1. **Affairs in Allegany County.** - We copy the following from the *Cumberland Civilian*:

The Canal Coal Trade. - It is currently rumored that the Hampshire Coal and Iron Company have determined to expend fifty thousand dollars in the construction of canal boats, to be employed in transporting their coal. We have also heard of similar rumors respecting other companies, in both regions.

AG, Thu. 10/2/56, p. 2. **The Coal Trade on the Canal.** – It is gratifying to learn, as we do from the *Cumberland Civilian*, that the unpleasant differences between the boatmen on the Chesapeake and Ohio Canal and their employers have come to an end, and that in a way most likely, of all others, to prevent a recurrence of such a strife. The boatmen held out with their demands until Tuesday morning, when they submitted, expressing themselves ready to load at

the old price of \$1.18 a ton. This announcement was met by the unexpected intelligence that the coal operators had on the other hand, agreed to advance the old price to \$1.35 or two cents more than the boatmen themselves had demanded. Such an act of generosity was at first discredited, but further inquiry assured the delighted boatmen of its truth. Surely all parties are to be congratulated on the result, and the record of it should be sent far and wide, in honor of all concerned.

The *Civilian* justly argues that the increase in the price of freight will induce numbers of persons who have hitherto held off from boating to enter the business. A large increase in the trade of the canal must therefore ensue, and that work become earlier even than was expected the true and natural outlet from the mining regions of upper Maryland and Virginia to the seaboard and its population. The Baltimore and Ohio Rail Road Company seem to have virtually given up their competition, for they assert their inability to transport coal for less than \$2.75 per ton, which is nearly double the rate by canal. As a proof of the impetus the trade must feel next year, it is rumored that the Hampshire Coal and Iron Company have determined to expend fifty thousand dollars in the construction of canal boats to be employed in transporting their coal. – *Nat. Int.*

The shipments from the Frostburg region for the week ending the 27th ult. were: Shipped over the Cumberland Coal and Iron Company's Railroad, 4,231.04 tons; over the Cumberland and Pennsylvania Railroad 2,762 tons. Total from the Frostburg region for the week 6,993.04 tons.

For the week ending Sept. 20, over the George's Creek Coal and Iron Company's Railroad 5,698.06 tons; over the Hampshire Coal and Iron Company's Railroad 578.06 tons. Total from Westernport region 6,276.12 tons.

Total from both regions for the week 13,269.16 and for the year 509,649.14.

The comparative shipments by railroad and canal for the week for the Frostburg region are given by the *Civilian* at 5,719.05 by railroad and 1,275.09 by canal. None by canal from the

Westernport region for the week quoted. The figures are those of the *Civilian*.

ES, Sat. 10/4/56, p. 2. The *Intelligencer* alludes to the fact that the Board of Directors of the Chesapeake and Ohio Canal have been two days in session at their office in the City Hall, and concluded their labors yesterday afternoon. Business of much importance to the canal, and by consequence to the country through which it passes, as well as to the District of Columbia and the city of Alexandria, required and obtained attention and adjustment.

The result of the deliberations of the Board consist, in the main, of the following measures and resolutions:

1. The Board has entered into a contract for the erection of a masonry dam at the site of dam No. 4, to take the place of the present structure.

2. It has taken preliminary steps, to be matured at the next meeting of the Board, for the construction of a masonry dam at dam No. 5.

3. It has contracted for the construction of a weigh lock at Georgetown at the sum of \$15,000, said lock to be placed at a convenient spot west of the Alexandria aqueduct.

4. The Board has resolved to notify the contractor for the pump work at the mouth of the South Branch that he will be allowed to the 1st of December to fulfil his contract, but failing in which the Board will thereafter take the matter into its own hands in order to a new disposition of the work to secure its objects at the earliest practicable moment.

5th, and lastly. Orders have been issued to the general superintendent of the canal to make forthwith a thorough and minute survey thereof, from end to end of the line, to find out and report where repairs may be necessary, where leaks exist or are likely to occur, what levels of spots are shallower than the proper depth, where dredging may be requisite, and in general to indicate everything which in his judgment may require improvement, extension, correction or renewal.

AG, Tue. 10/7/56, p. 3. **Canal Commerce.**
It will be seen that boats from Cumberland, with coal, are beginning to arrive at this port.

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

Arrived, Oct. 6.

Boats Albany, Utica, M. R. Zimmerman and Gen. Tyson, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Lynn, Superior, Five Sisters, Wm. Borden, Eugene and E. E. Voorhees, coal to Borden Mining Co.

Boats Gen. Mercer, Mountain Ranger, Amos Young, Old Dominion and Gen. Cass, coal to Frostburg Coal Co.

Boat George Waters, coal to Alleghany Mining Co

AG, Thu. 10/9/56, p. 2. **The Coal Trade.**

As predicted, the month of October will show a falling off in the Coal Trade; brought about by the fifty cents additional freight per ton on the Baltimore and Ohio Railroad; but few Companies are now forwarding coal over this road, and quite a limited amount at that. Some of the operators have emphatically declared their intention not to ship any coal by this avenue, until the price goes up to correspond with that of freight.

Our coal has always been held at too low a figure in market, and now, considering the cost to get it there, must necessarily advance the price at least fifty cents per ton, which advance, we learn, the shippers have just demanded.

The merits of Cumberland Coal are now universally known; its name is established – that of being superior to any other fuel ever brought into market. Our operators need not fear but consumers will give the price claimed. Should this not occur, Baltimore city will lose the benefits heretofore derived from the Alleghany Coal Trade, which will be transferred to Alexandria, the terminus of the Chesapeake and Ohio Canal. As an evidence of this, the Cumberland Coal and Iron Co., Swanton Coal and Iron Co., Lonaconing Coal and Transportation Co., and Franklin Coal Co., have each contracted for the construction of a number of canal boats, to be employed in

transporting their coal, and no doubt these companies, and others, will henceforth confine their operations chiefly to the Canal as their avenue of transportation.

The late rains have raised the water at this point about one foot. A fleet of 30 boats left here last Friday, with the expectation of reaching Dam No. 6, 50 miles from Cumberland, and from whence to Alexandria there is an abundance of water. We learn that the fleet arrived at Dam No. 6 after much difficulty; strong efforts were put forth to pass them, which was done in this manner; all the boats would be locked through from the upper to the lower level, when the water from the level just left would be drawn into the one containing the boats. Thus, they were passed from one level to another, until the first 50 miles were accomplished, when the difficulty ended, from that point there being a sufficiency of water.

The *Civilian* furnishes the following returns of the week's coal trade:

From the Frostburg region for the week ending the 4th inst., Cumberland Coal and Iron Company's Railroad, 2,573.15 tons; Cumberland and Pennsylvania Railroad 3,091 tons. Total 5,664.15 tons.

From the Westernport region for the week ending 27th ult., George's Creek Coal and Iron Company's Railroad 6,486.02 tons; Hampshire Coal and Iron Company's Railroad 623.14 tons. Total 7,109.16 tons.

There were fifty-eight boats descended the canal for the week, carrying 4,400.10 tons of coal.

Showing a total from both regions for the respective weeks mentioned of 12,574.11, and for the year of 523,195.01. – *Cumb. Civilian*.

AG, Fri. 10/10/56, p. 3. **Baltimore Coal Trade.** The *Baltimore American* says: - "Heretofore, as we are informed, the average daily arrival of cars at Baltimore has been about 170 cars, with (say) 1,600 tons of coal. Under present arrangements, the full allotments of 240 cars per day being engaged, about 2,200 tons of coal will probably be brought to Baltimore. To do this, new engines will be borrowed from the Northwestern Virginia

road, whose locomotives have been built by Mr. Winans, and are now ready for use."

AG, Tue. 10/14/56, p. 3. **Canal Commerce.**

Arrived, October 13.

Boat Stephen Castleman, 88 tons Cumberland coal to U. W. Barker.

AG, Wed. 10/15/56, p. 3. **Canal Commerce.**

Arrived, October 14.

Boats Yankee, May Fly, Henderson, Charles Embrey, James Eichelberger, Mary L. Rawdon, Minor and Col. Young, Cumberland, coal to Cumberland Coal and Iron Co.

Boats Wm. J. Boothe, R. P. Dodge, Eliza Wolfe and James Fitzpatrick, coal to Alleghany Mining Co.

Boats Mary Otis, Helen Bruce and Anna S. Borden, coal to Borden Mining Co.

Boats Sarah Ann and Robert Wason, coal to Frostburg Coal Co.

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

AG, Thu. 10/16/56, p. 2. **Coal Trade.**

The Cumberland Coal trade for the month of September, was quite large, considering the many difficulties arising to canal navigation; for the month, the Baltimore and Ohio Railroad transported 51,719 tons; the Chesapeake and Ohio Canal 13,228 tons; making in all 61,407 tons, which at \$4.09 per ton, the average price paid at tide water, amounts to \$257,628, more than a quarter million dollars.

From present appearances we are led to believe that the shipments for the present month will be less by railroad, but greatly increased by canal, and October may foot up at least 50,000 tons. The canal is in excellent order throughout. There is yet a scarcity of water at this point, though it does not materially affect navigation. The shipments for the week ending October 11th are as follows: Over the Cumberland Coal and Iron Company's Railroad 3,868 tons; over the Cumberland and Pennsylvania Railroad 2,651 tons; over the George's Creek road 6,158 tons; and over the Hampshire road 763 tons. Total for

the week 15,444 tons, and for the season 535,985 tons. – *Cumberland Civilian*.

DNI, Sat. 10/18/56, p. 3. **MANASSAS GAP RAILROAD** – This important road through a rich portion of Virginia is progressing steadily, not withstanding the pressure under which the company has labored the last year. The stockholders had a general meeting at Alexandria on the 16th instant, when reports were read from the President and Directors and the Chief Engineer. It appears that the net revenue for the last year was \$38,913, being an increase of thirty-seven and a half percent upon the net income of last year.

This road has a joint stem with the Orange and Alexandria road for twenty-seven miles. It is completed to Woodstock, and the cars have been running to that point since the early part of September. The work of extension to Harrisonburg has been carried on with spirit, and the grading and masonry are nearly done as far as Mount Jackson, twelve miles above Woodstock. Much work has also to be done on the independent line from the Junction to Alexandria, and upon the Loudoun branch to Purcellville. This is to be extended sixteen miles further to Harper's Ferry, where it will connect with the Winchester and Potomac road, the Baltimore and Ohio road, and the Chesapeake and Ohio canal. The Legislature of Virginia, at its last session, made an appropriation for this branch. This connection is considered an important feature in the enterprise.

AG. Thu. 10/23/56, p. 3. **Coal Trade.**

The coal shipments for the last week are about the same as those of the week previous. We are happy to state that the late rains have raised the waters and once more the canal is at its best height. Boats are enabled to load to their full capacity. We may now expect a large increase in canal transportation for the balance of the season. The Potomac Coal and Iron Company, whose mines are situated on George's Creek, adjoining those of the Lonaconing Coal and Transportation Company, will commence operations today,

shipping their first coal. It is the intention of this company to ship their coal both by railroad and canal. There are several other new companies in the George's Creek region who expect to send coal to market in a few weeks. The shipments for the week October 18th are as follows: - Over the Cumberland road 5,747 tons; and over the Pennsylvania road 2,725 tons, and for the week ending the 11th instant, over the George's Creek road 4,748 tons and over the Hampshire road 1,335 tons. Total for the week 15,582 tons and for the season 554,219 tons. There were 58 boats descended the canal for the week, carrying 5,037 tons of coal. – *Cumberland Civilian*.

AG, Thu. 10/30/56, p. 2. **Cumberland Matters.** The *Civilian* says: - Water is now abundant in this region, and the Canal is in better order throughout than we have ever known it. There is now more activity and business doing among the boatmen that at any other time this season. The only drawback is that there are not boats enough. Some of the coal companies are now having a number of boats built. The Alleghany Company have just contracted for ten, to be launched in time for the spring trade. Also, the Swanton Company have contracted for twenty to be launched at the same time. The apparent difficulties on the Baltimore and Ohio Railroad we believe are all settled, and the prospects of the Cumberland Coal Trade for a heavy business, are brighter than ever. The Cumberland and Pennsylvania Railroad advertises for 25,000 cross ties.

Ibid, p. 3. **Coal Trade.**

The *Cumberland Civilian* gives the following summary of the coal trade for the week:

From the Frostburg region, for the week ending the 25th October – over the Cumberland Coal and Iron Company's Railroad 6,098.05 tons; over the Cumberland and Pennsylvania Railroad 4,509 tons. Total 10,607.05 tons.

From the Westernport region, for the week ending October 18 – over the George's Creek Coal and Iron Company's Railroad 5,747.03 tons. Over

the Hampshire Coal and Iron Company's Railroad 1,800.02 tons. Total 7,547.05 tons.

The relative shipments by the two channels of transportation for the weeks respectively given, including regions, were – by railroad, 11,120.12; by canal, 7,355.16. Total for the week 18,155.10; for the year 572,725.11.

There were 79 boats descended the canal for the week, carrying 8,000 tons.

Sun, Fri. 10/31/56, p. 2. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph:

Drowned - A youth named Harris, a hand on the canal boat "Southampton," fell from that boat into the Potomac river, at Lynn's wharf, on Monday, and was drowned.

AG, Thu. 11/6/56, p. 2. **The Coal Trade.** The Cumberland *Civilian* of yesterday reports as follows touching the coal trade at that place:

We have nothing additional of interest to state this week. The canal continues in excellent boating order.

The shipments from the whole Cumberland coal region for the month of October are as follows:

By Baltimore and Ohio Railroad	50,548 tons
By Chesapeake and Ohio Canal	<u>29,027 tons</u>
Total	79,575 tons

There were three hundred and twenty-six boats descended the canal for the month.

AG, Fri. 11/7/56, p. 4. **Coal Trade.** Quantity of Coal received by the Alexandria Canal, for the month of October.

	Tons	Cwt
Cumb. Coal and Iron Co.	8,940	04
Borden Mining Co.	4,135	06
Alleghany Mining Co.	2,138	19
Frostburg Coal Co.	<u>2,228</u>	01
Total	17,442	10

Sun, Sat. 11/8/56, p. 4. **Canal Trade.** The flour mills and cotton factory are all in full operation. Business generally active.

By the canal since Saturday, 38 cargoes of coal have been received, 5 of flour and 2 wheat. The entire line is now in excellent order.

AG, Thu. 11/13/56, p. 3. **The Coal Trade.** The shipments for the week ending Nov. 8th are as follows:

Shipped over the Cumberland Coal and Iron Company's Railroad 6,369.09 tons; over the Cumberland and Pennsylvania Railroad 4,042 tons. Total from the Frostburg region for the week 10,411.09 tons.

For the week ending Nov. 8, over the George's Creek Coal and Iron Co.'s Railroad 6,972.04 tons. Over the Hampshire Coal and Iron Co.'s Railroad 1,856.13 tons. Total from Westernport region 8,828.17 tons.

There were 56 boats descended the canal for the week, carrying 5,732.14 tons of coal. – *Cumberland Journal*.

Sun, Fri. 11/14/56, p. 2. **Winchester and Potomac Railroad** – The annual meeting of this railroad company was held on the 25th ult. It appears that the revenue of the company from transportation for the past year is \$63,585.02, being \$14,556.09 less than the preceding year. Of the receipts, \$22,386.72 was from passenger fare, and \$41,198.30 from freight transportation. The diminution of revenue from passengers in this year from the last is \$2,562.80, whilst the falling off in the freight transportation is \$11,994.29. Still with this diminished revenue the company has paid its whole expenses, its interest and annuity, and reduced its floating debt, and carried some three thousand dollars to improve its condition.

Sun, Wed. 11/19/56, p. 1. **Affairs in Allegany County.** - The Cumberland *Civilian* has the following:
Maryland Coal Trade, - There is no abatement in the transportation of coal. The Baltimore and Ohio Railroad Company are exerted to their full capacity. Great activity is displayed upon the canal; boats are constantly arriving and departing.

There were 71 boats descended the canal for the week, carrying 7,594 tons.

Drowned. - A lad aged about 14 years, named Broderick, was drowned on last Sunday evening at the canal, lock No. 76 [*sic* 75], about 8 miles from this city. He was a son of the lock keeper at that place.

Boat Sunk. - The canal boat "Charles Williams," Capt. D. Benner, sank in lock No. 75 [*sic*. 74], about ten miles below this city, on Friday evening last.

Sun, Thu. 11/20/56, p. 4. **Canal Trade.**
The canal trade is in full operation. Several arrivals today with coal, wood, flour and corn.

AG, Thu. 11/20/56, p. 4. **The Coal Trade.**
The Cumberland *Civilian* of yesterday states there is no abatement in the transportation of coal. "The Baltimore and Ohio Railroad Company are exerted to their full capacity. One of the five first-class locomotives intended for the trade has just been completed, and will be put on the road in a few days. It is expected the whole number (five) will be built and running on the road by the middle of March next. - Great activity is also displayed upon the canal. - Boats are constantly arriving and departing.

"An increase in the shipments from the George's Creek region will soon take place, as the incline planes of the Pickell Mining Company are now completed. They connect the mines with the George's Creek Railroad at Barton.

"The Potomac Coal Company are also pushing forward their road with vigor. The planes opening to the mines, &c., will be in readiness for operation by the beginning of the spring trade."

The *Civilian* also furnished the following statement of the shipments for the week.

Shipped over the Cumberland Coal and Iron Company's Railroad 6,360.09 tons; over the Cumberland and Pennsylvania Railroad 4,372 tons. Total from the Frostburg region for the week 10,741.09 tons.

For the week ending November 15, over the George's Creek Coal and Iron Company's

Railroad 5,855.02 tons. Over the Hampshire Coal and Iron Company's Railroad 1,246.09 tons. - Total from the Westernport region 6,601.10 tons.

There were 71 boats descended the Chesapeake and Ohio Canal for the week, carrying 9,791.05 tons of coal.

The total shipments by railroad were 10,763.07 tons; by canal 6,579.02; making from both regions for the week 17,289.19, and for the year to the 15th 628,085.07.

AG, Thu. 12/4/56, p. 3. **Coal Trade.**

The shipments of coal for the week ending Saturday by railroad were as heavy as usual, but owing to the landslide mentioned last week, they fall off considerably by canal. Since Thursday evening, however, the navigation of the canal has been resumed. The Cumberland *Civilian* gives the following as the statement of the week:

Shipped over the Cumberland Coal and Iron Company's Railroad 4,253.15 tons; over the Cumberland and Pennsylvania Railroad 2,480 tons. Total from the Frostburg region for the week 6,733.15 tons.

For the week ending Nov. 22, over the George's Creek Coal and Iron Company's Railroad 4,637.16 tons. Over the Hampshire Coal and Iron Company's Railroad 1,300.12 tons. - Total from the Westernport region 5,938.08 tons.

There were 21 boats descended the canal for the week carrying 2,894 tons of coal.

The shipments by railroad present a total of 9,415.07; by canal 3,283.06. The whole shipments for the week from both regions are 12,678.03; for the year to 29th ult. 658,019.13.

DNI, Fri. 12/5/56, p. 3. CHESAPEAKE AND OHIO BONDS. - We learn from the Baltimore *Patriot* that the \$60,000 Chesapeake and Ohio Canal Preferred Coupon Bonds, bearing six percent interest from January 1st, 1855, which were advertised for sale at the suit of the Frederick County Bank, were offered and sold yesterday at the Merchant's Exchange in Baltimore. They were put up in \$5,000 lots, with the privilege of taking the whole. The first lot of \$5,000 sold at

\$1,275, being \$25.50 per share, and bought by W. P. Mallsby, Esq., President of the Canal Company, who took the entire amount of \$60,000 at the same price, amounting in all to \$15,300.

AG, Sat. 12/6/56, p. 4. **Coal Receipts.**

Quantity of coal received by the Alexandria Canal for the month of November:

	Tons	Cwt
Cumb' Coal and Iron Co.	9,985	13
Borden Mining Co.	5,288	09
Alleghany Mining Co.	2,961	04
Frostburg Coal Co.	2,541	09
Total	20,776	15

Sun, Tue. 12/9/56, p. 3. **Canal Trade.**

The weather is decidedly cold, and if it continues, our canal trade must be closed off in a few days.

AG, Thu. 12/11/56, p. 4. **The Coal Trade.**

The Cumberland *Civilian* states that the coal business for the season is about to close, notwithstanding several interruptions have occurred in the canal navigation, will foot up very satisfactorily, and that the anticipations for next season are flattering indeed. The shipments last week were as large as usual. The quantity sent by railroad is 9,900 tons, by canal 10,227 tons; total for the week 20,128 tons.

Shipped over the Cumberland Coal and Iron Company's Railroad 6,924.01 tons; over the Cumberland and Pennsylvania Railroad 4,545 tons. Total from the Frostburg region for the week 11,469.01 tons.

For the week ending November 29, over the George's Creek Coal and Iron Company's Railroad 3,695.08 tons; over the Hampshire Coal and Iron Company's Railroad 1,435.06 tons. Total from Westernport region 6,986.00 tons.

There were 93 boats descended the canal for the week, carrying 10,227.16 tons of coal.

ES, Fri 12/12/56, p. 3. Georgetown, Dec. 12, 1856 We learn that the board of directors of the Chesapeake and Ohio Canal have resolved to have the water drawn off from the canal on the 22nd

instant, for the purpose of making some necessary repairs.

AG, Thu. 12/18/56, p. 3. **Maryland Coal Trade.** The Cumberland *Civilian* has the subjoined in relation to the coal trade.

The shipments by railroad for last week were 10,619 tons. The canal was closed with ice, excepting for the last two days of the week, when five boats left this port, carrying 569 tons. The weather is now very cold, and ice is forming rapidly. We believe we can now safely say that navigation is closed.

There were for the season, (8½ months,) 2,017 boats which left this port, carrying 210,729 tons of coal, coke and lumber. Of coke, there were 3,502 tons, and of lumber 2,000 tons, leaving 205,227 tons of coal. – The whole amount of coal shipped for the year, which will end on the 31st day of the present month, will be over 700,000 tons. – The whole amount shipped last year was 664,304 tons. An increase over 1854 of 16,005 tons; the increase this year will be about 40,000 tons over last.

The shipments for the week ending Dec. 13th, are as follows:

Over the Cumberland Coal and Iron Company's Railroad 2,652.09 tons; over the Cumberland and Pennsylvania Railroad 1,717 tons. Total from the Frostburg region 4,369.09 tons.

For the week ending Dec. 6th, over the George's Creek Coal and Iron Company's Railroad 5,364.11 tons. Over the Hampshire Coal and Iron Company's Railroad 1,455.01 tons. Total from the Westernport region 6,819.12 tons.

Sun, Mon. 12/29/56, p. 4. *Washington and Georgetown Items.* An orphan lad named James Exerline, nephew of Mr. J. T. Berkely, whilst skating near the monument grounds, accidentally fell into the track made by a canal boat and was drowned.

AG, Tue. 12/30/56, p. 3. Mr. Andrew W. Kercheval in a communication in the South

Branch *Intelligencer* for the benefit of the coal trade, advocates “a Company chartered by concurrent legislation of Maryland, Virginia and the District of Columbia, to construct an aqueduct, at or near the embouchure of the South Branch, with consent of the Chesapeake and Ohio Canal Company, extension of a Canal or slack-water navigation up that stream, to Abernathy’s mill, near Springfield, and a railway from its landing to the Coal Fields, at or near the mouth of George’s Creek. – with plenty of power to effectuate the intent of its incorporation.”