COMPILATION OF CANAL TRADE ARTICLES FROM THE
DEMOCRATIC ALLEGANIAN
a Cumberland, Md. newspaper
and
THE BALTIMORE SUN
a Baltimore, Md. newspaper
and
STATES
a Washington, D. C. newspaper
1857

Compiled by
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Revision 1, AUGUST 2016
Revision 2, APRIL 2020
A. PREFACE

In this compilation, all the Canal Trade articles were transcribed from the Democratic Alleganian, a weekly Cumberland newspaper, from The Baltimore Sun, a Baltimore newspaper and from the States, a Washington, D. C. newspaper of the era. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. The Cumberland newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD, while the Baltimore newspaper and the Washington, D. C. newspaper was found on-line. Articles without a precedent are from the Cumberland newspaper, while articles from the Baltimore newspaper are preceded by Sun and articles from the States are preceded by States.

Other articles were found online and are footnoted.

In 1857, four freshets caused serious injury to Dam Nos. 4 and 5, seriously impeding navigation. The travail those freshets caused may be discerned from this compilation.

In 1857, this newspaper reported Coal Trade as the number of tons of coal each of several railroads brought to Cumberland; a distinction was made between that brought to the R. R. and that brought to the Canal. No information was found on how many boats carried how many tons for each of the several mining companies per week.

Articles from States, a Washington, D. C. Newspaper, is the basis of this revision.

The reader may find the tabulated numbers do not always add up. Every effort was made to correctly transcribe the numbers, which were in a small font and difficult to read. Also remember to add in the tons and hundred-weight system not the decimal system.

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
Revision 1, August 2016
Revision 2, April 2020
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Canal Trade – 1857.

Sun, Thu. 1/8/57, p. 4. - The president and directors of the Chesapeake and Ohio Canal Company, in full attendance, are in session today in their chamber at the City Hall. They will probably let out the work for dam No. 4. On dam No. 5 the contractors are actively engaged in quarrying stone and preparing other material for energetic prosecution of the work. At Cumberland there are twenty new canal boats on the stocks, besides several others at various places along the line. The facilities for the transportation of coal will doubtless be greater next year than ever before.


The board of directors of the Chesapeake and Ohio Canal Company awarded the contract for dam No. 5 to Messrs. William Brown, John Gorman and David Lemmon. Dam No. 4 was let some two months since to Messrs. John Humbird and Israel Robinson.

The directors entertain strong hopes that both these great improvements will be completed in time for navigation next spring twelve months, at which time all the principal difficulties may be considered at an end.

I am happy to learn that my information in regard to the number of boats now building in Cumberland was far short of the number, there being nearer forty boats than twenty on the stocks.

Sun, Thu. 1/15/57, p. 4. At Alexandria, the ice on the reservoir is thicker than during the last year.

The receipts of coal by the Alexandria canal during the month of December we 10,695 tons. During the calendar year 1856 there were shipped from Cumberland by way of the Chesapeake and Ohio Canal 206,260 tons of coal, of which 163,321 tons were received at Alexandria.

Sat. 1/17/57, p. 2. The American Coal Company. - We learn that the American Coal Company are making the necessary preparations to increase their business largely during the present year. Owing to the limited transportation which the Baltimore and Ohio Railroad have been able to afford them during the past year, they have been unable to supply the increasing demand for their coal, and have therefore been driven to the necessity of procuring another outlet for that increased transportation which they need, and which the Baltimore and Ohio Railroad Company have not furnished. We are glad, however, to learn that the quantity of coal coming to this place from the American Company's mines for shipment is not likely to be less than it was in 1856, and will be almost doubled if the necessary transportation can be had over the Baltimore and Ohio Railroad. The new outlet alluded to above is by the Cumberland and Pennsylvania Railroad to the Chesapeake and Ohio Canal at Cumberland, and thence to Alexandria as a shipping port.

The extension of the Cumberland and Pennsylvania Railroad from Frostburg, its present terminus, to Lonaconing, is now in progress of construction, and will, beyond doubt, be completed during the coming summer. By this new outlet leading to the Canal, the distance is about eleven miles from Lonaconing than by the present route, consequently, it is fair to assume that, notwithstanding the difference in grades (which is in favor of the B. & O. R.) a large portion of the coal mined above or at Lonaconing hereafter, will go by the new route, at least, while the present difference in cost of transportation between the two routes continues.

The American Coal Company which at first was not looked upon here favorably, starting, as it did, from the ruins of that mammoth swindling concern (the Parker Vein Coal Co.) have by their continued judicious
management and by their prompt and honorable compliance in all cases with their engagements, firmly established their character among us as one of the most sound, legitimate, substantial and meritorious companies in this region and from what we know of the character, extent and value of their coal property and what we have seen of the management and have a right to expect from the highly respectable parties who control that management, with ample means, and the well directed application thereof, we cannot doubt their perfect success. We do not wish to be considered as indicating by the above remarks, any partiality for this company over any other of our many well deserving coal companies, we deem it but a simple act of justice, in this case, to express our confidence and approbation when we, at one time, felt inclined to condemn them in advance for the sins of their predecessors, for which we are now well satisfied they were in no manner responsible. We wish them and all other well managed companies success. - Piedmont Independent.

The Chesapeake and Ohio Canal. The present President and Board of Directors of the Canal, are giving evidence that they have a proper appreciation of the importance of the work committed to their charge; and there is good ground for the indulgence of the hope that the oft deferred prospect of a regular business on the Canal is to be realized at no distant day.

Some months since a contract was awarded to Messrs. John Humbird and I. Robinson, for the construction of a substantial stone Dam in place of the leaky affair known as Dam No. 5 - and the work is now in progress.

At the meeting of the Board in Washington, last week, a contract was given to Messrs. Gorman, Brown & Clark, for the construction of a substantial stone Dam at No. 4.

There have been frequent interruptions of the navigation, by heavy slides of rock into the Canal, at the East end of the Tunnel, and from the character of the mountain at that point, further slides may be anticipated. To facilitate the removing of such obstructions, a short railroad is in the course of construction at that point.

The steam pump, erected several years since, having failed to accomplish the work it was to have performed; the Board determined to have the structure taken down and rebuilt. And we understand that a committee of the Board, who have spent several days in examining the Canal in this vicinity, have awarded the contract for rebuilding the pump to John Beall, Esq. for a sum something less than the original contract; the work to be completed by the 1st day of June ensuing.

Sun, Thu. 1/22/57, p. 2. Chesapeake and Ohio Canal. - About two months since the contract for the construction of a masonry dam at dam No. 5 was awarded to Messrs. John Humbird and I. Robinson. We learn from Mr. Humbird that the work is now going on, that they have a force of hands employed for nearly two months in quarrying and cutting stone, and that as soon as the spring freshets are over will be prepared to commence laying the dam, and have it finished by the 1st of September next. We learn that the water will be let in the canal about 1st of March.

Sat. 1/24/57, p. 2. CANAL SCRIP
Sometime since a memorial of citizens of this county, who hold the scrip and other evidences of debt of the C. & O. Canal Company, was presented to the Canal Board, asking that a portion of these evidences of debt be received in the payment of tolls. This memorial was referred to a Committee of the Board, who, we are gratified to perceive, are [obscured] disposed to make this method of absorbing a portion of these long deferred debts of the Company. The Committee made the following Report to the Board, at their meeting in Washington city on the 7th instant, and the Board unanimously adopted it: -

To the President and Directors of the Chesapeake and Ohio Canal Company:
The undersigned, to whom the memorial of sundry citizens - creditors of the Chesapeake and Ohio Canal
was referred - "asking that one-third of the monies taken in for Tolls might be received in all established evidences of debt against said Company - provided said evidences are held, owned, and offered by persons actually trading on the Canal:" - Beg leave to report -  

In the performance of this duty, and for a correct understanding of the subject, reference must be made to the times, when necessity drove the Agent of the State to do, one of two things - either to stop work then under contract - the effect of which would have been ruinous to the work, and destructive to the contractors engaged on it - or to issue and pay out evidences of indebtedness against the Canal Company.  

It will be borne in mind, that the work was nearly completed to Dam No. 6 (134 miles). In it, the State of Maryland held a large interest - the millions that were expended in its construction would be unproductive and useless. Fifty miles and some tenths, still remained to be done before the Coal region of Allegany County could be reached; - without arriving at that point, the State or other interested parties could not derive the slightest benefit for the amount expended.  

In view of these indisputable facts, the Canal Company, although having exhausted all their means, resolved on continuing the work, relying on the action of the Legislature for an appropriation to meet all the expenses incurred; their anticipations were not realized - the Legislature refused, and adjourned without making the necessary appropriations to pay the debts that accrued, to prosecute the Canal to completion.  

So unexpected a result from the action of the Legislature, arrested for a time the progress of the work. Contractors had invested their means and exhausted their credit, the laborers demanded payment for his daily toil, the merchant and the farmer withheld their supplies, suspension would have been disastrous to portions of the unfinished work, time and exposure would render it subject to ruin and decay, and in order to protect the work from destruction and the parties engaged in its construction from ruin, a meeting of the Stockholders was called. At that meeting, the Agent of the State was present, it was then and there determined, that script or other evidences of indebtedness should be issued, in sums not less than five dollars, signed by the President of the Canal Company and the acting Secretary - anticipating no doubt, in the adoption of the measure, that the following Legislature would make an appropriation sufficient to enable them to redeem their issues and finish the Canal to Cumberland.  

Again, they were disappointed, the Legislature for reasons known only to itself, adjourned, without making any appropriation. It was hopeless to struggle any longer, contractors and others engaged on the Canal, without money or credit, had to surrender; all was gone, except the scrip, and Bonds they had been receiving for their labor, for the redemption of which, they confused in the justice of a sovereign State - she being so largely interested in the prosperity and speedy completion of the work.  

For years, all operations on the Canal - the evils, this unfortunate condition of things to the work and to persons connected with it, too well known to advert to now. From this period the Canal reposed until 1844 - when the State, through her Legislature, deemed it proper to waive her liens in favor of an issue of Bonds - upon which the Canal was made navigable to the Coal regions of Allegany County.  

It cannot be denied that the State held control over this great work; that she conferred on her Agent a commission, or delegated to him powers, whereby he felt authorized (in his official capacity) to vote for the issue of Scrip or Bonds, or he most assuredly would not have done so; by his act and assent alone could it be done: without him, effect or force could not be given to do; and in our judgment the State of Maryland is responsible for the good or evil it entailed.  

We behold then, the deputed agent of a sovereign State, occupying the most prominent place, directing and controlling - believing he was subserving the great interest confided to his care and accomplishing an act of great utility. A different construction, on the official act, of the distinguished gentleman who so ably and honestly discharged his duties, would be nothing less than the charge of [illegible] and abuse of power, which we believe he was incapable of, and not chargeable with. The act was the will of the State of Maryland, as expressed and ordered by her agent; he sanctioned and confirmed the measure, and pledged her honor to its redemption.  

In our examination of the grounds, upon which the claimants seek for justice, let us not be understood, as throwing any imputation on the officer, who whilst intending to protect the property of the State from ruin and decay, by the adoption of
the measure, did not dream of the bankruptcy and innumerable woes, which contractors and others endured and groaned under since that unfortunate day; his personal integrity was too unimpeachable and in no manner involved in the ruin; his motives were honest and the purity of his intentions, on that occasion cannot be doubted.

The circulation and payment of this batch of "promises to pay," operated almost inequitably, the State and Stockholders have been benefitted by the last dollar of it, while a meritorious class of citizens received it for their labor for supplies furnished, and they or their descendants, still hold it - utterly worthless, but to look at, as a memento of their folly and confidence.

Some of the undersigned, recollect the misfortunes and disasters which the measure entailed on the memorialists and other creditors, they recollect their appeal to the State to cancel the debt, which she, through her agent had contracted and in making was a benefitted party - from her they received no compensation or encouragement - bitter disappointment was the reward meted out to them, in return for their labor, skill and investment - crushed and overpowered by calamities, they ceased from their trials and efforts, believing that the day was not remote, when the prosperous condition of the Canal itself, would be sufficient to pay up all the debts that accrued in its construction. The steady gradual increase of business induces them now to believe, that the day has arrived, when these evidences of indebtedness can be gradually absorbed in tolls, without producing a diminution, but on the contrary an augmentation of the annual revenues.

It may be urged as an objection against this class of debts, that there is no legal obligation resting on the State to redeem them; this point is not our province to argue, and we trust there will be no necessity to test the question. But is there not an obligation of a moral character resting on her shoulders? If there be, as we really think there is, it is more binding on her than if she had made a contract with the parties, and affixed to it the great seal of her sovereignty. The advocates of this plea are in our judgment laboring under errors of fact; they forget, the substantial benefits, this class of debts rendered; they forget, that the heaviest and most expensive portions of the Canal were carried on by it, including the Canal Tunnel, ranked amongst the first works of its kind, in the U. States; a structure that reflects honor on its projectors and undertakers; and they also forget that so far as it was paid for work done, the State and stockholders were as much benefitted thereby, as if they had in reality paid out as much gold or silver. We are unable to discover any distinction between the payments made with money in the best Bank in the Union for the object it was applied to, and the payment of these "promises to pay" as far as they were executed and applied they answered a useful expense and unquestionably enhanced the value of the Canal.

[The balance of the text is illegible.]

------------ Trade upon the Canal. ------------

The trade upon the Canal during the year 1856, exceeded that of any previous year. In the year, the total tonnage descending, amounted to 287,836 - being an increase of 29,423 tons over the year 1855. There was a slight decrease in the amount of tonnage ascending.

The tolls received for the year 1856, amounted to $153,051.36 - an increase over 1855 of $14,375.52.

The following is a comparative statement of the principal articles descending the Canal for 1855 and 1856:

- Flour, 1855 - 14,240 tons; in 1856, 14,853 tons; increase 613 tons.
- Wheat, 1855 - 6,983 tons; in 1856, 9,017 tons; increase 2,034 tons.
- Corn, 1855 - 628 tons; in 1856, 6,893 tons; increase 6,265 tons.
- Mill offal, 1855 - 388 tons; in 1856, 425 tons; increase 37 tons.
- Lumber, 1855 - 3,051 tons; in 1856, 3,209 tons; increase 158 tons.
- Pig iron, 1855 - 2,515 tons; in 1856, 2,541 tons; increase 26 tons.
- Coal, 1855 - 188,029 tons; in 1856, 205,568 tons; increase 17,539 tons.
- Coke, 1855 - 2,060 tons; in 1856, 3,110 tons; increase 1,050 tons.

Sun, Tue. 1/27/57, p. 2. Chesapeake and Ohio Canal. - Sometime since a memorial of citizens of Allegany co., Md., who hold the scrip and other evidences of debt of the Chesapeake and Ohio Canal Company, was presented to the canal board, asking that one-third of these evidences of debt be received in the payment of tolls; provided said evidences are held, owned and offered by persons actually trading on the canal.
This memorial was referred to a committee of the board, who, on the 7th instant, made a favorable report, recommending its adoption by the bond holders and the Legislature of Maryland at its next session.

Sun, Thu. 1/29/57, p. 4. The Cumberland and Pennsylvania Railroad Extension. - The work on this improvement, (the Mount Savage Railroad,) known of recent date under the above title, is daily pushing forward, and over 200 men are employed. When completed from Frostburg to Lonaconing there will be a railroad thoroughfare from one end of our coal basin to the other, opening up a new outlet for about forty square miles of mineral land. It will make a channel for transit of coal from even Barton and other southern points, and will be tributary either to the Chesapeake and Ohio Canal or Baltimore and Ohio Railroad at Cumberland, thus offering a choice of routes to tide-water that has never before been enjoyed.

Sun, Mon. 2/9/57, p. 2.

[Transcriber’s Note: The above advertisement was run daily from Feb. 9 through Mar. 13, 1857. While the Company real estate and mining equipment was sold at public auction their canal boats were sold individually.]

Sun, Wed. 2/11/57, p. 1. We learn that dam No. 5, near Hancock, on the Chesapeake and Ohio Canal has been washed away by the flood. Some statements are that two-thirds of the dam are destroyed, other accounts are that the entire dam has been swept away. The consequences of this loss are truly disastrous to the company. The dam, it is estimated, cannot be rebuilt under six or twelve months time, and the business of the canal must be in great measure suspended until it is reconstructed.

It is well known that the increased demand for coal, in connection with other causes, had induced several of the coal companies of Allegany to make large investments in boats, &c., for the purpose of sending their coal to market by the canal. The prospects of the company were that two or three times the previous amount of business would be performed the coming season. One hundred and seventy additional boats were to have been put on the line of the canal, and every arrangement had been made for the accommodation of this expected increase of business.

This unfortunate work seems to have experienced only a succession of calamities, and the hopes which the public have latterly indulged of the improving prospects of this great work, which has already cost, including the interest paid by the State, over twenty-two millions of dollars, are again frustrated by this new misfortune. The dam No. 5, which has been destroyed, was in dilapidated condition, and a contract was made last fall by the company for its renewal the coming summer at a cost of from $80 to $100,000.

We learn from the Cumberland (Md.) Civilian that the ice on Will's creek began to move on Saturday last, but owing to the cribs at its mouth - placed there as a protection to canal boats on entering the locks - the ice was unable to make a passage, and the consequence is that it lies piled, choked and gorged from the river locks to beyond the bridge. The mayor, however, has put a force of men to work to cut a passage for the ice to pass out. The only damage done, as far as is known, is to Mr. G. Beall's dam, situated just above the railroad aqueduct; loss about $800. A number of trees and logs were swept off. Water commenced running into cellars along the creek on Monday.

Sun, Thu. 2/12/57, p. 1. The Damage to the Chesapeake and Ohio Canal. - We gave an
account yesterday of the reported damage to this work by the late freshet. The Hagerstown Herald, of yesterday, thus confirms our statement:

"Information has reached town of the partial destruction of dams No. 5 and No. 4, on the Chesapeake and Ohio Canal, by the breaking up of the ice in the river. A correspondent at Clearspring writes us that the timbers for about two-thirds the length of dam No. 5, and from six to eight feet in depth are gone; and that it is impossible to say what the amount of damage is, or how long the navigation of the canal will be suspended, but that it will require a great deal of energy to restore navigation before the next harvest."

Sun, Fri. 2/13/57, p. 1. Affairs in Allegany County - We copy the following from the Cumberland Telegraph:

   The Movement of the Ice. - The break up of the ice in Will's Creek has not yet been attended with serious damage. The floating ice, by the force of the current, was forced beneath the fixed ice, and large quantities were carried over the canal dam. The principal part, however, became gorged up just above the piers at the locks, where it now remains, partially damming the channel in Will's creek and creating apprehension for the safety of the property in that locality, should a rain follow before it is worn away. Efforts were made to blow up the fixed ice on the canal dam, so as to open a channel for the gorged ice to escape, but they failed. Vessels containing powder were exploded beneath the ice by means of safety fuse, but the ice, being twenty-six inches thick, presented a resistance too great for the powder. We understand that ice is gorged up in the narrows, two miles above the city, in Will's creek. On Saturday the embargo in Will's Creek broke up, and moved down with tremendous force until it reached within a mile of the city, where it was arrested by the fixed ice. It came with such force that vast blocks of it were thrown out on the banks. - When it gives way and comes down on us, should it be attended by a rain, we may anticipate more or less damage to property. On Sunday the weather changed, grew cold, and the body of ice gorged up in Will's creek is now frozen almost into a solid mass. What will be the effect, should another change take place, visiting us with rain, it is not difficult to imagine.

Ice's Doings. - The dredging machine belonging to the Canal company, and used in freeing the canal of sand and mud, was capsized by the ice on Saturday, and will perhaps prove a total loss. It was moored in Will's Creek, where it still remains wedged in amid the huge masses of ice piled up near the bridge. When the ice moves again the cable which holds it must part, and it will pass over the dam.

Sat. 2/14/57, p. 2. The Thaw and FRESHETS. A sudden change in the atmosphere in the latter part of last week, melted the snow in the mountains, filled up the water courses, and raised the ice embargo. Wills Creek broke up on the 7th. A large body of ice having accumulated above the dam of Mr. Gustavo Beall, in the upper part of town, the structure became too weak for the mass, and it gave way; the fragments of the dam, and the blocks of ice rushed together, to find an outlet in the Potomac. They were partially arrested by the heavy bed of ice above the Canal dam, and here gorged, and still remain, presenting such a body of blocks of ice as were never before witnessed by the "oldest inhabitant." Similar gorges occurred on the Potomac above and below this city.

The breaking up of the heavy ice on the Canal Company's dams across the Potomac, necessarily endangered those works. Rumor had it that Dam No. 5 was wholly destroyed, and that Dam No. 4 had been much damaged. The precise amount of injury is not yet ascertained; but we are gratified to learn that it is much less than was at first supposed. Dam No. 4 is not hurt. A portion of No. 5 has been swept off; but the hope is indulged that it may be sufficiently repaired to allow the commencement of
transportation early in the season. Both of these
dams have been in a dilapidated condition; and
contracts have been made for the construction of
substantial new ones in the course of the present
year.

The Canal has been an unfortunate work
from its commencement; but it has been, and is
still looked to as the great outlet for the valuable
minerals of our mountains. The energy shown
by the present directors of the Company, has
encouraged the long deferred hopes of our
community, and induced the coal operators to
provide the necessary appliances for doubling
the business on the Canal the current season.
And unless other disasters shall attend the
clearing of the river of ice, the hope of all, even
for the present year, may yet be realized.

The Long bridge between Washington
and the Virginia side of the Potomac, was carried
down the river.

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Proceedings of the Canal Board. - At a recent
meeting of the Board of Directors of the
Chesapeake and Ohio Canal, a resolution was
passed abolishing the office of General
Superintendent from and after the first day of
March. It was found to be impossible to get
along without the aid of a civil engineer at
present, in consequence of the construction of
Dams No. 4 and 5, and to employ a civil
engineer and superintendent was deemed a
useless expenditure of money, and inasmuch as
they could not dispense with the former for at
least a year the office of the latter was abolished.

From the first, we opposed the creation of
the office of General Superintendent, because we
considered it a mere sinecure, the
Superintendents being abundantly able to
discharge the duty devolving upon them without
the supervision of the General Superintendent,
who very seldom knew as much as his
subordinates as to the conditions and wants of
the canal. We are glad to see the office done
away with. The saving to the canal thereby is
about $1,450 per year.

Economy is a great desideration upon
public works, and it is peculiarly so on the canal.
The present Directors, we are glad to say, are
using every exertion to cut down expenses. We
will be glad to second them in such laudable
efforts. Telegraph.

Sun, Wed. 2/18/57, P. 2. Affairs in Allegany
County. - We copy the following from the
Cumberland Civilian: Chesapeake and Ohio
Canal. - There are not such serious calamities
and drawbacks happening this great work but
what activity and determination upon the part of
its managers can overcome, even in the last great
calamity - the washing away of dam No. 5. The
damage done to dam No. 4 is very slight, only
requiring a few days to repair it. A late letter
received here from the president of the canal, W.
P. Maulsby, who was at the scene of the disaster
on Saturday, says that about eight feet of the top,
and about 500 feet in length, of dam No. 5, is
washed away. - The president also says this
damage will be repaired before the first day of
April next; that he has a force of hands already
engaged, and this number will be greatly
augmented, and that he feels confident that
navigation can be resumed at the time above
mentioned.

New Railroad. - The Baltimore and Ohio
Railroad Company are now building a new iron
bridge, of the Bollman patent, to supersede the
wooden structure across the Potomac river and
Chesapeake and Ohio canal on the line of their
road, six miles below this city. It is expected to
be completed by the first of April next.

Sun, Thu. 2/19/57, p. 2. Chesapeake and Ohio
Canal. - We learn from the Alexandria Gazette
that the president and directors of the
Chesapeake and Ohio Canal Company have
given orders to the superintendent to let the
water into the canal, from Harper's Ferry dam, on
the 1st of March; and that the Frostburg Coal
Company have made arrangements to send coal
form Cumberland by railroad, to be re-shipped in
boats, via canal, from Harper's Ferry. The
directors expect to have the canal in complete order by the 1st of April.

Sat. 2/21/57, p. 2. **The Canal.** It is believed by those having charge of the work, that navigation on the Canal will commence as early as last year - about the 8th of April - notwithstanding the damage occasioned by the breaking up of the ice. Upon a notification of the President, the Board of Directors assembled at Martinsburg on Saturday last, and visited Dam No. 5, where the most serious damage was done. A considerable portion of the structure had been swept away; to repair which would take some months of labor in the ordinary way. But by the adoption of vigorous measures, and the employment of a force of hands for day and night, it is believed that the work will be accomplished by the time above named.

Sun, Tue. 2/24/57, p. 2. **Chesapeake and Ohio Canal.** - The National Intelligencer states that on Saturday last a telegraphic dispatch was received from the president of the canal company, Mr. Maulsby, stating that the water would be admitted throughout the canal on the 4th of March. This is earlier than was anticipated. The two breaks above Georgetown are being rapidly repaired. - Yesterday twenty additional horses and carts were to be set at work. It is stated that two coal depots at Georgetown will change hand this season, and that the new company will urge the receipt and shipment of coal there with redoubled energy. The trade is therefore likely to be put on its best practicable footing.

Sat. 3/7/57, p. 2. **The Canal.** - William P. Maulsby, Esq., President of the Canal Company, in a letter to the National Intelligencer, says: "The present prospect justifies the confident belief that the entire line will be navigable on or about the 1st of April; and it is pleasant, amid the gloom resulting from the late casualty, to hear boatmen, as I did today, congratulate themselves and the canal that the accident had occurred. - The occasion is being availed of the make improvements which have been long desired, and which could not well be made so long as the dam continued at its proper height. It is believed that when navigation shall be resumed on the 1st of April it will be maintained in a more acceptable condition than perhaps ever before, because of the removal of obstructions which the haste with which portions of the canal were originally finished did not allow the removal of.

Sat. 3/7/57, p. 2. **Chesapeake and Ohio Canal.** - William P. Maulsby, Esq., President of the Canal Company, in a letter to the National Intelligencer, says: "The present prospect justifies the confident belief that the entire line will be navigable on or about the 1st of April, and it is pleasant, amid the gloom resulting from the late casualty, to hear boatmen, as I did today, congratulate themselves and the canal that the accident had occurred. The occasion is being availed of to make improvements which have been long desired, and which could not well be made so long as the dam continued at its proper height.
Canal Trade - 1857

It is believed that when navigation shall be resumed about the 1st of April, it will be maintained in a more acceptable condition than perhaps ever before, because of the removal of obstructions which the haste with which portions of the canal were originally finished did not allow the removal of.

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p. 3.  **Sale of COAL CARS AND CANAL BOATS!**

The undersigned will offer at public sale, in the city of Cumberland, in front of the St. Nicholas Hotel, on Thursday the 12th of March, instant, at 12 o'clock, M.

14 Iron Hopper Coal Cars, and 5 CANAL BOATS

The cars are new, never having made but five or six trips. The boats are also new, having been put on the Canal during the last season. The boats will be sold subject to the contracts for their sale made by the Lonaconing Co. Full information as to the boats will be given on the day of sale, or previously, if application is made to the undersigned.

Terms made known on the day of sale.

THOMAS DEVECMON

BEN OGLE TAYLOR

Assignees of Lonaconing Coal & Transportation Company.  March 7

[Transcriber's Note: Apparently that first sale did not dispose of all the property. The next ad appeared two Saturdays later.]

Sun, Sun. 3/8/57, p. 4.  **Georgetown, D. C.** - The water was let into the lower levels - probably as far as Harper's Ferry - on the Chesapeake and Ohio Canal yesterday afternoon.

The mills here will commence operations on Monday. Business generally will then become more active.

Sun, Fri. 3/13/57, p. 1.  **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph: *Chesapeake and Ohio Canal* - The work of repair on the canal at dam No. 5 has been somewhat retarded in consequence of the delay experienced in getting scows in readiness to facilitate the construction of coffer dams. A new lot having been secured, the work will now be pushed forward with the utmost energy both night and day. We have ascertained that the amount of damages sustained by the work from the ice is about $30,000.

Sat. 3/21/57, p. 3.

**PUBLIC SALE**

The undersigned will offer at Public Sale, in front of the St. Nicholas Hotel, in the city of Cumberland, *on Saturday, the 28th day of March, 1857*, all the personal property of the Lonaconing Coal & Transportation Company, consisting in part of . . .

4 NEW CANAL BOATS which, however, will be sold subject to the contracts made with certain boat captains by said Company.

An inventory of the property, and full particulars in reference thereto, can be had on application to Thomas Devecmon, at Cumberland.

THOMAS DEVECMON

Cumberland, Md.

BEN OGLE TAYLOR

March 21, 1857

Washington, D.C.

Sat. 3/28/57, p. 2.  **Allegany Coal Trade.**

Shipments of Coal for the week ending Saturday, March 21, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th>By the Cumberland Coal &amp; Iron Co's Railroad.</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>2,146.14</td>
<td>125.11</td>
<td>2,272.05</td>
<td>21,136.02</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>192.11</td>
<td>192.11</td>
<td>2,940.18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2,339.05</td>
<td>125.11</td>
<td>2,464.16</td>
<td>24,077.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>By the Cumberland &amp; Pennsylvania Railroad.</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>594</td>
<td>594</td>
<td>3,764.06</td>
<td></td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>991</td>
<td>991</td>
<td>6,376.09</td>
<td></td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>693</td>
<td>693</td>
<td>4,523.06</td>
<td></td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td></td>
<td></td>
<td>120.10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2,278</td>
<td>2,278</td>
<td>14,784.11</td>
<td></td>
</tr>
</tbody>
</table>

Sun, Wed. 4/1/57, p. 1.  **Affairs in Allegany County.** - We copy the following from the Cumberland Civilian: - *Glorious News* -
Resumption of Navigation. - Col. W. P. Maulsby, president of the Chesapeake and Ohio Canal, authorizes us to say that the repairs to dam No. 5 are so far completed as to allow loaded boats to leave Cumberland on Monday next, the 6th inst., and they shall find sufficient water to pass said dam. This is indeed good news to all interested in the navigation of this great work.

(Since writing the above we learn that a slight accident has occurred at the dam, but it is thought will not interfere with the resumption of navigation at the time mentioned.)

Sat. 4/4/57, p. 2. The Coal Trade. - There have been forwarded to market from the various mines in this county, since the 1st of January, 106,988 tons of coal. This is nearly double the quantity forwarded during the corresponding quarter of last year.

The prospect is that in the ensuing quarter the increase will be still larger. The Railroad will have increased power for the transportation of coal; and the Canal promises to be in a condition to do a larger and more regular business than ever before.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, March 28, 1857, and for year to that date:

By the Cumberland Coal & Iron Co's Railroad.

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>2,742.06</td>
<td>67.13</td>
<td>2,809.19</td>
<td>23,946.01</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>438.13</td>
<td>438.13</td>
<td>3,248.12</td>
<td>27,325.12</td>
</tr>
</tbody>
</table>

By the Cumberland & Pennsylvania Railroad

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>69</td>
<td>69</td>
<td>3,833.13</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,314</td>
<td>1,314</td>
<td>7,690.14</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>838</td>
<td>838</td>
<td>5,361.02</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>54</td>
<td>54</td>
<td>174.14</td>
</tr>
</tbody>
</table>

Sat. 4/11/57, p. 2. The Canal. - By the early part of next week, it is confidently stated, the repairs to Dam No. 5, on the Chesapeake & Ohio Canal, will be in a condition to allow the passage of loaded boats. Many new boats, built at the several yards in our city, are now ready for the Spring trade, and it is thought the business of the present season will largely exceed that of any year since the opening of this great work. A number of boats laden with "black diamonds," have already left this port, and in a few days, navigation will be fully resumed.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, April 4th, 1857, and for year to that date:

By the Cumberland Coal & Iron Co's Railroad.

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>2,931.02</td>
<td>782.10</td>
<td>3,713.12</td>
<td>27,650.13</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>485.09</td>
<td>485.09</td>
<td>4,199.01</td>
<td>31,521.13</td>
</tr>
</tbody>
</table>

By the Cumberland & Pennsylvania Railroad

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>14</td>
<td>14</td>
<td>3,849.06</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,425</td>
<td>1,525</td>
<td>9,115.13</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>225</td>
<td>225</td>
<td>6,298.01</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>80</td>
<td>80</td>
<td>254.13</td>
</tr>
</tbody>
</table>

Sun, Tue. 4/14/57, p. 4. Cumberland, Md. - Boatmen's Strike – A strike amongst the boatmen on the canal occurred here yesterday, caused by several of the companies operating in the Frostburg coal region combining to put down the price of freight from $1.35 to $1.30 per ton to Alexandria. The matter has, however, been adjusted. Today the companies agreed to concede the point, and the boatmen are now loading. There are a large number of boats on hand, and the trade will be rapidly increased.

Your readers interested in the early resumption of canal navigation will be gratified to learn that the water at dam No. 5 was let in on yesterday. The repairs are so far completed as to justify the act. Boats, we learn from a reliable source, were enabled to pass that point today. The regular trips from this port to Alexandria may be to all intents and purposes considered resumed. – Henceforth we shall have much life.
and activity about the various wharves in the city.

George A. Thurston, Esq., trustee, sold today to Col. M. O. Davidson, of your city, the lands of the Swanton Coal and Iron Company, including miners’ tenements, train road, load houses, stock and all necessary appliances for prosecuting the mining business, for the sum of $42,510. I am informed that operations at the colliery will be resumed at an early day.

W.

Sun, Fri. 4/17/57, p. 1. Affairs in Allegany County. - The Cumberland Telegraph confirms the statement made by one of our Washington correspondents yesterday that another break had occurred at dam No. 5 on the Chesapeake and Ohio Canal, which will suspend navigation for two weeks.

Sat. 4/18/57, p. 2. The Canal. - We had anticipated announcing this week, large shipments of coal by this channel, but just upon the eve of a full resumption of navigation, the annoying intelligence reached this port that the portion of Dam No. 5, that has for some weeks past been undergoing repairs, had again been washed away by the recent rise in the river. Over one hundred feet of the Dam has been swept off by this unlooked for accident; and, although a large force is employed upon the work of repair, it is thought it will require fully two weeks to get the work in a condition to allow the passage of boats. This unfortunate occurrence is a source of great regret, and just now very disheartening. It affects seriously the coal operations and mining interests and acts as a damper [illegible] of navigation to chronicle during the season.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, April 11th, 1857, and for year to that date:

<table>
<thead>
<tr>
<th>By the Cumberland Coal &amp; Iron Co's Railroad</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Everett &amp; Co.</td>
<td>624.14</td>
<td>624.14</td>
<td>4,488.14</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2,858.13</td>
<td>938.15</td>
<td>3,797.08</td>
<td>35,322.01</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>By the Cumberland &amp; Pennsylvania Railroad</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>41</td>
<td>41</td>
<td>225.18</td>
<td></td>
</tr>
</tbody>
</table>

|                                          | 2,178   | 1,016| 3,194| 22,698.17|

States, Sat. 4/18/57, p. 4. Chesapeake and Ohio Canal. – We are pleased to learn that the canal from the basin at Georgetown, to the tide lock, or lock No. 2, is being thoroughly cleaned out, so as to give five feet of water. This improvement has been very much needed for several years past, the canal having filled up to a considerable extent by the deposit of mud from Rock creek, rendering the passage of deep laden boats impossible. When this work is completed, coal boats will be enabled to pass through the Chesapeake and Ohio canal to the Washington canal, with full cargoes. This improvement has been rendered the more necessary by the long detention of freight on the upper canal and a large prospective increase of transportation of coal the approaching summer. The work of excavation as far as the old Stone House is expected to be completed in about fifteen days.

States, Tue. 4/21/57, p. 3. Prospects of the Coal Trade of Washington City. – Many of our readers are not aware of the large quantity of Cumberland coal shipped from this city to almost every seaport town North and East. The company which has been the pioneer in this enterprise is the Cumberland Coal and Iron Company. They have occupied the wharf owned by the late Capt. Wm. Easby, immediately south of the stone warehouse.

We are informed that the large wharf owned by the Chesapeake and Ohio Canal Company, adjoining the dam, has recently been leased by Judge A. M. Sherman, of New York, the owner of the Hoffman mines, for the purpose of a coal depot.

Other parties are seeking accommodations along this portion of the canal, affording as it does the very best facilities for shipment. We see no reason why this long neglected portion of our city should not become one of its most active channels of trade.

13
Property has risen very much in value in this locality, and the demand for wharf accommodation has been greater than could be supplied.

Sun, Fri. 4/24/57, p. 4. Georgetown, Thursday Afternoon. - The reports from dam No. 5 on Chesapeake and Ohio Canal are rather discouraging. We learn that the recent heavy rain has misplaced some of the cribs, (recently constructed,) which will cause a further detention of boats.

Alexandria Matters. - The canal-boat J. F. Wheatley departs for Harper's Ferry with 200 boxes muskets from the Washington arsenal for the U. S. armory at the former place.

Mercury.

Sat. 4/25/57, p. 3. Allegany Coal Trade. Shipments of Coal for the week ending Saturday, April 18th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>2,256.19</td>
<td>749.13</td>
<td>3,016.12</td>
<td>33,848.19</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>608.01</td>
<td>608.01</td>
<td>5,097.13</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2,875.00</td>
<td>749.13</td>
<td>3,624.13</td>
<td>33,246.14</td>
</tr>
</tbody>
</table>

By the Cumberland & Pennsylvania Railroad

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>195</td>
<td>209</td>
<td>384</td>
<td>4,723.00</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,393</td>
<td>203</td>
<td>1,596</td>
<td>12,407.00</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>416</td>
<td>272</td>
<td>688</td>
<td>7,941.15</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>38</td>
<td>38</td>
<td>333.18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2,022</td>
<td>684</td>
<td>2,706</td>
<td>23,405.13</td>
</tr>
</tbody>
</table>

Mon. 4/27/57, p. 3. Georgetown Affairs. It is now confidently predicted by persons engaged in the management of the work, that the repairs at Dam No. 5, on our canal, will be sufficiently far advanced by this day week, May 4th, to admit of the water being let on, and the passage of boats. Other persons, traders upon the canal, say by the 10th of May. As blind Jack said by his supper, "We had much rather see it, then hear tell of it."¹

Mon. 4/27/57, p. 4. Packet Boats.

¹ Evening Star, Washington, D. C.

[Transcriber's Note: The above ad started on 3/25/57 and ran daily. Note that meals were served on the boats.]

States, Tue. 4/28/57, p. 3. Sale of Real Estate The very eligible property at the intersection of South Capitol street with Virginia avenue, known as the Lime Kiln property, will be sold tomorrow. It is at this point that the proposed ship-canal will intersect the Washington canal.

Sun, Wed. 4/29/57, p. 2. The Canal. - The Cumberland Civilian says that the Chesapeake and Ohio Canal will not be ready for passage of boats before the 5th or 6th of May.

States, Wed. 4/29/57, p. 3. Chesapeake and Ohio Canal. – Business in our town was never known to be so languid since the memorable freshets of '43, '47 and '52, when the canal was rent asunder by the overpowering floods of those years. We finally repaired the injuries, and our trade brightened up with flattering prospects for the future, which has again become clouded by the suspended navigation of the canal. We are frequently asked the questions: When are the dams to be repaired? When is the water to be let in? When are the boats to commence running? Being unable to answer these questions, except by hearsay, we undertake to suggest a plan to keep the canal in repair.

Our plan would be to elect a board of directors, to consist of engineers, especially those who have been engaged upon the canal – say the board to consist of nine men, and give to
each a liberal salary; then divide the length of the canal from Georgetown to Cumberland, which is 184 miles, between the nine directors, so that each engineer or director should have twenty and a half miles of the canal to superintend and manage. Probably this distance would be too great for one man; we would, therefore, give each director a superintendent to aid and assist in the management of his division; because in case of a breach in the canal, it would be necessary for the director to be absent at times selecting materials for repairs, and during his absence his superintendent could act as supervision over the laborers and masons.

The beauty of this plan is, that the whole board of directors would then be upon the line of the canal, and could hold their meetings either in Cumberland, Hancock, Williamsport or Georgetown. They could always confer with each other upon the conditions of each other’s division, and immediately pass an order for the doing of any work upon the different sections; but, under the present system, if a citizen wishes to use the water-power of the canal, he has to apply in writing to the board, who request their chief engineer to examine the locality, and, if he reports favorably, the right is granted. So it appears all matters belonging to the departments of engineering, instead of being acted on immediately by the board, are referred to the engineer for his opinion, (which has not always been adopted by the board,) to the delay of repairs on the canal. If we wish to select judges of the Supreme Court, we would not pick them up from among the laborers and artisans of the land, but would select them from the most learned members of the bar. So with the selection of directors for the canal. We must choose those who have been cradled upon the public works, and familiar with the construction of a canal in all its details.

**Arrivals**

Canal boat Seneca with flour and mill offal.

*Sun, Fri. 5/1/57, p. 1.* **Affairs in Allegany County.** - The Cumberland Telegraph contains the following items: *Canal.* - The repairs on dam No. 5 will be so far completed by next Monday as to enable boats to pass. The work is pushed forward energetically night and day, and every precaution is taken as the work progresses to guard against further accidents.

*Canal Boats.* - The work of erecting new boats for the Chesapeake and Ohio Canal, to accommodate the coal trade, is still pushed forward with great vigor. A few days since we noticed some thirty on the stocks at the various yards.

*Sat. 5/2/57, p. 2.* **Chesapeake & Ohio Canal.** - By the early part of next week, it is confidently stated, the repairs at Dam No. 5 will be in a condition to allow the passage of boats. It will be alike gratifying to coal operators and boatmen to learn that the Canal is in a navigable condition throughout. Operations have been retarded more than a month, yet if the season should prove favorable, we predict that more coal will be transported than in any previous year since the opening of the Canal. A portion of the press of Western Maryland has commented very severely upon the management of the work, attributing the late accident and consequent suspension of navigation to negligence upon the part of the officials. In this we think we can detect a vindictive spirit of partisan animosity. That the officers of the Company did everything in their power to avert this unavoidable mishap, we are satisfied; and the work of repair has been vigorously pushed forward since the unfortunate occurrence. That this censure is unmerited, we are fully convinced. The best energies of the officers have been enlisted in the management of this work, burdened by an irredeemable debt, and we think at least justice should be done them. If any should complain, it is the people of Allegany, as a suspension of navigation has a depressing effect upon the business of the county, yet, to their credit be it said, no murmur has escaped them.

A Washington paper suggests a plan to keep the work in thorough repair, which we
think deserving of some consideration. It is this - something of a reform, by the way, upon the present system of management: - That a board of nine directors, composed of practical engineers, be chosen, in lieu of the present Board of Directors, to whom the entire management of the Canal be entrusted, each engineer having the superintendence of twenty and a half miles, or one-ninth of the 184 miles from Georgetown to Cumberland. An assistant to be allowed each director; so that, in case of a break in the Canal, when the superintendent would necessarily be absent in selecting materials for repairs, his assistant could act as supervisor over the laborers.

The whole board of directors would then be upon the line of the Canal, and could hold their meetings either in Cumberland, Hancock, Williamsport or Georgetown. They could always confer with each other upon the condition of each other's division, and immediately pass an order for the doing of any work upon the different sections. We think this an improvement upon the present system of management, and believe it would work admirably.

**Allegany Coal Trade.**

Shipment of Coal for the week ending Saturday, April 25th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th>By the Cumberland Coal &amp; Iron Co's Railroad.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To R. R.</td>
</tr>
<tr>
<td>C. C. &amp; I. Co.</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

**By the Cumberland & Pennsylvania Railroad**

| To R. R. | Canal | Week | Year |
| Frostburg Co. | 444.16 | 290.18 | 739.14 | 5,458.00 |
| Borden M'g Co. | 1,258.04 | 557.12 | 1,815.16 | 14,222.16 |
| Allegany Co. | 616.11 | 313.07 | 929.18 | 8,871.12 |
| Welfersburg Co. | 333.13 |
| **Total** | **2,319.11** | **1,161.17** | **3,484.14** | **28,886.07** |

**Sun, Wed. 5/6/57, p. 4. Georgetown, D. C., Tuesday Afternoon.** - The buoyant hopes of an early resumption of navigation between this place and Cumberland are today prostrated by intelligence that the new crib at dam No. 5 had been swept off by the high water; and a subsequent dispatch states that part of the dam had also gone. It is apprehended, however, that such of the boats as were loaded and ready had passed down this side of the dam, before these disasters occurred. We await further particulars with anxiety.

The river here this morning clearly indicated a freshet above, but a stiff breeze soon relieved our apprehensions of overflowing wharves.

**Sun, Fri. 5/8/57, p. 1. Affairs in Allegany County.** - The Cumberland Telegraph says the late repairs to dam No. 5 of the Chesapeake and Ohio Canal were made at a cost of $30,000, and than many miners are out of employment in consequence of the many breaks in that unfortunate work.

**Sat. 5/9/57, p. 2. The Chesapeake & Ohio Canal.** - Our city has been in a state of suspense and excitement during the week by contradictory rumors of the damage done to the Canal by the recent heavy rains and freshet. Rumors had it that Dams No. 4 and 5 had been utterly swept away; then the report relieved us that no injury had been done, only again to be contradicted. A gentleman but just returned from Dam No. 5 furnished us with information to the effect that a portion of the Dam, about one hundred feet in length and eight feet in thickness, had been washed out. He further informed us that a large force is already engaged in hewing out and hauling timber for repairs, but that it will require fully three weeks to get the work in a condition to allow resumption of navigation.

In reference to Dam No. 4, we have reliable authority for saying that about sixty or eighty feet of the front of the Dam has been...
forced out. A large force is also at work here, and the timber has been cut and is already upon the ground. The necessary repairs can be made in a few days.

At both places the work of repair is being pushed forward with the utmost vigor, and we may yet hope that a large amount of coal will be shipped to market by this avenue during the present season.

The Canal seems doomed to accident and disaster. A series of mishaps, very serious in their consequences, have attended it this season. First the breaking up of the ice in February materially damaged Dam No. 5; then a sudden rise in the river washed out a portion of the new work; and now the above described disaster. As a matter of course, coal operators, boatmen and the community generally have been disheartened. We hope, however, that the recent accident may be the last.

**Allegany Coal Trade.**

Shipments of Coal for the week ending Saturday, May 2nd, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>1,113.03</td>
<td>773.12</td>
<td>1,886.15</td>
<td>37,704.13</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>245.03</td>
<td>245.03</td>
<td>5,925.16</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>54.19</td>
<td>211.19</td>
<td>276.18</td>
<td>5,734.18</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>889.04</td>
<td>659.09</td>
<td>1,548.13</td>
<td>15,771.09</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>89.01</td>
<td>273.07</td>
<td>364.08</td>
<td>9,253.14</td>
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<tr>
<td>Wellersburg Co.</td>
<td>47.16</td>
<td>47.16</td>
<td>382.11</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,091.00</td>
<td>1,146.15</td>
<td>2,237.15</td>
<td>31,142.15</td>
</tr>
</tbody>
</table>

**SALE OF A CANAL BOAT**

We will sell at Public Auction, for cash, on Monday, the 11th day of May, instant, the Canal Boat "Anna Woodward." This boat is now in the "Little Basin" of the Canal at Cumberland, where it can be examined by those wishing to purchase. The sale will take place at 11 o’clock, A.M., at the Public Square, in front of Dr. Healey's Drug Store.

T. J. & W.W. McKaig, Att'y and Agents of M. A. Tilghman
May 2, 1857 - tds.

---

Sun, Sat. 5/9/57, p. 4. The Canal. - President Maulsby, of the Chesapeake and Ohio Canal, is here today on business. There is some encouragement in knowing that, although dams Nos. 4 and 5 are both much injured, the extent of the damage is not as great as was at first apprehended. The energies of the canal administration appear, however, to increase with the emergency; large forces of hands will at once be employed on the works, and no efforts are to be spared to surmount the obstacles. It is confidently believed that navigation will be fully restored by the first of the ensuing month of June.

States, Mon. 5/11/57, p. 4. Canal. The water will be let in tomorrow on this level, when a large number of boats, loaded with flour and coal, will arrive in town. They are now at the stop-lock.

**Common Council.**

Saturday, May 9, 1857.

Present, Messrs. Thomas, Jones, Seymour, Barron, Pearson, Pickell and Williams. In the absence of the President, Mr. Thomas was called to the chair; and, on motion, Mr. Jackson was appointed Secretary pro tem.

The Chair laid before the Board a message from the Mayor, stating the reasons why the council was called together – to consider a proposition from the Chesapeake and Ohio Canal Company.

A resolution had passed the Board of Aldermen, on Friday evening, authorizing the Mayor and clerk to issue the bonds of the corporation of Georgetown for the sum of $5,000, payable in twelve months after date, to the Chesapeake and Ohio Canal Company, for their obligation of the same amount, was then read three times and passed.

The President having signed the same, on motion, the Board adjourned until Friday evening next.
Sun, Tue. 5/12/57, p. 2. Washington, May 11, p. m. - The efforts of President Maulsby, of the Chesapeake and Ohio Canal Company, for raising means for repairing the damages which have lately resulted to that work, are proving successful. On application to the corporation of Georgetown the councils of that town have come forward with their usual spirit and voted a loan of five thousand dollars to the Canal Company to aid the work.

Sun, Thu. 5/14/57, p. 4. Michael Donoho, of Hancock, Md., was drowned in the Chesapeake and Ohio canal on the 2nd inst.

Sun, Fri. 5/15/57, p. 1. Affairs in Allegany County. - The Cumberland Telegraph has the following: - Loading Boats. - Notwithstanding the damage to the canal, boatmen are now engaged in loading boats at this port, ready to be shipped at a moment's warning.

Boat Building, notwithstanding the recent disasters sustained by the Chesapeake and Ohio Canal, continues to be prosecuted with much vigor. There seems to be no diminution of energy about the various boat yards.

Sat. 5/16/57, p. 2. The Canal. - A loan of five thousand dollars was voted by the Corporation of Georgetown, D.C., to assist in repairing the damage sustained by Dams No. 4 and 5, on the Chesapeake & Ohio Canal, by the recent freshet. Under the superintendence of the efficient officers, the work of repair is rapidly progressing. Taking advantage of the high water, sixty or seventy boats passed the breaks, and have arrived at their destination.

Allegany Coal Trade. Shipment of Coal for the week ending Saturday, May 9th, 1857, and for year to that date:

<table>
<thead>
<tr>
<th>By the Cumberland Coal &amp; Iron Co's Railroad.</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>869.14</td>
<td>416.13</td>
<td>1,286.07</td>
<td>38,991.00</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>60.15</td>
<td>60.15</td>
<td>930.09</td>
<td>5,986.11</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>By the Cumberland &amp; Pennsylvania Railroad</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>27.16</td>
<td>112.05</td>
<td>140.01</td>
<td>5,874.13</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>483.00</td>
<td>111.17</td>
<td>594.17</td>
<td>16,366.06</td>
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<tr>
<td>Allegany Co.</td>
<td>57.19</td>
<td>169.04</td>
<td>227.03</td>
<td>9,463.04</td>
</tr>
</tbody>
</table>

States, Wed. 5/20/57, p. 3. The River. There is considerable coal accumulating upon the canal wharves at Alexandria; but no vessels were in waiting there yesterday.

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

GEORGETOWN Flour Trade

There is a strong bias in favor of railroads for the transportation of heavy freight, such as the agricultural productions of a fertile country. Canals are certainly more preferable to them in cheapness and convenience. On railroads, the companies supply the means of transportation; on canals, individuals alone supply their own boats and rafts, and pay toll for the right of navigation. The article of flour, we believe, is at this time transported from Williamsport to Georgetown – a distance of 100 miles – for 25 or 30 cents per barrel; many boats bringing down each trip about 1,000 barrels, which will yield to the boatmen from $250 to $300, out of which he pays his tolls to the company.

In Georgetown, the millers and farmers can always obtain the highest price that the shipping merchants can afford, because the purchasers from the boats are the shippers, and the flour does not have to pass through second hands before its shipment; but in some large cities the purchasers from the millers are not the shippers, but merely agents between the parties, whose profits are derived from the producer, as the flour is generally turned over by them to the shipping merchant at an advance. Most of the flour inspected in Georgetown is generally shipped to New York and other northern cities, in a line of packets that leave weekly, where it is disposed of to merchants and bakers, and in fact ranks second to none in market.

States, Thu. 5/21/57, p. 3. GEORGETOWN Flour Trade.

In yesterday’s paper we had something to say in reference to the flour trade of Georgetown, its advantages and prospects. If the miller or farmer
wishes to be his own shipper to distant ports, he will find that flour can be shipped from our wharves at as low a freight as from Baltimore, and with less expense. Here, the four need not be drayed, but can be taken from the boats immediately on board the vessels without any expense; and if no vessels can be had at the moment of its arrival, it can be stowed, at small expense, until a chance offers of shipping the same.

If the miller prefers to employ a merchant in Georgetown to sell his flour, he can have no difficulty in finding good and substantial houses to attend to his interest, at a moderate expense, from whom he can receive all accommodations, such as are usually granted in large cities.

In addition to the superior advantages of Georgetown as a flour market, the merchants have the advantage of return cargoes, in supplying salt, fish, groceries, plaster, lumber and other materials for the upper country, which can be obtained here on as good terms as in Baltimore, and landed at any of the landing places along the canal.

Arrivals by Canal.
Boats Baltic, Seneca, flour; Hugh Smith, limestone; Neptune, wood; and J. F. Essex.

Departures.
Boats Rebecca, Henry Clay, Thomas Silvers, Hugh Smith, Jack and General Worth.

Sat. 5/23/57, p. 2. The Chesapeake & Ohio Canal. - The President and Directors of the Canal Company held a special meeting, in this city, on Wednesday last. The principal object of the meeting was to acquaint our citizens with the present conditions and prospects of the Company, and to secure such aid as existing circumstances required. Upon invitation, a respectable number of citizens assembled at St. Nicholas' Hotel; to whom Col. Mauelsby, the President of the Company, detailed, fully and frankly, the plans and operations of the present Board. He stated that the Board were convinced, soon after assuming the control of the work, that to insure steady navigation, it was necessary to have two substantial stone dams built in lieu of the decayed structures known as Dam Nos. 4 and 5; and they therefore determined to appropriate the net revenue of last year, and the anticipated revenue of the present year, to the accomplishment of that object. This policy of the Board had been thwarted by a series of disasters.

The ice freshet swept away considerable portions of the old dams, and subsequent freshets and other circumstances have, to the present, prevented the completion of the repairs. The funds in hand, and the anticipated revenue of the present year, intended to be applied to the construction of the new dams, have been absorbed in these repairs and in making necessary improvements at various points. The required means, over and above the amount of last year's net revenue, for the repairs, have been obtained by loans and by advancements of several of the coal and transportation companies. He expected that the Canal would be in navigable condition early in June; but apprehended that the repaired dams could not resist an ice freshet, and that if the new stone dams were not completed within the present season, we might anticipate for next Spring a repetition of the disasters of the present season.

But, he said, the question arises - where is the money to come from, to pay for the construction of the new dams? The District
cities and the various coal companies have stepped forward and afforded relief in numerous emergencies. They may even do more, if others interested equally with them will extend a helping hand. The direct question came - Can or will the citizens of Allegany County furnish, by way of a loan, $50,000 to be applied to the construction of the new dams?

After an interchange of views, Samuel M. Semmes, Esq. was called to the chair, and on motion a committee was appointed to prepare resolutions embodying a scheme for raising the required amount; - the resolutions to be reported to a town meeting to be held at the Court House on Thursday afternoon.

At the appointed hour on Thursday, a large number of the citizens assembled at the Court House - Samuel M. Semmes, Esq. in the chair.

Geo. A. Thurston, Esq. chairman of the committee previously appointed, reported a series of resolutions - providing for a guarantee by the Corporation of Cumberland of the bonds of the Canal Company to the amount of $50,000. This scheme appeared to meet the approval of the meeting; but it was regarded by the Canal Board as not likely to prove available, and was therefore abandoned.

A new committee was then appointed, who, through its chairman, Geo. A. Pearre, Esq. submitted the following resolution, which was unanimously adopted: - Resolved, That a committee of five be appointed by the Chairman of this meeting, whose duty it shall be to procure from the citizens of the City of Cumberland and Allegany County, loans of money to the Chesapeake and Ohio Canal Company, upon the bonds of said Company to be given to each lender, for the amount loaned with interest payable semi-annually, said bonds to be payable in the year 1859, and to be redeemable in money or tolls at the option of the lender.

The chair named John Beall, George Henderson, Henry T. Weld, Joseph H. Tucker and John A. Graham, Esqs. as said committee.

The importance of making the Canal reliable for regular transit to tide water, is felt by our citizens of all classes, and it is to be hoped that all who have the ability will furnish material aid in the manner proposed.

**Allegany Coal Trade.**

Shipment of Coal for the week ending Saturday, May 16th, 1857, and for year to that date:

*By the Cumberland & Iron Co's Railroad.*

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>3,468.16</td>
<td>1,308.13</td>
<td>4,777.10</td>
<td>43,768.10</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>107.00</td>
<td>107.00</td>
<td>6,093.19</td>
<td></td>
</tr>
</tbody>
</table>

*By the Cumberland & Pennsylvania Railroad*

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>523.07</td>
<td>370.14</td>
<td>849.01</td>
<td>6,788.14</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,768.01</td>
<td>297.14</td>
<td>2,063.15</td>
<td>18,420.01</td>
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<tr>
<td>Allegany Co.</td>
<td>342.04</td>
<td>257.12</td>
<td>599.16</td>
<td>10,062.00</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>104.06</td>
<td>104.06</td>
<td>456.00</td>
<td></td>
</tr>
</tbody>
</table>

2,735.18 928.00 3,661.18 34,747.15

**States, Mon. 5/25/57, p. 3. GEORGETOWN**

**Canal Arrivals.**

Boats Catharine Shaffer, 88 miles, cargo 500 bbls. flour and 10 bbls. whiskey; John Randolph, cargo 300 bushels corn, 100 bbls. flour, 126 bushels oats, 150 bushels offal and 13 cords or wood; T. Cookendorfer, 52 miles, 30 cords of wood.

**Departures.**

Boats Neptune, Eliza Ann, Wm. H. Harrison, great Pirate, Catharine Shaffer, Julia Elgin, John Randolph, Union, and Saloma Clarke. Amount of toll received at this office this week, $2,000.

**States, Fri. 5/29/57, p. 3. Chesapeake and Ohio Canal Company** – The annual meeting of the stockholders of this company is to be held at the City Hall, at noon, on Monday next.

**States, Wed. 6/3/57, p. 3. Chesapeake and Ohio Canal** – At the meeting of stockholders, at the City Hall, on Monday, the old board of directors was re-elected, as follows: Wm. P. Maulsby President, Frederick county, Maryland; Thomas Devecmon and James Fitzpatrick, Allegany county, Maryland; James Coudy and Jacob H. Grove, Washington county, Maryland; John Brewer, Montgomery county; and Robert P. Dodge, of Georgetown, D. C.
Alexandria – There is but about 30 to 35 tons of Cumberland coal now on the canal wharf at Alexandria, and this has been secured by the Mail-boat Company for their steamers. The Canal Company anticipated on Monday that transportation would be resumed about the 15th, which, if verified, will soon restore some appearance of business to this branch of trade, as large amounts are known to be afloat above dam No. 5, as well as large quantities of grain from the same section.

Sat. 6/6/57, p. 2. **The Canal.** - Repairs at Dam No. 5 are progressing as rapidly as can be expected. We have been shown a letter from one of the Company's officers, which states that the large crib will be put in today or Monday. Navigation will be resumed it is thought sometime in the early part of the month, though it may not be until the 15th. There has been a rise of about a foot in the river, but it has not retarded the progress of the work.

**States, Sat. 6/6/57, p. 7.** **Arrivals by the Canal** – Boat Julia Elgin, cargo 800 bushels corn, 180 bushels meal; boat Ida, 200 barrels flour, 2,500 bushels corn, 200 bushels meal; boat Boyer & Watson, 640 barrels flour, 55 barrels whiskey; boat Baltic, 660 barrels flour, 100 bushels corn; boats Lawson, Mary A. Flanagan and Thomas Jefferson, with limestone.

Sun, Tue. 6/9/57, p. 2. **The Chesapeake and Ohio Canal** is doing but a small business, only about $400 in tolls having been received during the week. The chief articles coming down are flour, corn and limestone, but no wheat. The National Intelligencer learns that owing to the high waters in the upper sections of the line some delay will be occasioned in the resumption of navigation. - The day supposed on which navigation will be restored throughout is on the 18th instant.

Sun, Fri. 6/12/57, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Telegraph: **Chesapeake and Ohio Canal.** - We are now assured that navigation will be resumed by Monday next, the 15th instant. We congratulate coal operators and others interested in the restoration of navigation upon the auspicious event. It is now four months since the break was made by the ice in dam No. 5.

Sat. 6/13/57, p. 2. **President and Directors of Canal.** - At the annual meeting of the Stockholders of the Chesapeake and Ohio Canal held on the 1st inst., Wm. P. Maulsby was re-elected President, and Thomas Devecmon, James Fitzpatrick, James Coudy, Jacob H. Grove, John Brewer and Robert P. Dodge, Directors.

States, Tue. 6/16/57, p. 3. **The River.** The steamer **Maryland** arrived at Alexandria yesterday, bringing twenty-four canal boats – the first instalment of one hundred which are now awaiting her assistance at Chesapeake City, the western terminus of the Chesapeake and Delaware canal. These boats were constructed for, and used for a time on, the Erie canal; but in consequence of the late enlargement of that “institution,” the owners found it more advantageous to substitute large ones. These, we learn, have been purchased by a new coal company, whose possessions are near the Cumberland mines, and that they are destined for the coal trade on the Chesapeake and Ohio canal.

We learn further, that it is the intention of this company, should the canal ever again be open to a continuous trade, to erect a coal depot at Point Lookout, the southern point of Maryland, where the Potomac debouches into the Chesapeake bay, and purchase four steamers suitable for freight and towage – two to run from Georgetown, and the others from Baltimore to the Point. Also, that the company have in view the steamer **Maryland**, as one well adapted to the service required. We regret, however, being unable at present to give the name of the company referred to.
The *Maryland* left again this morning for another installment of her tow at Chesapeake City.

The tug *Wide Awake* towed from and to the same points [Georgetown to Alexandria] two canal boats heavily laden, giving rise to report that the canal navigation had been resumed. We have been unable to verify this report.

Sun, Wed. 6/17/57, p. 2. **Chesapeake and Ohio Canal.** - A rumor is mentioned in the Cumberland *Civilian* that the Cumberland Coal and Iron Company propose to loan the canal company the sum of $20,000, to be expended in the erection of masonry dams at Nos. 4 and 5, said loans to be paid in tolls, the Canal Company making a deduction of three cents per ton on all coal the Cumberland Company shall send by canal, until the debt is liquidated. It is also stated that the Frostburg Coal Company have under consideration a proposition to loan the canal company the sum of $20,000, to be repaid in tolls, if it shall be found that said company has not heretofore made such pledges of all the tolls to secure former or pre-existing debts, as to render any pledges or contract now made, to refund in tolls, impossible. Saturday next is now designated as the day on which navigation on the canal will be resumed.

Ibid, p. 4. **Arrived at Alexandria,** steamer *Maryland,* from Chesapeake City, with twenty-four boats loaded with Cumberland coal in tow. The coal was all taken by a new coal company, (name unknown,) to supply the trade along the line of the Chesapeake and Ohio Canal. This new company have in contemplation the establishment of a coal depot at Point Lookout, if the repairs which are being made on the canal should become successfully completed. The *Maryland* will leave Alexandria again today for Chesapeake City, to tow another fleet of canal boats to Alexandria.

Sat. 6/20/57, p. 2. **The Canal - Another Mishap.** - Letters from Dam No. 5, received here, inform us that an accident of quite a serious nature occurred on Monday last. In attempting to swing the key-crib in, the ropes gave way and the crib was dashed violently against a rock and broken. Other accounts state that the crib had been put in safely, and it gave way, while the workmen were filling it with stone.

Thus again, will navigation be suspended for some time to come, and our county must suffer very materially, from the fact that a large portion of the laborers engaged at the collieries of the county, will be thrown out of employment; the boat builders cannot retain in their employ the large force that has been engaged in that branch of business, and in fact all classes of the community must more or less feel the effects of this protracted suspension of operations.

We learn that immediately upon being informed of the breakage, the Board of Directors assembled on the spot to adopt such measures as they might deem expedient for the relief of the work. What was done has not yet transpired, but we are assured from their former efficiency that nothing will be left undone by them to insure the speedy resumption of navigation.

**Allegany Coal Trade.**

Shipments of Coal for the week ending Saturday, June 13th, 1857, and for year to that date:

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>1,738</td>
<td>503.19</td>
<td>2,242</td>
<td>59,557.01</td>
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<tr>
<td>Everett &amp; Co.</td>
<td>343</td>
<td>343.09</td>
<td>343</td>
<td>7,292.14</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2,018.13</td>
<td>66,849.15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>To R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>336</td>
<td>336.07</td>
<td>336</td>
<td>7,845.17</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,709</td>
<td>123.19</td>
<td>1,833</td>
<td>27,172.04</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>810</td>
<td>483.01</td>
<td>1,293</td>
<td>14,723.19</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td></td>
<td>2,355.18</td>
<td>721.15</td>
<td></td>
</tr>
</tbody>
</table>

**States,** Sat. 6/20/57, p. 3. **GEORGETOWN**

**Water Power**

We understand a proposition is pending before the directors of the Chesapeake and Ohio Canal Company asking for the right of water to propel a paper mill, to be erected near the town; but so far the right has not been granted, because the Alexandria Canal Company claim the privilege of selling as many water rents from their level as
the Chesapeake and Ohio Canal. Under an act of
the State of Virginia, passed March 15, 1849,
guaranteeing the bonds of the Chesapeake and
Ohio Canal Company to the amount of
$200,000, to place the canal in a thorough state
of repair from dam No. 6 to Georgetown, in the
said act was embedded the words: “And also
shall have granted, upon fair terms, to the
Alexandria Canal Company such reasonable
proportion of water rights and privileges required
by the said company, which may be in the power
of the Chesapeake and Ohio Canal Company to
afford.”

This act did not extend beyond the
boundaries of Virginia; it was no amendment to
the charter of the Chesapeake and Ohio Canal
Company, and could not be such until sanctioned
by the Congress of the United States, and
probably confirmed by the legislature of
Maryland, therefore Alexandria has no right to
demand the privilege of selling as many water-
rights from their canal as is sold by the
Chesapeake and Ohio Canal at Georgetown,
from and after the 15th March, 1849, and even if
they had the right to sell water-rights along the
whole length of their canal, what man would be
silly enough to build a flour mill or cotton
factory on the opposite side of the river to be
propelled by water-power carried across the
Alexandria aqueduct from the Georgetown level,
when he knows in a few years the aqueduct must
yield obedience to the law of gravitation, and
tumble into the Potomac river.

The State of Virginia has not been very
liberal towards the canal. Her original
subscription was only $250,000, and never was
increased, unless we allow the appropriation of
$200,000 to put the canal in complete repair; and
which was surrounded with conditions binding
the Chesapeake and Ohio Canal Company to
erect locks at the termination of various streams
in Berkeley, Loudoun and other counties of
Virginia bordering upon the river, to give
facilities to her own citizens to transport their
produce to market by the way of the canal.
Virginia should not throw any obstacle in the
way of leasing the water-power of the canal. We
have had obstacles enough to contend with years
past, when one Steward claimed all the water-
power, as the “agent of the heirs of Nicholas
Binney, of Boston, deceased,” who was made to
appear as owner of the land through which the
feeder to the canal was cut, by which the
Georgetown level was supplied with water. This
was magnified by the lawyers, and inflated from
a mole-hill to mountain. The cry was, “Steward
owns the water-power; it is dangerous to buy
from the Canal Company.” And, after a long
delay, this bubble was carried into court, where it
received a manipulation by the hands of the
judges of the Circuit Court, by which it was
shorn of its strength; and being reduced to a
skeleton, an appeal was taken to the Supreme
Court, where a great effort was made to infuse
life into its palsied corpse. But it there died, for
the want of strength to sustain itself, and was
decently laid out by that honorable court.

Is the water-power of the canal available
or not? This is the simple question on which the
prosperity of Georgetown depends. What is the
use of any delay about it on the part of the
Directors of the Canal Company? A matter so
very simple might, we would think, be settled
without any very remarkable hesitation; but so
long as Alexandria considers it her interest to
prevent the prosperity of Georgetown, which a
liberal lease of canal water-power would
occasion, so long will the town be baulked of the
important benefits within her grasp. The
immense benefit to the coffers of the Canal
Company ought to be an inducement to lease and
sell all the water-rights they can to an unlimited
extent, because, with means at command, they
will be enabled to repair the dam at the Little
Falls; and if needed, they can throw the whole
Potomac river into the canal. This will supply all
manufacturing purposed, as well as sufficient
water to supply the prism of flotation.

What are we to do in our present
condition? Are we to wait with folded arms for
such a conjunction of possibilities as will at
some future time give us the use of what we
require? Are all our dreams of manufacturing prosperity to wait the slow operations of time and the generosity of the Canal Directors, inducing them to lease us the water running through our own town? We hope, at the next meeting of the Board, a spirit of liberality will manifest itself in leasing the water-power of the canal, without regard to any supposed danger to navigation.

Sun, Mon. 6/22/57, p. 1. Chesapeake and Ohio Canal. - The Washington Union, speaking of the late accident to dam No. 5, says: "This accident has caused considerable excitement all along the canal, and not a little indigination against the superintendent. The work which has already been done has cost something more than $50,000, and has been productive of no real good, and the expenditure of a like sum, we fear, would hardly secure uninterrupted navigation for the remainder of the present season. – Nevertheless, it is desirable that the canal should be put in good boating order with the least possible delay, as the carrying business of the section of the country through which it runs has got sadly behind hand.

States, Mon. 6/22/57, p. 2. The Chesapeake and Ohio Canal. – Alexandria, June 22. – The Gazette (extra) of this morning contains a letter from Williamsport on the 19th, saying that “the work on dam No. 5 was recommenced this morning, and the canal will be ready for the passage of boats in three weeks. President Maulsby has obtained from the Secretary of War, at Washington, permission for Captain Meigs to visit the work as advising engineer. There will be no difficulty about pecuniary means.”

Sun, Tue. 6/23/57, p. 1. The Chesapeake and Ohio Canal. - The president of the canal board, Mr. Maulsby, has secured, by application to the War Department, the valuable services of Capt. M. C. Meigs, who will probably proceed forthwith to dam No. 5, to advise with Mr. Patterson, the regular canal engineer, as to the best means of dealing with the difficulties at that spot. The National Intelligencer says:

"We think this is a judicious movement on the part of the president of the board, and augur it will result prosperously. We also hear that the party from Baltimore, on whose plan and under whose advise the president and board have been acting at dam No. 5, has left the work altogether, and will have no more connection with it. In the present swollen state of the Potomac river we apprehend little can be practically done, yet measures may be taken for action at the first available moment. In respect to pecuniary means, we learn that satisfactory arrangements to procure it have been made."

Ibid, p. 4. From every direction we have similar accounts of the fury and devastating effects of the great hailstorm of yesterday afternoon.

The condition of the Chesapeake and Ohio Canal continues to engross a very large share of the public attention. By the long suspension of navigation, from the damage to dam No. 5, a very large portion of the business of Alexandria, Georgetown and Washington is prostrated. - Col. Maulsby, the president of the canal, derives fresh energy from the emergency, and we learn today that the former contractors have left the work and new men have been appointed; that, through the courtesy of the Secretary of War, the valuable services of Captain M. C. Meigs have been obtained to advise with Mr. Patterson, the engineer of the canal, as to the most effectual means of removing the difficulties of navigation. Better still, I am assured that there is not, nor will there be, any difficulty in procuring sufficient means to repair all the damages and put the entire stream in navigable order.

Sun, Thu. 6/25/57, p. 2. Repairs of the Chesapeake and Ohio Canal. - We have already mentioned the fact that ample means have been provided for repairing the renewed damages to dam No. 5, on the Chesapeake and
Ohio Canal, caused by the late freshets, and that the services of Captain Meigs, the distinguished army engineer at Washington, had been obtained to assist in devising effectual means for carrying the work to a speedy completion, in order that the important interests depending so largely upon the canal navigation may be duly subserved. We are glad now to learn, however, that the more recent mishap to the work, at the dam in question, is not so serious as has been represented, the immediate pecuniary loss being much less than was implied therefrom. The following letter from an official source states the facts of the case:

**Dam No. 5 Ches. and Ohio Canal,**

June 24th, 1857.

You copied on Monday last a paragraph from the Washington Union, stating that the whole expenditure at this point had been rendered nugatory by the late freshets, and that the structure had been carried off, and that large sums of money and much time would be required to restore navigation. This statement, I am informed, has operated most prejudicially on some of the coal interests, and I have been requested to ask for a correction.

The facts are that but $42,000 have been expended at this point, a considerable proportion of which - say at least $7,000 - has been used in making improvements of great importance, but wholly independent of the dam in course of construction. Fully two-thirds of the work done at the dam remains wholly uninjured. The injury caused by the loss of the last cribs, estimating timber and materials saved, does not exceed $5,000.

Navigation will certainly be restored, barring contingencies from future freshets, not probable, in three to four weeks.

M. [Meigs]

Fri. 6/26/57, p. 3. **Georgetown Affairs.**

The trial of the Cathcart, yesterday, was altogether satisfactory, coming fully up to the most sanguine expectations of the inventor and his friends, a large number of whom were on board. She steamed up the canal as far as the first lock (a distance of some four miles) and back. The trial yesterday was also made under some difficulties, so far as testing her speed was concerned; inferior wood having to be used for raising steam, her furnaces being constructed for coal. Nevertheless, on returning, she succeeded in running three miles in twenty-eight minutes, with only about twenty-eight pounds of steam on - not one-third what her boiler is intended to bear. The trial thoroughly satisfied the inventor that his plan will effectually do away with one great objection to steamboats upon canals, viz; the creation of a swell sufficient to injure the banks. Her engines, and every portion of her machinery, notwithstanding they were just out of the machine shop, worked to a charm, in a manner reflecting great credit upon the builders - Duvall & Kirkland. The boat is now receiving a fresh coat of paint, preparatory to a trial on the river, which will doubtless be made tomorrow or Monday.

**Messrs. H. B. Walker and Simms are engaged in building a number of very large scows for the use of the Washington Aqueduct, two of them of enormous size, and no ordinary specimens of workmanship, will be ready for launching next week.**

The Tenth street Baptist Sabbath School spent the day, yesterday, at Custis' Spring, where they had a most delightful time. They were brought over to our city in the Union Line of omnibuses, and then taken down to the Spring by way of the Alexandria Canal, on board of Captain Moore's boat.

Sat. 6/27/57, p. 2. **The Canal.** - The superintendence of repairs at Dam No. 5 has been entrusted to Messrs. Brown, Hassett, Stake and Stone, who promise, if no unforeseen accident occurs, to have the work in a condition to allow the resumption of navigation on the Canal, in the course of three, or at the furthest, four weeks.

3 **Evening Star,** Washington, D. C.
Col. Maulsby, President of the work, has secured, by application to the War Department, the services of Capt. M. C. Meigs, the distinguished army engineer, who will consult with Mr. Patterson, the regular engineer, as to the best means to be devised for the speedy completion of the work. "This (says the National Intelligencer) is a judicious movement, and we augur it will result prosperously. We hear that the party from Baltimore, on whose plan and under whose advise the President and Board have been acting at Dam No. 5, has left the work altogether, and will have no more connection with it. - In the present swollen state of the Potomac river, we apprehend little can be practicably done, yet measures may be taken for action at the first available moment. In respect to pecuniary means, we learn that satisfactory arrangements to procure it have been made."

But for the successive freshets this season - such as perhaps have never before been witnessed on the Potomac - the Canal would have been in navigable order months ago, and would be now. The unfortunate disasters at Dam No. 5 were caused by an agency that no human power could prevent; and yet the officers of the Canal are maligned, abused and slandered for what the opposition press are pleased to call "gross mismanagement." This one is charged with not doing his duty, that one with transceding his authority, and a third with being inactive and negligent.

The officers need no vindication at our hands. There are men in the opposition, who are dissatisfied with everything - there are presses that never discover short comings in Democratic officials whether they really exist or not. We repeat, their actions need no apology; their best energies have been enlisted in the control of this work, and with clear conscience they can say they have done all that could be done to promote the interests of the Chesapeake & Ohio Canal.

**Allegany Coal Trade.**
Shipment of Coal for the week ending Saturday, June 20th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th></th>
<th>C. C. &amp; I. Co.</th>
<th>Everett &amp; Co.</th>
<th>By the Cumberland &amp; Pennsylvania Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,913.05</td>
<td>1,956.05</td>
<td>61,616.06</td>
</tr>
<tr>
<td>Week</td>
<td>43.09</td>
<td>259.17</td>
<td>7,652.11</td>
</tr>
<tr>
<td>Year</td>
<td>2,273.02</td>
<td>2,316.02</td>
<td>68,167.17</td>
</tr>
<tr>
<td></td>
<td>43.09</td>
<td>259.17</td>
<td></td>
</tr>
</tbody>
</table>

*By the Cumberland Coal & Iron Co's Railroad.*

<table>
<thead>
<tr>
<th></th>
<th>R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>578.14</td>
<td>578.14</td>
<td>8,424.11</td>
<td></td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,662.03</td>
<td>1,880.06</td>
<td>29,182.10</td>
<td></td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>872.10</td>
<td>872.10</td>
<td>13,596.19</td>
<td></td>
</tr>
<tr>
<td>Wellsburg Co.</td>
<td>721.15</td>
<td>3,281.10</td>
<td>62,745.05</td>
<td></td>
</tr>
<tr>
<td></td>
<td>178.03</td>
<td>3,281.10</td>
<td>62,745.05</td>
<td></td>
</tr>
</tbody>
</table>

*States, Mon. 6/29/57, p. 3. The River.*
The Cumberland Coal Company met with a sad disaster last week, which a little more foresight might have avoided. After having purchased 100 canal boats of the Erie Canal Company, and towing 47 around to the mouth of the Chesapeake and Ohio canal, at Alexandria, they ascertained that they were all too wide by three inches to pass the lock-gates. The sides of these boats are perpendicular, precluding the possibility of trimming them down to the required dimensions. No alternative now exists but for the owners to split the boat in half and take out a section, or re-sell them to companies operating on canals whose limits are less circumscribed.

**Canal Navigation by Steam.**
It is the general desire that Mr. Catheart may be successful in navigating canals by steam without injury to the banks. A trial trip with his new little steamer, just built in Georgetown, is to be made on Thursday.

**Chesapeake and Ohio Canal.**
One hundred men are employed in the work of repairing Dam No. 5. Captain Meigs has inspected this work and the route by the canal to Fairmount. This dam will now be 800 feet across, being lengthened 100 feet in the present improvement. If completed before the occurrence of a considerable freshet, as now constituted, it will prove a great security to the canal. The present suspension of transit is, however, very detrimental to the interests of the company, of the boatmen, and of the public.

*Sun, Tue. 6/30/57, p. 1. The Chesapeake and Ohio Canal.* - It appears that at dam No. 5 the
extent of the cribbing to be filled in complete is two hundred and thirteen feet. Three hundred feet have been put in since the principal break, when 500 feet out of the 700, comprising the whole dam, were swept away. An extension of 100 feet more has since been added, and thus the whole dam will be 800 feet across. The National Intelligencer says:

After inspecting the work Capt. Meigs advised - and his advice will be compiled with - that instead of having the cribs so large as heretofore they be made of much less capacity, as they are thus more readily made and filled, and if one of them be carried away it can be more easily supplied. It is believed that the 300 feet already done will stand, if no extraordinary freshet comes before the completion of the whole dam. Capt. Meigs further advises that the masonry dam be proceeded with all possible alacrity as soon as the temporary work now on hand shall have been finished. Only in the masonry work is there real ground for security.

At dam No. 5. there are one hundred men employed. The loss to the canal company by the suspension of navigation is $1,000 per day.

Before returning to Washington we understand that Capt. Meigs continued his trip on the railroad as far as Fairmount, and made himself acquainted with the character of the building materials throughout that line of country. He pronounces the building stone in that region to be of surpassing excellence, variety and quantity, and on the score of accessibility and cheapness worthy the attention of the government in its future architectural enterprises.

"Ten of the New York boats are of less width; three correspond in width; four are one-fourth of an inch wider; and the remaining three, selected without regard to width, have proceeded up the Chesapeake and Ohio Canal, as far as navigation will permit."

States, Thu. 7/2/57, p. 3. GEORGETOWN Canal Dams.

A rumor is current here that the coal companies of Cumberland are willing to advance money sufficient to build permanent stone dams in the place of the broken dams, Nos. 4 and 5, and receive payment of the advances made by them in tolls.

**Boat James L. Cathcart.**

This boat, which is propelled by steam, had a trial trip on the canal this week. She works admirably, and will fulfill the expectations of her inventor. Her speed upon the canal was five miles per hour, being double the speed attained by horse-power, with loaded boats. She no doubt can make greater speed, but the 26th by-law of the company forbids boats traveling at a greater speed than four miles per hour. We understand that she will make a trial trip on the river today, where she will enjoy "sailors’ rights," and speed as fast as steam can carry her over the trackless deep.

States, Fri. 7/3/57, p. 3. GEORGETOWN Flour Inspection – The inspection of flour in our town during the last quarter, ending June 30, was only 48,935 barrels, 418 half-barrels and 56 barrels of kiln-dried corn meal.

The continued suspension of navigation on the canal for the last six months has been the cause of the limited inspection. In days past, we have known the inspection to exceed more than 350,000 barrels per annum.

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Break in the Canal

We are sorry to hear that a break has taken place in the bank of the canal, about 65 miles distant from Georgetown, near Berlin. A force of hands has been sent up to repair the damage, and it is
supposed that it will be completed within the space of ten days.

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**Arrivals by the Canal**

Boats Thomas Jefferson, cargo 75 perches limestone; Seneca, cargo 201 barrels flour, 200 bushels meal and 402 bushels mill offal; Mary A. Flanagan, cargo 80 perches limestone; Laura Flanagan, cargo 75 perches limestone; J. F. Wheatley, cargo 235 barrels flour, 12 barrels whiskey, 120 bushels corn and one wagon; and M. P. Maulsby, cargo 1,500 bushels corn.

Sat. 7/4/57, p. 2. **The Canal**. - The extent of the cribbing to be filled in at Dam No. 5 is said to be 213 feet. The length of the Dam will be, when the repairs are completed, about 800 feet. Captain Meigs advised that the cribs be made smaller that heretofore, as they are thus more readily made and filled, and if that one be carried away, it can be more easily supplied. This advice will be complied with. He further advises that the masonry dams be constructed with all possible dispatch, as only in the masonry work is there real ground for security. The force employed in the work of repair is about one hundred men.

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**Mistake** - A report has been published in the "Telegraph" and other papers, to the effect that the *Cumberland Coal & Iron Company* had purchased one hundred canal boats of the Erie Canal Company, and that, upon towing them around to the mouth of the Chesapeake & Ohio Canal, at Alexandria, they were found to be too wide to pass the locks. This is incorrect; the Superintendent informs us that no such purchase had been made by the Company named.

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**Allegany Coal Trade.**

Shipments of Coal for the week ending Saturday, June 27th, 1857, and for year to that date:

<table>
<thead>
<tr>
<th>Company</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>2,660.00</td>
<td>431.09</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>399.15</td>
<td>399.15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,059.13</td>
<td>431.09</td>
</tr>
</tbody>
</table>

**By the Cumberland & Pennsylvania Railroad**

<table>
<thead>
<tr>
<th>Company</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>836.04</td>
<td>836.04</td>
</tr>
</tbody>
</table>
been informed that one of the small cribs had been set when Capt. Meigs reached the Dam, and that he approved the plan.

Reduction of Tolls. - The Board of Directors of the Chesapeake & Ohio Canal Company adopted a new scale of tolls, which took effect last week. On rough materials, such as fire brick, castings, salt, bloom and railroad iron, rough stones, &c., the toll is 20 cents per ton for the first 20 miles, then an increase of five cents for every ten miles. On lime and cement the toll is the same as above up to 70 miles; over that distance, only fifty cents per ton is charged for the whole line. Limestone, five cents per ton for the first 20 miles; then an increase of 2½ cents for every ten miles, up to 70 miles; over this distance the rate not to be greater than 16 cents per ton for any distance.

The President and Directors (says the Washington Star) have given their personal guarantee for the money necessary to complete its repairs, and thus promptly raised the necessary sum. This proves that they are indeed deeply interested in the future of their charge.

Allegany Coal Trade. Shipments of Coal for the week ending Saturday, July 4th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>2,686.05</td>
<td>32.19</td>
<td>2,739.01</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>2,686.05</td>
<td>32.19</td>
<td>2,739.01</td>
</tr>
</tbody>
</table>

By the Cumberland & Pennsylvania Railroad

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>629.10</td>
<td>629.10</td>
<td>9,900.05</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,088.17</td>
<td>1,088.17</td>
<td>21,421.07</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>927.01</td>
<td>927.01</td>
<td>18,184.10</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>721.15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2,655.08  2,658.08  60,227.07

Sun, Mon. 7/13/57, p. 1. Vessels Wanted - In anticipation of the resumption of navigation on the Chesapeake and Ohio canal, freights at this port have advanced, and vessels are said to be in demand for all Northern and Eastern ports.

States, Mon. 7/13/57, p. 3. The Alexandria Gazette this morning says: "In anticipation of the resumption of navigation on the Chesapeake and Ohio canal, freights at this port have advanced, and vessels are in demand for all Northern and Eastern ports.” It is satisfactory to know that a hope exists of the early completion of repairs upon the canal.

Canal. A letter dated July 11th has just been received, which says: “We are sorry to inform you that all repairs done at the culvert at Catoctin were swept off this morning. Boats will not be able to pass for two weeks.” The rain fell very heavy there on Saturday.

Sun, Wed. 7/15/57, p. 2. Chesapeake and Ohio Canal - The Cumberland Civilian states that the work of repairs at dam No. 5 is progressing rapidly, and that by tonight it can be filled with stone, thus completing the work. It will, however, take several days to fill the canal with water; therefore, boating cannot be resumed until Monday next, the 20th inst., at which time it is thought that navigation will certainly begin. The break at Berlin is being rapidly repaired and will be completed on Monday next.

Sat. 7/18/57, p. 2. The Canal. - A letter in the Hagerstown Chronicle from Dam No. 5 states that the water will be let into the Canal today, and that boating will commence on Monday next. We hope this may be so. Operations on the Canal have been so long suspended and the work has met with so many disasters, that we almost fear to speak confidentially about the resumption of navigation.

Allegany Coal Trade. Shipments of Coal for the week ending Saturday, July 11th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>3,629.05</td>
<td>3,629.06</td>
<td>70,972.02</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>480.12</td>
<td>480.12</td>
<td>8,832.18</td>
</tr>
</tbody>
</table>

By the Cumberland & Pennsylvania Railroad

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>1,110.03</td>
<td>1,110.03</td>
<td>11,010.08</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,643.00</td>
<td>130.03</td>
<td>33,194.15</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>1,153.09</td>
<td>1,153.09</td>
<td>19,337.09</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>721.15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
States, Wed. 7/22/57, p. 2. Chesapeake and Ohio Canal – We learn from the Cumberland Civilian that the last crib was put in at dam No. 5 on Monday, and that the boating will be resumed about the latter part of this week, as there is now no obstacle to navigation.

Sat. 7/25/57, p. 2. The Canal. - The press throughout the State have been somewhat premature in announcing the completion of repairs at Dam No. 5, though it is now stated that boats will be able to pass today. Several boats left this port during the week. The Hagerstown Herald states "that it will take some four or five days yet to enable boats to pass the feeder level at Dam No. 4, from the fact that there are still some bars on the level."

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, July 18th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th>by the Cumberland Coal &amp; Iron Co's Railroad.</th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>To R. R.</td>
<td>Canal</td>
<td>Week</td>
<td>Year</td>
</tr>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>3,813.05</td>
<td>687.16</td>
<td>4,501.01</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>214.18</td>
<td>214.18</td>
<td></td>
</tr>
</tbody>
</table>

| 4,028.04 | 687.16 | 4,716.00 | 84,224.00 |

<table>
<thead>
<tr>
<th>by the Cumberland &amp; Pennsylvania Railroad</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>To R. R.</td>
<td>Canal</td>
<td>Week</td>
<td>Year</td>
</tr>
<tr>
<td>Frostburg Co.</td>
<td>1,106.04</td>
<td>1,106.04</td>
<td>11,010.00</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,847.07</td>
<td>1,847.07</td>
<td>35,042.00</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>990.16</td>
<td>990.16</td>
<td>20,328.06</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>721.15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3,944.07 | 3,944.07 | 68,294.14 |

Sun, Mon. 7/27/57, p. 2. The Chesapeake and Ohio Canal. - Washington, July 25. - A large number of coal boats passed canal dam No. 5, and are now hourly expected at the head of Georgetown level.

Sun, Wed. 7/29/57, p. 2. Canal Navigation. - Georgetown, D. C., July 28 - The navigation of the Chesapeake and Ohio Canal has been resumed, and an immense number of boats are expected here and at Alexandria, freighted with coal and breadstuffs.

States, Fri. 7/31/57, p. 3. GEORGETOWN Arrivals by the Canal.

We take pleasure in announcing that the canal boats are beginning to arrive at Georgetown. The few that arrived this morning are the forerunners of the many that will arrive before the close of the week.

Baltic, from [Taylor's Landing], 81 miles, 844 barrels flour and 20 barrels whiskey; James Crawford, from Cumberland, with 116 tons coal; and Catharine Shafer, about 900 barrels flour and several boats loaded with limestone.

Sat. 8/1/57, p. 2. The Canal. - Navigation is at length resumed upon the Chesapeake and Ohio Canal. The coal wharves are not the deserted places they were a week ago, but the work of freighting boats with the rich mineral resources of our mountainous region goes on briskly. The railways leading to the wharves resound with the rumbling of heavily laden cars, and everything betokens life and animation. The farmers along the line of the Canal are shipping their grain to market, and a spirit of gladness is infused into the whole community. Business of all kinds begins to revive from its severe prostration, and the indications are that we are on the eve of "better times."

Badly Burned. - As one of the hands of a canal boat lying at Dam No. 6, was in the act of filling a burning lamp one day last week, the fluid ignited, bursting the lamp, and severely burning Mrs. Terrell and Mrs. Kindle, two of the occupants of the cabin. The sufferers were brought to this city, and now lie in a critical condition.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, July 25th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th>by the Cumberland Coal &amp; Iron Co's Railroad.</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>To R. R.</td>
<td>Canal</td>
<td>Week</td>
<td>Year</td>
</tr>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>3,842.08</td>
<td>206.19</td>
<td>4,103.07</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
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</tr>
</tbody>
</table>

| 3,842.08 | 206.19 | 4,103.07 | 88,327.07 |

<table>
<thead>
<tr>
<th>by the Cumberland &amp; Pennsylvania Railroad</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>To R. R.</td>
<td>Canal</td>
<td>Week</td>
<td>Year</td>
</tr>
<tr>
<td>Frostburg Co.</td>
<td>993.06</td>
<td>87.18</td>
<td>1,081.04</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>1,310.00</td>
<td>183.00</td>
<td>1,493.00</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>739.17</td>
<td></td>
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<tr>
<td>Wellersburg Co.</td>
<td>721.15</td>
<td></td>
<td></td>
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</tbody>
</table>

3,906.12 | 130.03 | 4,037.00 | 64,261.07 |

30
Arrival of Boats by Chesapeake and Ohio Canal. - Washington, July 31. - The boat Lauretta has arrived at Georgetown from Cumberland and reports a fleet of boats close behind. The following have passed down to Alexandria, viz: Boats Jacques, Southampton, Juno, Horace, Russell and John Stone. Some of the captains report they left Cumberland in May last.

Arrivals by the Canal
Boat E. G. Violet, 722 barrels flour and 286 barrels [empty]; Horatio Hall, 100 large logs; John Wood, 4,000 feet lumber and 14 cords wood; Enterprise, 304 barrels flour; and Boyer & Watson, cargo 3,090 bushels corn and 200 barrels flour.

Arrivals of Coal – Old Dominion, 106 tons; O’Brien, 109; P. B. Petrie, 116; Reporter, 105; V. Marmaduke, 125; Mary Ellen, 121; Mary Otis, 119; Left Bower, 117; Lynn, 110; Joseph Eichelberger, 121; J. F. Sterling, 117; John Clayton, 102; John S. Dutrow, 116; James Fitzgerald, 103; Jack Ensminger, 120; H. A. Dutrow, 118; George Lynn, 114; George Henderson, 117; F. Bloodgood, 111; Freeman Rawdon, 111; Elk, 103; David Shriver, 112; Hash, 119; Charles Williams, 102; Charles F. Mudge, 103; C. B. Thurston, 109; Captain King, 113; Ben Mitchell, 120; A. F. Snouffer, 120; Ann Gilleece, 105; Amos Young, 100; Antonetta, 106; Augusta, 106; John Humbird, 114; and J. Polk, 106.

Arrivals by the Canal
Boat Rescue, from 108 miles, cargo, 969 barrels flour; Jacob Huber, cargo, 999 barrels flour and 25 barrels whiskey; W. P. Maulsby, cargo, 3,800 bushels corn; and Dennis McCoy, 55 cords bark and 2,000 hoop-poles.

Arrivals of Coal – Pioneer, 109 tons; Mayflower, 112 and 9,000 feet lumber; Wm. McMahan, 112; Washington, 110; Emma Rheuke, 120; Kate Bruce, 114; Thomas Deaver, 120; E. W. Dunbar, 116; Miles Standish, 118; F. & A. H. Dodge, 113; Miner, 114; Odd Fellow, 122; H. T. Weld, 110; Mary Mertens, 118; N. J. Benston, 116; G. W. Riggs, 107; A. C. Green, 114; C. S. Moore, 112, and 5 barrels whiskey; and Mary A. Flanagan, limestone.

The Rain
Rain has been falling incessantly here since 10 o'clock this morning, and the streets are deluged and many cellars inundated. Great fears are felt for the safety of the Chesapeake and Ohio Canal. It has been the heaviest rain known here for many years.
The heavy rain of yesterday, we fear, has done serious damage to the canal. The rain was incessant in out town to a late hour last evening. Last night, between 12 and 1 o’clock, we happened to be awake, and heard a man say, “Bill, you need not go to the mill – the canal is broken and all the water has run into the river.” This morning early, we walked to the canal and found the statement verified. The water is out of the Georgetown level, and a large number of boats are lying upon the bottom of the canal, loaded with coal, flour and other produce. A large quantity of flour is lying upon the banks or wharves which was exposed to the drenching rain during the day and night, and must be materially injured.

We understand two breeches have occurred – one near the stop lock, and another near the Falls bridge – which will take about two weeks to repair. The mole at the mouth of the basin, between the town and the city, was overflowed, and such was the rush of water that Semmes’ steam mill is considerably injured. The superintendent of this division of the canal, with his assistants, did all that mortal men could do to draw off the water and save the banks from injury, but the gates and waste-weirs were insufficient to pass the surplus water. We have not heard from above, whether the rain did any serious damage to the upper part of the canal.

Arrivals by the Canal.
Boats Wild Kate, 112 tons coal; Union, 112 tons coal; Ann Aliza, 115 tons coal; Advance, 112 tons coal; Utica, 124 tons coal and Engine, 121 tons coal.

Sun, Thu. 8/6/57, p. 2. Chesapeake and Ohio Canal - The heavy rain storms of Tuesday have caused another suspension of navigation upon the Chesapeake and Ohio canal. The Georgetown correspondent of the Washington Star says:

About eight o’clock on Tuesday evening two breaks occurred, one opposite the Little Falls, and the other near the stop lock some distance this side. Both of them are represented as being very considerable; so much so that it will require at least a week or more to repair them. - Up to the present time nothing has been heard from any of the upper portions. Strong fears are entertained, however, that we have not heard the worst, if the fall of rain west of us was as heavy as it was here.

P. S. - A dispatch from Washington received last evening says: The break in the Chesapeake and Ohio canal above Georgetown are not as serious as at first supposed, and can be repaired in a few days. No damage is reported among the upper sections.

Sat., 8/8/57, p. 2. Steam on the Canal. - We learn from the "States" that the steam canal boat "James L. Cathcart" left Georgetown for Cumberland for a load of coal on Wednesday last. It is said she will make the round trip in seven days.

The Canal. - Another break has occurred on the Canal, near Georgetown, and navigation is again temporarily suspended. It was caused by the heavy rain storms of Tuesday. The disaster is not of a very serious nature, and will be repaired in a few days.

Sun, Tue. 8/11/57, p. 2. The Chesapeake and Ohio Canal. - It is expected that the repairs at the two breaks on the Georgetown level will be completed today, and that navigation will be resumed tomorrow.

Sun, Fri. 8/14/57, p. 1. Chesapeake and Ohio Canal – The expenses of this work from the 1st of January to the 1st of June, 1857, amount to $162,322.12. The total loss sustained by the canal from the ice freshet, directly and indirectly, is estimated above $200,000, to say nothing as to the sum expended since June 1st.

States, Fri. 8/14/57, p. 2. Chesapeake and Ohio Canal – The Cumberland Telegraph makes the following synopsis of the report of the Board of
Directors of the Chesapeake and Ohio Canal Company to the stockholders, viz: Total amount of tolls which accrued to the canal for the year ending December 31, were $153,051.36, against $138,675.84 for the corresponding period of 1855; showing an increase for the year 1856 of $14,375.52. The expenses for the same period, including interest account, amounted to $231,716.73. The expenses from the 1st of January to the 1st of June, 1857, amount to $162,322.12.

The total loss sustained by the canal from the ice freshet, directly and indirectly, is estimated above $200,000, to say nothing as to the sum expended since June 1st.


Canal. This morning we anticipated a large fleet of boats to arrive in town, but there is not yet sufficient water in the level to float the loaded boats. A large quantity of water being required to feed the Alexandria canal as well as the Georgetown level, is the reason that the water is not up to its proper altitude. But strong hopes are entertained that during the day the boats will be enabled to arrive.

Sat. 8/15/57, p. 2. Canal Report. - Dr. James Fitzpatrick has kindly furnished us with the 29th Annual Report of the President and Directors to the Stockholders of the Chesapeake & Ohio Canal Company. We have not yet given it a careful perusal, but from the appendix we find that the revenues for the year ending 31st December, 1856, amounted to $153,051.35 - an increase of $14,375.52 over the receipts of the previous year. The expenses of the year exclusive of interest and payment of loans, amounted to $103,524.24. During the year 1856, 205,568 tons of coal were carried, over the Canal, which is an increase of 17,589 tons over the shipments of the preceding year.

The Canal. - The injuries caused by the recent heavy rains upon the Georgetown level of the Chesapeake & Ohio Canal have been repaired, and boats are now passing.

Allegany Coal Trade. Shipments of Coal for the week ending Saturday, August 8th, 1857, and for year to that date: -

<table>
<thead>
<tr>
<th>Company</th>
<th>1857 Week</th>
<th>1857 Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>3,888.19</td>
<td>88,616.12</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>10,144.00</td>
<td>39,897.16</td>
</tr>
<tr>
<td>Hoffman Co.</td>
<td>1,808.13</td>
<td>79,622.13</td>
</tr>
<tr>
<td>Frostburg Co.</td>
<td>41.02</td>
<td>14,746.19</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>329.04</td>
<td>1,866.17</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>921.10</td>
<td>24,342.00</td>
</tr>
<tr>
<td>Wellingburg Co.</td>
<td>221.15</td>
<td>721.15</td>
</tr>
</tbody>
</table>

States, Sat. 8/15/57, p. 3. GEORGETOWN Arrivals by the Canal. T. Cookendorfer, 101 tons coal; Star, 73 perches of limestone; James Boyce, 115 tons coal; Lonaconing, 124 tons; Ellen Bell, 106 tons; Dr. McKaig, 120 tons; Charles F. Newman, 117; James Buchanan, 119; General Cass, 113; G. W. Rohrback, 117; Louisa, 109; Inglehart, 112; Wm. H. Bryan, 119; Jack, 115; E. A. Cook, 109; and General Taylor, wheat, corn and mill offal.

Sun, Mon. 8/17/57, p. 2. The Chesapeake and Ohio Canal. - A gentleman who came to Washington on Friday by the canal informs the Sun that he counted, between the Great Falls of the Potomac and the aqueduct, 107 boats, loaded with coal, &c., on the way to Georgetown. They had been detained above by recent injuries to the canal. He also states that on Thursday last two workmen employed in Crowley’s tunnel were killed by the falling of a large rock in the tunnel.
cargoes were soon transferred to the vessels in waiting. Mercury.

*States*, Mon. 8/17/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats Jack, 115 tons coal; Mountain Range, 112; R. Watson, 104; William Hent, 113, and 10,000 hoop-poles; James Terrell, 110; A. Cary, 100; B. M. Blocher, 111; Ben Ardingher, 108; M. V. Hill, 103; E. K. Huntly, 113; J. B. Hays, 127; S. E. McDonald, 114; Emily Francis, 106; J. P. Wright, 114; Newport, 132; Denton Jacques, 105; Mariah Thompson, 116; J. H. Davis, 98; C. H. Ohr, 102, Lonaconing, 105; Rebecca, 120; G. W. Hetzer, 118; J. J. Watson, 121; M. R. Hale, 105; Susan Baker, 107; M. L. Rawdon, 116; Salma Clark, 110; Ann Maria, 113; D. Morrissey, 112; Gen. Tyson, 119; Juno, 108; Cass A. King, 109; Horatio Kesly, 114; J. E. Morgan, 100; Chas. Embrey, 109; Eliza Wolf, 104; Susan Jane, 110; Charles Williams, 111; G. W. Simmons, 113; Reindeer, 104; and Baltic, flour. Forty-three boats arrived with coal; 35 left on Saturday for Cumberland.

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**The Canal.**

The appearance of the canal this morning was cheering to all persona to behold the long line of boats loaded with the diamonds of Allegany county, and as many more being on their way down. The level is now in good boating order, but some boats drag bottom. This is because they are over-loaded, as will be seen by our report of arrivals; some having 127 to 132 tons, drawing more water than the company is compelled to give.

*States*, Tue. 8/18/57, p. 3. **GEORGETOWN The Canal Report.**

The late report of the President and Directors of the Canal Company shows the condition of affairs up to the time the report was made; which, being a truthful statement of the financial condition of the company, will have its weight with the community. The wisdom of the Directors in confining their actual operations within the limits of the means actually at hand, and in giving thus early a public notice of the true state of affairs, cannot be too highly praised.

The have profited well by the lessons of experience which they have had; and during the present season we hope the stone dams at Nos. 4 and 5 will be erected. They certainly can borrow the money from the Coal Companies, who are deeply interested in the navigation of the canal, for without it all their hopes are blasted in Allegany county. The money will be furnished, beyond the slightest doubt, either by the cities of the District, including our cousin Alexandria, or by Congress, or one of the States that are so deeply interested in this great national undertaking. We shall recur to this subject again.

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**Arrivals by the Canal.**

Boats John L. Jordon, 112 tons coal; Grimes, 110; Henry A. Wise, 120; John Beall, 105; Niagara, 102; Louisa, 109; T. J. Mehaffey, 118; J. J. Mann, 114; Chicago, 99; Black Bear, 110; M. S. George, 110; Thomas Silvers, 101; Geo. Lynn, 111; R. P. Dodge, 116; Lion, 101; Ann Gilleece, 103; Mary Shaw 105; G. W. Grove, 50,000 staves; Joel Charles, 827 bbls. flour, 132 bbls. whiskey; Belle, flour and corn; Rough & Ready, 2,500 bushels corn and lot of bark; and Laura Flanagan, limestone. – Total 22 boats.

All the boats have not handed in their way-bills at the Collector's office. Many have arrived and are waiting for an opportunity to unload. All is life and business at the coal- wharves. The level is so crowded with boats this morning, that the packet “Argo” had hard work to push through.

*States*, Thu. 8/20/57, p. 3. **GEORGETOWN The Canal.**

We continue our commentary upon the canal today. It appears that the tolls upon the canal, after the first year of its completion to Cumberland in 1851, amounted to $110,504; for the year 1852, to $92,248; for 1853, to $145,100; for 1854, to $119,306; for 1855, to $138,675;
Canal Trade - 1857

and for 1856, to $153,051. The tolls have fluctuated considerably, owing to adverse circumstances. The great freshet of 1852 destroyed navigation for upwards of four months, which made the receipts from tolls less that year than at any subsequent period.

On the 31st day of December last, the company had in its treasury $60,000 as a surplus accruing from tolls, to be devoted to the purpose of repairs; but the ice-freshet in February last destroyed dam No. 5, and partially injured dam No. 4, and the surplus then on hand had to be appropriated to place these dams in temporary repair for the spring trade; but unforeseen events soon swallowed up the $60,000, and the company were compelled to contract a debt of $40,000 more to put the canal in navigable order; which will be of short duration unless the company can borrow $50,000 more, to reconstruct dams Nos. 4 and 5 in a substantial manner.

The company have done everything to retrench expenses. They have even withheld the payment of the salaries of the directors, president, clerk, treasurer and other officers of the company, for the purpose of giving every dollar that may come into their hands to the construction of masonry dams, without which no debt, either principal nor interest, can ever be paid.

Arrivals by the Canal.
Boats William S. Barney, 103; Martin Hoffman, 109; Southampton, 100; Mary Alice, 113; John Snyder, 113; Reporter, 100; L. M. Smith, 17; Ann Caroline, 99; and General F. Pierce, 102 tons coal.

States, Fri. 8/21/57, p. 3. GEORGETOWN Shipping.
The competition which now begins to manifest itself between the eastern and western wharves of the town, in regard to the shipping at each, makes our town have the appearance it once had in days gone by, when the Peters, Lingams, Stoddards and Bowies were the owners of the ships that loaded at our wharves, and whitened every sea with their canvas. In those days, the boldest water was to be found at the western wharves of the town, and many a sea-craft sailed down the western channel with a cargo from Georgetown to the Atlantic sea. In course of time, the eastern wharves became the busy mart; the western wharves and warehouses fell into a state of decay and dilapidation, and that portion of the town lying between the canal and the river, west of Duck Lane, was called “Sugar Hill.” Its inhabitants were composed of negroes, mulattoes and low white persons of the most abandoned character; but, since the completion of the canal to Cumberland, the revival of commerce, the purchase of coal wharves, the construction of coal depots, and the destruction of the negro huts and driving away of their worthless inhabitants, this end of the town has revived. Property has more than quadrupled in value; extensive mills now supply the place of dilapidated buildings; the genius of commerce once more shakes her white wings over that end of the town; and, wishing prosperity to our ancient city, we conclude in the words of the grave father and sage of the law, that our town may be blest with “the gladsome light of jurisprudence, the loveliness of temperance, the stability of fortitude, and the solidity of justice.”

Arrivals by the Canal.
Boats V. Marmaduke, 116; C. P. Thurston, 112; A. E. Arts, 113 tons coal; M. A. Flanagan, 90 perches limestone; Stephen Castleman, 96; and M. R. Zimmerman, 110 tons coal. 29 boats have departed for Cumberland and intermediate points.

Sat. 8/22/57, p. 2. Allegany Coal Trade.
Shipments of Coal for the week ending Saturday, August 15th, 1857, and for year to that date: -

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<tbody>
<tr>
<td>To R. R. Canal</td>
<td>Week</td>
<td>Year</td>
<td></td>
</tr>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>1,645.02</td>
<td>2,021.03</td>
<td>92,282.16</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>476.09</td>
<td>476.09</td>
<td>10,920.13</td>
</tr>
<tr>
<td>Hoffman Co.</td>
<td>40.01</td>
<td>534.06</td>
<td>591.07</td>
</tr>
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</table>

2,181.12 2,578.09 4,387.01 104,359.14
**Chesapeake and Ohio Canal.** - Alexandria, Va., August 21 - The Chesapeake and Ohio Canal is in fine order now, and coal is arriving in large quantities. Vessels are scarce and freights are advancing.

**States, Sat. 8/22/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**

Boats J. A. Elgin, 2,800 bushels corn; Thomas Briggs, 100; and Rescue, 109 tons coal.

Twenty boats have departed for Cumberland and other points.

**States, Mon. 8/24/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**

Boats Thomas Briggs, 110 tons coal; Rescue, 109; Gov. Sprigg, 1,500 bushels corn, 307 bbls. flour and 28 bbls. whiskey; J. R. Ward, 2,600 bushels corn, 42 bbls. flour and 76 bbls whiskey; Pilgrim, 110 tons coal; Burrows, 99 tons coal; W. P. Maulsby, 4,400 bushels corn; and E. R. Livermore, 106 tons coal. Thirteen boats have departed since Saturday for Cumberland.

**States, Tue. 8/25/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**

Steamboat J. C. Cathcart, 100 tons coal; Boyer & Watson, 797 bbls. flour and 500 bushels corn; J. Rodolph, 2,500 bushels corn, 41 bbls. flour and 76 bbls whiskey; Isaac Flanagan, limestone; John G. Lynn, 121 tons coal; Mary Mertens 120 tons; Hugh Smith, limestone; and Ida, 2,600 bushels corn. The boat Mary Mertens left Cumberland on the 19th and arrived on the 24th.

**Sun, Wed. 8/26/57, p. 2. Steam on the Chesapeake and Ohio Canal.** - The Cumberland Civilian anticipates quite a revolution in canal navigation, in consequence of the late successful trip of the steam canal-boat James L. Cathcart, from Georgetown to Cumberland. The trip, it appears, was made in forty-eight running time. The boat is a screw propeller. The engine, constructed by Mr. Duvall, of Georgetown, is placed in the rear cabin; it is of twenty-eight horsepower, though this is far greater than is necessary for propelling the boat; an engine of ten horsepower is deemed fully able. The boiler and furnace weigh about four tons. The editor of the Civilian took a short trip in the boat, and had an opportunity of observing the workings of the engine and propeller. He says:

The former worked most admirably, the latter as well as could be desired. The commotion in the water was very little; immediately in the wake of the screw paddle [propeller] was perceptible a slight commotion, but no wave; neither was there any more of a wave washing the banks than arises from a boat drawn by horses. From all we could observe, there was not the least obstruction arising to prove an injury to the canal banks, and we confidently believe that this invention is all that is necessary for successful steam navigation, and we congratulate her inventors that they have achieved the long-desired and much needed improvement. This boat must certainly work wonders in canal boating; a change will undoubtedly soon take place. - A canal boat of the description of the Cathcart will cost no more than a boat and mule team.

The Civilian further states that it will require but four hands to run a steamboat of this kind. The Cathcart, in her whole trip, used but little over three tons of coal. The round trip can be made in six days. The inventors of the Cathcart have secured letters patent on the invention.

**States, Wed. 8/26/57, p. 3. GEORGETOWN**

**Basin and Locks.**

Many years ago, Rock creek was selected as the basin of the Chesapeake and Ohio canal, and hundreds of thousands of dollars were spent in fitting it up as the receptacle of the great trade. How well it has answered the purpose, almost any one can determine; a large portion of it has.
become meadow-land, over which the cows browse, instead of resorting to the slashes for buds. A winding and shifting channel is the best basin that now exhibits itself to our view, which is so very narrow that two loaded boats can hardly pass each other; and it was found requisite, this spring, to spend $3,000 to remove the mud at the junction of the Washington canal to give the boats access to the city.

The only feasible and practicable plan to float boats into the river is to construct a set of locks, four in number, of 8½ feet lift, at Duck lane, which would be the most practicable point on this level. Then the boats could pass immediately into the river, as the great basin to swim all craft, little and big. The cost of these locks, constructed on the dimensions of the old ones, would be about $50,000 – ten times as much as the cost of raising the bridges, but when completed would form a durable outlet, that would be free from all freshets and currents that would have a tendency to fill them with alluvium.

Such an outlet will be demanded by the trade on the canal, because there are but few companies yet shipping coal, compared to the many that will ere long be in full blast; and more coal will be boated down this canal than there will be ground to place it upon, especially when the Alexandria aqueduct becomes unfit for use. The boats must have an outlet somewhere in the river, to unload by the sides of vessels or throw their coal upon the wharves.

Canal.
We understand a number of boats are lying above the town, blocked up by an old sunken boat, which impeded their further progress; but this impediment will be of short duration, as the superintendent will remove the obstruction in the course of the day, when the boats will be floated into town.

States, Thu. 8/27/57, p. 3. GEORGETOWN
Arrivals by the Canal.
Boats Minor, 118 tons coal; Miles Standish, 119; Juniata, 119; G. W. Riggs, 112; Wm. Elder, 110; Sarah Ann, 104, Augusta, 107; Thomas Jefferson, 85 perches limestone; Denton Jacques, 106; Advance, 104; and Democrat, 112 tons coal. Wm. F. Hamilton, 412 bbls. flour, 52 bbls. whiskey and 2,500 bushels corn; Dennis McCoy, cargo of bark, 55 cords [wood] and 2,000 hoop poles; Susan Baker, 700 bushels wheat and 400 bushels corn.

Departures.
Boats Burrows, Charles Williams, Governor Sprigg, Pilgrim, Ohio, J. L. Lynn, Boyer & Watson, V. Marmaduke, Mary Alice, John Snyder, Seneca, R. K. Lambell, Laura Flanagan, General F. Pierce, Hugh Smith, Mary Mertens, and Dennis J. McCoy, for Cumberland and intermediate points.

States, Fri. 8/28/57, p. 3. The Alexandria Gazette says: “In consequence of the low water in the Chesapeake and Ohio Canal, the arrivals of boats for the past few days have been few, and business at the coal wharves at this point is somewhat depressed. It is stated that the great quantity of water used by the mills, and for other purposes, at Georgetown, causes this deficiency in the regular supply of water in the canal.

GEORGETOWN
The Renovation of the Basin.
Before the construction of the present levee or mole at the termination of the basin, the tide of the river ebbed and flowed into Rock creek; it rose in altitude about four feet, and reached up as far as the old paper-mill dam. At high tide, vessels of considerable tonnage could float up the creek; and, if double tidal locks had been constructed at the entrance of the creek to admit the tide, and when the creek was full to shut the gates, there would have been water sufficient at every tide to lock into the river all the boats that would ever navigate the Chesapeake and Ohio Canal.

The basin, then, would always have had abundance of water to float any boat, where it now has abundance of mud, from the fact that the alluvium has no outlet to the river. If locks
had been constructed on the principle above stated, they could have been opened in times of freshets, and all the sediment would have passed out of the creek into the river, without doing any more damage to the navigation of the river than before the locks were constructed. The only renovation of the basin is, to let the mud pass out into the river in times of high water.

Sat. 8/29/57, p. 2. **The Canal** continues in excellent boating order, and the shipments of coal are heavy. The whole number of boats now engaged in the coal trade is about 250, capable of carrying about 27,000 tons.

**Allegany Coal Trade.**

Shipments of Coal for the week ending Saturday, August 22, 1857, and for year to that date:

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>1,356.12</td>
<td>3,489.09</td>
<td>4,848.01</td>
<td>97,123.10</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>402.17</td>
<td>402.17</td>
<td></td>
<td>14,039.15</td>
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<tr>
<td>Hoffman Co.</td>
<td>22.16</td>
<td>436.06</td>
<td>459.03</td>
<td>1,813.02</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,783.07</td>
<td>3,828.15</td>
<td>3,708.02</td>
<td>110,067.16</td>
</tr>
</tbody>
</table>

By the Cumberland & Pennsylvania Railroad

<table>
<thead>
<tr>
<th></th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>65.00</td>
<td>601.00</td>
<td>758.09</td>
<td>16,304.05</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>551.00</td>
<td>1,139.00</td>
<td>1,690.00</td>
<td>42,826.13</td>
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<tr>
<td>Allegany Co.</td>
<td>759.00</td>
<td>813.00</td>
<td>1,377.00</td>
<td>26,911.03</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td></td>
<td></td>
<td></td>
<td>721.15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,374.00</td>
<td>2,643.00</td>
<td>4,017.00</td>
<td>85,720.16</td>
</tr>
</tbody>
</table>

**States**, Sat. 8/29/57, p. 3. **GEORGETOWN**

**Arrivals by the Canal.**

Boats Juno, 109 tons coal; Rowland, 111; Mary A. Flanagan, coal; Neptune, 25 cords of wood; Old Dominion, 101 tons coal; Thomas Jefferson, with limestone; Julia A. Elgin, 1,900 bushels of wheat and 600 bushels of corn; James A. Fitzpatrick, 72 tons coal and 30 tons cement; P. E. Haldeman, 117 tons; Grey Fox, 114; Lonaconing, 118; Elizabeth Ann, 118 tons; A. F. Snouffer, 120 tons coal; Jacob Charles, 1,000 bushels of corn, 1,100 bushels of wheat, 30 bbls. of whiskey and 200 empty flour barrels.

31 boats have departed for Cumberland and other points.

**States**, Mon. 8/31/57, p. 3. **GEORGETOWN**

**Arrivals by the Canal.**

Boats Sir John Franklin, 5,000 bushels corn; Daniel Shriver, 110 tons coal; N. J. Benston, 120 tons; Amos Young, 106 tons; Eliza Benner, 113 tons; Lynn, 117 tons; Joseph Eichelberger, 114 tons; David Harsh, 115 tons; Belle, 964 bbls. flour and 500 bushels corn; James Crawford, 115 tons coal; and Rough & Ready, 908 bushels corn, 398 bushels oats and 900 bushels wheat. Since Saturday, 24 boats have departed for Cumberland and other points.

The steamer J. L. Cathcart starts today for Cumberland. Her proprietor is sanguine that he can make the trip there and return with a load of coal by Saturday next, the 5th of September.

**Sun**, Wed. 9/2/57, p. 1. **Affairs in Allegany County.** - We copy the following from the Cumberland Civilian:

Coal Shipments for Last Week. - The shipments of coal for the week ending on Saturday last were perhaps the largest ever sent for the same time from the Cumberland coal fields. The George's Creek Company sent 3,035 tons; American Company 2,743 tons; Detmold Company 666 tons; Franklin Company 1,121 tons; Hampshire Company 1,868 tons; making from the George's creek region 9,433 tons. From the Frostburg region the Frostburg Company sent 1,345 tons; Borden Mining Company 2,810 tons; Allegany Company 1,819 tons; Cumberland Coal and Iron Company 7,366 tons; making from this region 13,340 tons, and from both 22,773 tons; 13,006 tons of this amount was transported to market via the canal, the balance 9,767 tons, by railroad.

Business on the Canal. - For the week ending on Saturday last 118 boats carrying 13,006 tons of coal, descended the Chesapeake and Ohio Canal. This is the largest week's business ever done upon this work, and it is an indication of what may be expected from this improvement should it hereafter be kept in navigable order. The total number of boats that have left this port since the navigation was resumed in the later part of July last is 478, carrying 51,311 tons of coal, which, at the average price of $4.25 per ton at Alexandria, amounts to the nice little sum of $218,072.
Arrivals by the Canal.

Boats John Moore, limestone; W. Wolvington, 113 tons coal; Southampton, 100 tons; Jack, 115; Horace Resley, 119; T. S. Inglehart, 112; Wm. H. Bryan, 109; L. G. Stanhope, 109; E. Rinehart, 122; B. M. Blocker, 116; Mary Ellen, 120; James Boyce, 116; Gen. Mercer, 116; H. A. Dutrow, 113; J. B. Hays, 121; and Benj. Mitchell, 114.

Departed since September 1st, 21 boats.

The Canal. - The trade on the Chesapeake & Ohio Canal has been quite brisk, though we regret to state that a serious disaster has occurred on the Williamsport level, that may cause a suspension of navigation for ten days. About fifty feet of the towpath has been washed out. This is peculiarly unfortunate just now, but measures were taken immediately to repair the accident, and from the energy of the Board of Directors we may predict a speedy resumption of navigation.

Cumberland C. & I. Co. - During the past year this Company has purchased 42 hopper cars, 15 new Canal boats and rebuilt 25. Its equipments now consist of 141 cars and 75 canal boats, 5 first class and 2 second class locomotives, and 457 mine cars, which enable them to ship 350,000 tons of coal per annum, without further outlay. Out of last year's earnings more than half the bonded debt of the company was paid, besides increasing the facilities for the transportation of coal, as above specified.

Coal Trade on Canal. - Up to Thursday evening of this week 60 boats had left this port, carrying an average of 110 tons.

Allegany Coal Trade.

Shipments of Coal for the week ending Saturday, August 29, 1857, and for year to that date:

<table>
<thead>
<tr>
<th>Company</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>78.03</td>
<td>1,267.04</td>
<td>1,345.07</td>
<td>17,650.12</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>315.08</td>
<td>2,495.00</td>
<td>2,810.08</td>
<td>45,637.01</td>
</tr>
<tr>
<td>Allegany Co.</td>
<td>179.05</td>
<td>1,539.09</td>
<td>1,818.11</td>
<td>26,759.17</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>721.15</td>
<td></td>
<td></td>
<td>92,769.05</td>
</tr>
</tbody>
</table>

Sun, Sat. 9/5/57, p. 1. Chesapeake and Ohio Canal. - The board of directors of the Chesapeake and Ohio canal met on Thursday in regular monthly session. All the members present except Mr. Cowdy, and the president of the board, Mr. Maulsby, in the chair. The amount of money actually received by the company for the twenty-three days of August on which navigation was possible, was $19,464.53, but this will be increased from the Harper's Ferry collection, so that $20,000, or approaching one thousand dollars a day, will be the receipts for August. Most of the business of the meeting consisted in making arrangements with contractors. We regret that a break has occurred in the canal about six miles this side of dam No. 5. It is not serious, however.

States, Sat. 9.5.57, p. 3. GEORGETOWN Canal

The rumor which was current in town yesterday concerning a breach in the canal, is confirmed by the following letter:

“Williamsport, Sept. 3, 1857, “Just as the boat Charles was about leaving yesterday, the news came to the lock-keeper to draw off the level – that a heavy leak had occurred. Everything was in bustle for a while, as there were several boats lying there. We managed to get through the locks, and one other boat; when the water fell so rapidly that the others had to remain. The break will take some time to repair. It is represented to be 103 feet long and about 25 feet deep.”

The Canal – The trade on the Chesapeake and Ohio Canal has been quite brisk, though we regret to state that a serious disaster has occurred on the Williamsport level that may cause a suspension of navigation for ten days. About fifty feet of the tow-path has been washed out.
This is peculiarly unfortunate just now, but measures were taken immediately to repair the accident, and, from the energy of the directors, we may predict a speedy resumption of navigation.

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Arrivals by the Canal.
Boats General Cass, 112 tons coal; Utica, 124 tons; G. W. Rohrback, 116 tons; M. R. Zimmerman, 110 tons; Neptune, 26 cords wood; Freeman Rawdon, 105 tons coal; William P. Maulsby, 4,000 bushels corn; H. K. Lambell, 142 bbls. flour and 689 bushels corn; Engine, 116 tons coal; James P. Wright, 117 tons; Dr. Grimes, 116 tons; Martha Hoffman, 115 tons; Enterprise, 83 tons; Charles H. Ohr, 113 tons; and Charles F. Mudge, 116 tons.

Sun, Mon. 9/7/57, p. 1. Another Canal Break. - The National Intelligencer says:
There has been another break in the Chesapeake and Ohio Canal at Sharpless' Landing, three miles above Williamsport, Maryland. This break was caused by a leak in a culvert. It is 109 feet long and 25 feet deep. Five weeks, it is estimated, will be required to repair it.

States, Mon. 9/7/57, p. 3. GEORGETOWN Arrivals by the Canal.
Boats General Taylor, cargo of wheat and corn; Boyer & Watson, 500 bbls. flour and 18 cords of wood; Hopewell, 108 tons coal; Emily Francis, 112 tons of coal; Mountain Ranger, 109 tons; J. J. Watson, 117 tons; E. F. Folger, 95 tons; Sarah Jane, 116 tons; Thomas Jefferson, 85 perches limestone; J. Randolph, 2,000 bushels of corn; Louise, 113 tons of coal; Pioneer, 100; Reindeer, 110; Kate McCormick, 120; and C. S. Moore, 117 tons of coal.

Sun, Tue. 9/8/57, p. 1. The Chesapeake and Ohio Canal. - Gloom and depression mark the present aspect of affairs wherever they are in any way bound up with the fortunes of the canal. That a break should burst out in whole cloth, as it were, in the midst of fine weather, with no freshet in the river, and after so long a suspension of navigation as has been suffered this summer, is discouraging indeed; and what makes the matter more provoking is the generally received statement that a day or two of loud warning of a probable rupture was given. We now learn that a break had occurred at the culvert for thirty-six hours or so previous to the breaking away of the canal banks. Twenty dollars might have been more than sufficient to have put all right again had the matter been taken in hand in good time; whereas the cost of repair, added to the loss of tolls for ten or twelve days, (which is the minimum time allowed,) will now make a difference to the treasury of the canal of nearly ten thousand dollars. One would have supposed that the lesson taught in the unnecessary and easily avoidable break on the Georgetown level would have prevents an early recurrence of such a thing. Whilst the directory of the canal appears to be faithfully and energetically engaged in their duties, the subordinates are too often open to charges of indecision, remissions, or want of judgment and industry. - National Intelligencer.

States, Tue. 9/8/57, p. 3. GEORGETOWN Canal
A letter from the superintendent of the Williamsport division, received this morning, says: “I visited the break about two and half miles above Williamsport. It is a serious one, and will require about ten days to repair. About 400 cubic feet of earth have been washed out. It measures 110 feet in length. The embankment rested on a smooth shelving rock, not benched, and has, no doubt, been getting ready to slide for some time. The boss worked hard to save it, and made a narrow escape from being drawn through the break,”

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Arrivals by the Canal.
Boats Saloma Clarke, cargo limestone; Joel Charles, 810 bbls. flour and 120 bbls. whiskey;
Canal Trade - 1857

Wm. H. Crist, 109 tons coal; and W. McAtee, 118 tons coal.

**Departures.**


**States, Wed. 9/9/57, p. 3. The River.**

Arrived yesterday at Alexandria, 10 river craft with wheat, corn and oats for Alexandria merchants; also, two coal vessels light, and two loaded coal boats via the canal.

At the Washington canal, one large lumber schooner from Port Deposit.

**States, Fri. 9/11/57, p. 3. GEORGETOWN**

**Steamer J. L. Cathcart.**

Which left our town on Monday, August 31, at 20 minutes past 2 o’clock, arrived at Cumberland on Thursday following, and immediately took in a load of coal for Georgetown, but was stopped on her way down by the break at Williamsport. If it had not been for this occurrence, she would have arrived in town on Saturday evening, the 5th September. The enterprise has been successful. The steam-horse eats no provender during a suspension of navigation, while the horse-teams are a continued expense to the owners.

**Arrivals by the Canal.**

Julia Elgin, 740 bushels wheat and 930 bushels corn; Eliza Ann, 1,984 bushels wheat, 180 bushels meal, 1,800 lbs. sumac and 300 lbs. bones; Star, limestone; Hugh Smith, limestone; Flanagan, limestone; Niagara, 43 bbls. flour and 37 cords bark.

Sat. 9/12/57, p. 2. **The Canal.** - The repairs of the Canal at the Williamsport level are being pushed forward with commendable energy. A letter arrived from Washington, on Tuesday, from the Superintendent of the division, says: "I visited the break about two and half miles above Williamsport. It is a serious one, and will require about ten days to repair. About 400 cubic feet of earth have been washed out. It measures 110 feet in length. The embankment rested on a smooth shelving rock, not benched, and has, no doubt, been getting ready to slide for some time. The boss worked hard to save it, and made a narrow escape from being drawn through the break."

**Sun, Sat. 9/12/57, p. 3.**

[Transcriber's Note: The advertisement for hands ran three times.]

**Sun, Sat. 9/12/57, p. 4. Alexandria, Sept. 11.** - A dispatch was received yesterday afternoon, which states that the repairs on the Chesapeake and Ohio Canal, near Williamsport, are nearly completed, and that water would be let in today, and boats would be able to pass on tomorrow afternoon.

**States, Mon. 9/14/57, p. 3. GEORGETOWN**

**Manufactories.**

During the past week we laid before our readers some hastily written views in reference to the employment of manufactories in Georgetown; and the more we have thought upon the subject, the more we are convinced of the beneficial tendency that will inure to out citizens generally. At this day, the spirit of enterprise is everywhere manifested throughout our land; and wherever water-power can be introduced, it is speedily brought into active operation; and where manufactures are most encouraged, there is the most certain growth, and most lasting benefit the result. Shall we alone remain idle, and continue behind the age of improvement, and be pointed at as a people without energy and enterprise? We certainly have the spirit of improvement within us, as has been manifested on several occasions, such as the formation of the
“Importing and Exporting Company.; the construction of the Chesapeake and Ohio canal, the running of packet boats upon the same, and last, but not least, the subscription to the Metropolitan Railroad of some $300,000 by the citizens of our town, including the Corporation, which was to be the beginning of a grand railroad enterprise, which, from some unforeseen causes, sleeps the sleep of death. We believe about $50,000 were spent in railroad surveys in finding a suitable route through Montgomery county, Maryland, to the Baltimore and Ohio Railroad. The route was duly delineated on paper, and, thus far, remains finished to the present time.

If this $50,000 had been expended in the construction of a manufactory of some kind in the town, it would have yielded a greater dividend to the proprietors than the paper railroad will ever yield to the stockholders. Cannot, then, a sum of money be raised for manufacturing purposes which will more likely pay a remunerative reward to the stockholders than if invested in Louden, Hampshire, or any other railroad project? Shall we, with a water power of thirty-three feet above tide-water, refuse its benefits, when we know what has been done in other places?

Canal.

From a letter just received, the break above Williamsport is so far repaired as to admit the passage of empty boats. As the river is low, loaded boats will find it difficult to pass until there is rain.

States, Tue. 9/15/57, p. 3. GEORGETOWN
Arrivals by the Canal.
Boat Ida, 2,300 bushels corn, 66 bbls. flour, 65 bushels wheat and 5 tons iron.

Departures.

Canal

The following letter relating to the canal has just been received:

“For fear that you may rely upon dispatches reporting that the water was put in here on Saturday, I write to inform you that the water will not be let into the canal before this evening, if then; there is but 3½ feet of water on the mitre sill at dam No. 5; and, unless they succeed in tightening the dam, which they are trying to do, loaded boats will not be able to pass until there is sufficient rain to raise the river.”

States, Thu. 9/17/57, p. 3. GEORGETOWN
Arrivals by the Canal.
Boats Enterprise, 666 bbls. flour; Seneca, 2,500 bushels corn and 225 bbls. flour.

Sat. 9/19/57, p. 2. Allegany Coal Trade.
Shipments of Coal for the week ending Saturday, September 12, 1857, and for year to that date:

<table>
<thead>
<tr>
<th>By the Cumberland Coal &amp; Iron Co's Railroad</th>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. C. &amp; I. Co.</td>
<td>819.12</td>
<td>379.04</td>
<td>1,199.06</td>
<td>108,770.01</td>
</tr>
<tr>
<td>Everett &amp; Co.</td>
<td>79.08</td>
<td>45.12</td>
<td>125.00</td>
<td>11,993.10</td>
</tr>
<tr>
<td>Hoffman Co.</td>
<td>54.09</td>
<td>161.19</td>
<td>216.08</td>
<td>3,736.18</td>
</tr>
<tr>
<td></td>
<td>953.09</td>
<td>586.15</td>
<td>1,540.14</td>
<td>123,502.09</td>
</tr>
</tbody>
</table>

By the Cumberland & Pennsylvania Railroad

<table>
<thead>
<tr>
<th>To R. R.</th>
<th>Canal</th>
<th>Week</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frostburg Co.</td>
<td>113.19</td>
<td>113.19</td>
<td>17,650.12</td>
</tr>
<tr>
<td>Borden M'g Co.</td>
<td>383.19</td>
<td>383.19</td>
<td>45,637.01</td>
</tr>
<tr>
<td>Alleghany Co.</td>
<td>72.14</td>
<td>72.14</td>
<td>28,759.17</td>
</tr>
<tr>
<td>Wellersburg Co.</td>
<td>497.18</td>
<td>721.15</td>
<td>92,769.05</td>
</tr>
</tbody>
</table>

States, Mon. 9/21/57, p. 3. GEORGETOWN
Arrivals by the Canal.
Boats Boyer & Watson with 1,094 bbls. flour, 100 bushels corn and 296 bbls. flour; K. H. Lambell, 43 blls. flour, 500 bushels wheat, and 350 bushels corn; and J. K. Randolph, 20 cords wood.

States, Mon. 9/28/57, p. 3. GEORGETOWN
Arrivals by the Canal.
Arrived at the canal. three lumber schooners and seventeen long-boats with wood, sand, &c.

States, Thu. 10/1/57, p. 4. GEORGETOWN Canal.
The Cumberland *Civilian* says that there are upwards of 250 boats loaded with coal between that place and Williamsport, and it was expected they would get off this week, as the water on Saturday last had been increased, by the stoppage of leaks, to three feet nine inches, which is only about a foot less than is required.

**Coal.**

During last week, the George’s Creek Company sent from their mines 1,908 tons; the Franklin 729 tons; the Hampshire 355 tons; Cumberland Coal and Iron Company 5,386 tons; Frostburg 1,000 tons; Borden 2,000; Allegany 1,050 tons – all in one week. We may reasonably expect a large number of coal boats the last of this week.

**Arrivals by the Canal**

Boats W. T. Hamilton, 871 bbls. flour, 10 bbls whiskey and 200 pounds castings; Joel Charles, 850 bbls flour; Saloma Clarke, limestone; Rescue, coal; Eliza Ann, 80 bushels wheat and two stages; J. R. Ward, 2,300 bushels corn; Sir John Franklin, 227 bbls. flour, 241 bbls. whiskey and 2,000 bushels corn.

**Sun, Fri. 10/2/57, p. 1. The Canal.** - The boat Denton Jacques, from Cumberland, with coal to the Cumberland Coal and Iron Company, arrived yesterday morning. The captain reports a rise in the water in the Chesapeake and Ohio Canal, and the stoppage of the leaks at dams Nos. 4 and 5. He also reports a large number of boats on their way to this place. Several that were unable to pass on account of the low stage of water in the canal and their heavy loads were being lightened, and would then proceed, and are expected to arrive in a day or two. - *Alexandria Gazette*, Sept. 30.

Sat. 10/3/57, p. 2. **The Canal.** - The level below Dam No. 5 is sufficiently filled with water to pass loaded boats, and consequently there is considerable improvements in the coal shipments this week. A letter dated Williamsport, 28th ult., says, that in all probability there will be sufficient water for the remainder of the season.

**Allegany Coal Trade.**

| Shipments of Coal for the week ending Saturday, September 26, 1857, and for year to that date: - **By the Cumberland Coal & Iron Co’s Railroad.** |
| To R. R. | Canal | Week | Year |
| C. C. & I. Co. | 761.10 | 4,155.18 | 4,917.08 | 114, 504.10 |
| Everett & Co. | 11,995.10 |
| Hoffman Co. | 469.02 | 469.02 | 4,451.10 |
| **Total** | 761.10 | 4,625.00 | 5,386.10 | 130,931.10 |

| By the Cumberland & Pennsylvania Railroad |
| To R. R. | Canal | Week | Year |
| Frostburg Co. | 113 | 889 | 1,002.00 | 18,652.00 |
| Borden M'g Co | 2,002 | 2,002.00 | 49,639.00 |
| Allegany Co. | 10 | 14.07 | 15.07 | 49,365.17 |
| Wellersburg Co | 721.15 |
| **Total** | 123.00 | 2,905.07 | 3,019.07 | 98,555.17 |

**States, Sat. 10/3/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**

Boats James Crawford, 106 tons coal; Juno, 112; Miles Standish, 113; Wm. Borden, 114; Mary Mertens, 117; P. F. Thomas, 30 cords wood; Wm. Hext, 115 tons coal; Georgiana Darrow, 111; Boyer & Watson, 725 bbls. flour; H. A. Duston, 111; R. P. Dodge; Gen. Mercer, 112; Susan Baker, 106 tons coal; Col. Young, 107 tons; E. K. Huntly, 113 tons; H. Resley, 117 tons; Lonaconing, 113 tons and J. B. Hays, 115 tons.

**Departures.**

Since the 1st October, 22 boats have departed for Cumberland and other points.

**States, Mon. 10/5/57, p. 3. GEORGETOWN**

**Coal.**

We learn that 11,152 tons of coal were received by canal at Alexandria during the week ending October 3.

**Arrivals by the Canal.**

Boats Martin Hoffman, 108 tons coal; John Savan, 118 tons; Isaac Motter, 115 tons; George Lynn, 111 tons; Wm. McMahan, 47 tons and 40,000 feet lumber; Den. Mousy, 113 tons; Charles Embrey, 113 tons; Democrat, 111 tons; Charles F. Mudge, 116 tons; M. Jackson, 200 bushels wheat and corn and 1,000 bushels oats; James Fitzpatrick, 102 tons; Sally Grimes, 115 tons; J. F. McHaffy, 113 tons; L. G. Stanhope, 108 tons; J. T. Rowland, 111 tons; Ann Gilleece, 108 tons; F. & A. H. Dodge, 111 tons; Niagara, 113 tons; Union, 109 tons; James Ferrell, 111 tons; James Boyce, 108 tons; Charles F.
Newman 112 tons; J. Eichelberger, 112 tons; Daniel Harsh, 113 tons; Elizabeth Ann, 109 tons; John Lazier, 60 cords bark; Joseph Grove, 100 tons; Elizabeth Mose, 114 tons; and R. Stewart, 119 tons.

*States*, Tue. 10/6/57, p. 3. GEORGETOWN Arrivals by the Canal.
Steamer J. L. Cathcart, with coal; [Boats] Reindeer, 106 tons; Laura Flanagan, 85 perches limestone; R. Collier, 700 empty barrels; G. W. Riggs, 110 tons coal; Eliza Benner, 118 tons; M. Clagett, 109 tons; James Buchanan, 109 tons; Juniata, 116 tons; A. Cary, 97 tons; The Pilgrim, 118 tons; Gen. Tyson, 122 tons; John Dutton, 113 tons; Emma Renishaw, 115 tons; James K. Polk, 110 tons; J. F. Wheatly, 466 barrels; John Hurlburt, 118 tons; Annie E. Arts, 108 tons; and P. B. Petrie, 115 tons.

Departures.
Twenty-two empty boats have departed since October 3 for Cumberland and intermediate points.

*Sun*, Wed. 10/7/57, p. 2. The Canal and Coal Trade. - The Cumberland Civilian anticipates that the failure of the Cumberland Coal and Iron Company will have a disastrous effect upon the boating business on the Chesapeake and Ohio Canal, and that many miners and laborers will be thrown out of employment. For the week ending on Saturday last the George's Creek Coal and Iron Company shipped from their mines 2,515 tons of coal; Franklin 266 tons; Detmold 350 tons; and Hampshire 527 tons.

*States*, Wed. 10/7/57, p. 3. GEORGETOWN Arrivals by the Canal.
Boats N. H. Smith, 103 tons coal; O. D. Fellow, 113 tons; John Beall, 110 tons; A. S. Snauffer, 116 tons; Ben Mitchell, 107 tons; J. R. Jordan, 119 tons; R. G. Violet, 111 tons; J. J. Man, 116 tons; M. R. Hall, 110 tons; J. Snider, 110 tons; Mary Alice, 109 tons; Charles Williams, 112 tons; Martha Banks, 119 tons; E. A. Cook, 119 tons; Rebecca, 103 tons; and J. H. Davis, 103 tons.

Departures.
17 boats have departed since yesterday.

*Sun*, Thu. 10/8/57, p. 4. Supposed Murder. - The body of Thos. Hearney, (supposed to have been murdered,) was found in the Chesapeake and Ohio Canal, in Washington county, last week.

*States*, Thu. 10/8/57, p. 3. GEORGETOWN Arrivals by the Canal.
Boats Rescue, 108 tons; Denton Jacques, 100 tons; Martha, 116 tons; Douglas, empty; Goliath, 104 tons; Ann Woodward, 102 tons; M. S. George, 100 tons; and Jason Parker, 92 tons coal.

*States*, Fri. 10/9/57, p. 3. GEORGETOWN Canal.
J. H. McHenry Hollingsworth, of Maryland, was yesterday appointed collector of tolls for the Chesapeake and Ohio Canal Company, at the office in Georgetown, in the place of William Mathews, resigned. Mr. Hollingsworth had been clerk in the office for the last two years, and is perfectly familiar with the routine of business. His appointment will give satisfaction to all persons having business with the office.

Arrivals by the Canal.
Boats Wm. P. Maulsby, 2,000 bushels wheat and 1,000 bushels corn; Sarah Jane, 114 tons coal; Wild Kate, 107 tons coal; Yankee, 115 tons; Augonetta, 110 tons; and W. K. Zimmerman, 105 tons.

*Sun*, Sat. 10/10/57, p. 4. Mr. John McHeary Hollingsworth has been appointed collector of the Chesapeake and Ohio Canal for Georgetown, D. C., in the place of Wm. Matthews, resigned.

*States*, Mon. 10/12/57, p. 3. GEORGETOWN Canal.
Since our last report, the trade upon the canal has been brisk, the leaks at the dams have been stopped, and the prospect before us is a good
business, until the navigation is closed by ice. During the last two days, many boats have arrived and departed, as follows:

**Arrivals by the Canal since Saturday**

Boat Right Bower, 117 tons coal; Wm. J. Mills, Dr. Grimes, 113 tons; Buena Vista, 107 tons; Hopewell, 106; Self-Bower, 108; Catharine Shafer, 510 bbls. flour; Wm. Bird, 104 tons coal; James B. Crawford, 100; Emily Frances, 105; P. F. Thomas, 280 bbls. flour, 110 bushels oats and 50 bushels offal; Union, 112 tons coal; W. Wolvington, 105; F. Bloodgood, 125; Reporter, 103; Capt. King, 102; Eliza Wolf, 92; O. Baley, 104; A. J. Boone, 110; Jacks, 115; Old Dominion, 102; Juno, 100; S. McDonald, 115; and Julia Elgin, 20 cords of wood.

**Departures**

Sixty boats have departed for Cumberland and other points since the 7th October.

The above advertisement first appeared on Oct. 12, 1857 and ran daily, 8 times. Of note is that Mr. Gallaher noted that a packet boat could bring workers from Georgetown to Seneca, and a train could bring workers from Baltimore to Washington, where an Omnibus could carry them to the packet boat. Mr. Gallaher paid wages in gold.

**States, Thu. 10/15/57, p. 3.** GEORGETOWN

**Arrivals by the Canal.**

Boats Enterprise, 237 bbls. flour, 13 bbls. apples and 100 empty barrels; Lonaconing, No. 3, 110 tons coal; Daniel Webster, Mountain Ranger, 102 tons; J. F. Sterling, 96 tons; D. S. Minor, 102 tons; R. H. Beall, 94 tons; and Clementine, 112 tons.

The late rain of Thursday and Friday made the canal flush with water, so that the boats can now come down without dragging bottom. Ten boats arrived yesterday at Ray’s wharf, from the American Coal Company, which is awaiting orders for shipments.

**Departures.**

Seventeen boats have departed since yesterday for Cumberland.

**States, Mon. 10/19/57, p. 3.** GEORGETOWN

**Arrivals by the Canal.**

Boats Jefferson City, empty; Colonel George, wheat and corn; Charles F. Mudge, 104 tons coal; J. Huber, 104 tons coal; Boyer & Watson, 850 bbls. flour; James S. Essex, 90 tons coal; Seneca, 390 bbls. flour, 151 bushels meal, 794 bushels offal and 500 lbs. bacon; D. Morrissey, 98 tons coal; Niagara, 99 tons; Sir John Franklin, 104 tons; G. W. Rohrback, 118 tons; H. Resley, 100 tons; and Louisa, 107 tons.

Seventeen boats have departed since Saturday for Cumberland.
States, Wed. 10/21/57, p. 3. GEORGETOWN

Arrivals by the Canal.
Boats Rescue, 99 tons coal; Wm. Elder, 110 tons; Douglas, ___ tons; G. W. Hetzer, 107 tons; Dr. McKaig, 92 tons; C. F. Newman, 101 tons; F. & A. H. Dodge, 95 tons; J. T. Mehaffey, 100 tons; Charles Embrey, 101 tons; and J. B. Crawford, 110 tons.

Departures.
Thirty-nine boats have departed for Cumberland and other points since Monday, October 19.

States, Thu. 10/22/57, p. 3. GEORGETOWN

Arrivals by the Canal.
Boats Lilly Dale, 109 tons coal; Martha Banks, 100 tons; V. Marmaduke, 92 tons; T. Inglehart, 106 tons; William B. Bryan, 121 tons; Ann Gilleece, 99 tons; E. Moore, 98 tons; Samuel Strider, 117 tons; James Terrell, 93 tons; Martha Hoffman, 97 tons; N. Nagle, 96 tons; and David Lynn, 95 tons.

States, Fri. 10/23/57, p. 3. GEORGETOWN

Arrivals by the Canal.
Boats William McMahan, 101 tons coal; Saloma Clarke, limestone; Isaac Motter, 106 tons; J. T. Rowland, 111 tons; David Lynn, 95 tons; Pioneer, 96 tons; Martin Hoffman, 97 tons; and James Terrell, 93 tons.

Departures.
Twenty-eight boats have departed for Cumberland and other points since Wednesday, the 21st.

Canal.
The water is now sufficiently ample to float loaded boats on every level of the canal, but few are arriving in proportion to the number this time last year. It has been occasioned by the suspension of the mining companies in Allegany county, who have resolved not to mine any more coal except what they can sell for cash. Even the shipping of coal at our wharves has become very limited, occasioned by the derangement in money matters. The Borden and American Companies have determined to place their coal upon the wharves, and let it remain until next spring before shipment, unless they can receive cash for the same. This militates against a large portion of the laboring class of people, who have met with constant employment and sure pay at the coal wharves. Many of them have gone to the water-works since the works have been rendered healthy by the late frost, where they will find plenty of employment during the fall and winter.

States, Mon. 10/26/57, p. 3. GEORGETOWN

Canal.
It is now seven years since the Canal was completed to Cumberland, when large expectations were formed in reference to the trade upon the same; but those expectations have not been realized; untoward events have checked boating on the Canal, and many persons have become disappointed by footing up bills occasioned by being engaged in the boating business. We remember well the completion of the Canal, and the first boat that arrived at Georgetown, freighted with coal. It was on Thursday, the 17th October, 1850, that the Freeman Rawdon arrived in Georgetown, loaded with coal from the mines of Allegany county. She came in with a full team of six horses, and firing a salute on her arrival, which waked up the town. Everybody ran to the Canal to see the black diamonds that were to enrich our town and make us a prosperous people; but we have been sadly disappointed in our expectations.

Today we only report eight arrivals since Saturday morning, bringing 717 tons of coal from Cumberland. It was expected, on finishing the canal, that one millions of tons would be annually boated to tide-water. This being the fall season of the year, when the farmers ought to be sending their produce to market; but none makes its appearance. No flour, wheat, corn or grain of any kind is coming in; the canal appears to be a blank sheet of water, with no boats floating upon its bosom, and none in sight. This looks bad for a work that has cost more then eleven millions of dollars, and does not yield tolls sufficient to pay
the salaries of its officers and keep its banks in
repair; but all kinds of banks are in bad repute at
this time – not only canal banks, but money
banks too. Probably the suspension has operated
upon the one as well as the other, and we must
bear with fortitude the evils of the day, hoping
for a better condition of things in future.

**Arrivals by the Canal.**

Xenophon, 105 tons coal; A. Casy, 85 tons; M.
L. Rawdon, 108 tons; Mary Fly, 101 tons; Ben
Mitchell, 109 tons; E. M. Huntley, 117 tons;
Captain A. King, 92 tons; and M. Herst, 115
tons.

**Departures.**
Thirteen boats have departed since Saturday.

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**Chesapeake and Ohio Canal.** - It appears by a statement in the
Cumberland Civilian that, during the present
season, 875 boats have passed over this canal,
carrying 106,362 tons of coal, the toll on which,
at 45 cents per ton, amounts to $47,862. To this
will be added a toll of $9 per boat, amounting to
$7,875, making the total receipts to the canal
from the coal trade for the season to date
$55,737. This sum has been expended in repairs,
salaries, &c., and falls short of meeting the
expenses incurred for the same time many
thousands of dollars. The canal is now in good
condition, and boats arriving and departing
freely; but, owing to the difficulty of selling coal
for cash, occasioned by the stringency in the
money market, a number of the coal companies
talk of curtailing operations. Thus it goes, when
the companies were prepared to ship coal on an
extensive scale, the canal was [not] navigable,
and now that the canal is in order, the companies
cannot sell their coal for cash, and consequently
are obliged to limit their operations.

**States, Wed. 10/28/57, p. 3. GEORGETOWN**

**Canal Navigation on the Sabbath.**
We are informed that a petition, originating in
Cumberland, has been sent to this city for
signatures, urging the directors of the
Chesapeake and Ohio Canal Company to prevent
the navigation on the canal on Sundays. A thing
so manifestly in conflict with the religious and
moral convictions of the people and the laws
under which they live, should not require such a
petition to induce its avoidance; and yet, such are
the vicissitudes of this canal, that many
exceptions must be made of uniform application
under other circumstances.

**Canal.**
We learn from the Cumberland Civilian, that
during the past season 875 boats have passed
down the canal to Georgetown, carrying 106,362
tons of coal, the toll on which, at 45 cents per
ton, amounts to $47,862; to which is to be added
the toll for the boats, being $7,875, making the
receipts to the Canal Company up to this time
$55,737; all of which has been expended in
repairs and salaries, and falling short of the
actual expenses of the company.

**Arrivals by the Canal.**
Boats J. Cookendorfer, 114 tons coal; Minor,
108 tons; James K. Polk, 108 tons; John
Humbird, 118 tons; P. B. Petrie, 115 tons; The
Pilgrim, 127 tons; and Oliver Boley, 113 tons.

**Departures.**
Twenty-four boats have departed since Saturday
for Cumberland and other points.

**States, Fri. 10/30/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**
Boats Mary A. Flanagan, limestone; Horace
Resley, 114 tons coal; F. Rawdon, 113 tons;
Augusta, 103 tons; Gen. Tyson, 111 tons;
Thomas Devemcon, 112 tons; and G. Henderson,
115 tons.

**Departures.**
Twenty-seven boats have departed, since
yesterday morning, for Cumberland and other
points.

**States, Sat. 10/31/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**

Mr. Hollingsworth, the collector, informs us that
the amount of tolls collected during the month of
October, exceeds $10,000.

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During the past week, fifty boats have arrived by the canal, bringing about 5,000 tons of coal, which, at 45 cents per ton, pays $2,250. The toll on each boat from Cumberland is $4.08, making $204 – in the aggregate $2,454.

**Departures.**
Seventeen boats have departed since yesterday for Cumberland and other points.

**States, Mon. 11/2/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**
Boats Mary Mertens, 118 tons coal; Lonaconing, 106 tons; Mary R. Hale, 111 tons; William Jackson, limestone; Miles Standish, 114 tons coal; Captain Young, 119 tons; Juno, 116 tons; Phoenix, 114 tons; R. G. Violet, 55 cords bark; A. J. Boise, 109 tons coal; Clipper, 117 tons; Jane Louisa, 118 tons; Three Brothers, 96 tons; Isaiah, ___ tons; J. L. Loudoun, 110 tons; J. J. Mann, 109 tons; James Crawford, 119 tons; A. E. Artz, 113 tons; A. S. Bordon, 108 tons; Anyotte, 112 tons; Odd Fellow, 121 tons; Belle, 180 bbls. flour, 64 bushels apples, 60 bushels potatoes and 16 bushels onions; Gov. Sprigg, 1,000 bushels corn and 520 bbls. flour; Catharine Shaffer, 25 bbls. cement, 125 bbls. flour and 80 bushels potatoes.

**Departures.**
Twenty-one boats have departed for Cumberland and other points since Saturday.

**States, Tue. 11/3/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**
Boats Dr. Wm. McKaig, 117 tons coal; John Beall, 111 tons; Saloma Clarke, limestone; Old Dominion, 110 tons; Charles F. Newman, 119 tons; and Denton Jacques, 111 tons.

**States, Thu. 11/5/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**
Boats Kate McCormick, 110 tons coal; John Van Lear, 116 tons; Reindeer, 113 tons; C. H. Huntly, 113 tons; K. H. Lambell, 100 bbls. flour and 300 bushels corn.

**States, Fri. 11/6/57, p. 3. GEORGETOWN**

**Arrivals by the Canal.**
The President and Directors of the Canal Company held a meeting today at the City Hall, to take into consideration the proposition of the coal companies in reference to paying toll upon their cargoes every four months, as that is the usual time on which coal is sold for shipment.

**Departures.**
Thirty-three boats have departed for Cumberland and other points since our last report.

**Sun, Sat. 11/7/57, p. 4. Chesapeake and Ohio Canal Board.** - The board of directors of the Chesapeake and Ohio Canal Company held their monthly meeting at their office in the City Hall today. Col. Wm. P. Maultsby, the president, and Messrs. Coudy, Dodge, Grove and Devecmon were present. Mr. Brewer was prevented from attending by private engagements. I regret to say that Dr. James Fitzpatrick, of Cumberland, the other member of the board, has been detained by a severe illness, from which his friends apprehend a fatal termination. Dr. Fitzpatrick has been for many years connected with the business interests of the canal company. The tolls of the company for the month of October amount to upwards of $20,000. The trade of the
Canal, especially in coal, is very brisk; and there is a fair prospect, if the navigation remains unobstructed by ice during the month of November, that the tolls may amount for the remainder of the season to $30,000 more.

*States*, Thu. 11/12/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats James Crawford, 119 tons; Col. George, ___ tons; Oliver Bale, 108 tons; Mountain Ranger, 107 tons; David Shriver, 113 tons; James Boyle, 117 tons; E. Benner, 120 tons; William Hext, 123 tons; Thomas Jefferson, 83 perches limestone; and L. Flanagan, 85 perches limestone.

*States*, Fri. 11/13/57, p. 3. **GEORGETOWN Canal.**

The arrivals by the canal are very limited, not more than three boats having arrived since yesterday morning. Perhaps the late election in Maryland is the cause, as a new Board of Directors are talked of, and new superintenders of divisions, new lock-keepers, new collectors, and all other functionaries are to be new, out and out. No man dyed in Democracy can remain on the canal, or even drink out of it; he must go to the river to quench his thirst.

**Inquest.**

An inquest was held on the 10th inst. by Justice Reavor, in the absence of the coroner, in view of the body of Patrick Nealy. The jury found that the deceased, on Tuesday evening last, while attempting to jump on board of a canal boat while underway, accidentally fell into the canal and was drowned.

*Sun*, Sat. 11/14/57, p. 2. **The Canal.** - The Board of Directors of the Chesapeake & Ohio Canal held their monthly meeting in Washington on the 6th instant. The tolls for the month of October amount to upwards of $20,000. The board have determined to suspend the work on Dams Nos. 4 and 5. The reason for this is a lack of means. The trade of the Canal is brisk, and the National Intelligencer expresses the opinion that if navigation continues uninterrupted during November, the tolls may amount for the remainder of the season to $30,000.

*States*, Sat. 11/14/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats E. W. Denham, 114 tons; G. F. Pierce, 74 cords bark; Ambition, 109 tons; one gondola, 310 bushels wheat; George Lynn, 115 tons; Ann Gilleece, 107 tons; Mary Ellen, 115 tons; Charles F. Mudge, 117 tons; Sarah Jane, 113 tons; Star, 109 tons; H. Resley, 122 tons; Charles Embrey, 118 tons; and H. T. Weld, 109 tons.

**Departures.**

Thirty-three boats have departed for Cumberland and other points since our last report.

Mon. 11/16/57, p. 4. Seventy boats have arrived by the Chesapeake and Ohio Canal this week. The receipts of tolls is over $2,000.

**Mercury.**

*States*, Mon. 11/16/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats J. McHaffy, 116 tons coal; Joel Charles, 1,014 barrels flour and 10 barrels whiskey; Francis Bloodgood, 119 tons coal; Elizabeth Ann, 116 tons; Eliza Wolf, 102 tons; Jack, 113 tons; Clipper, 118 tons; F. & A. H. Dodge, 111 tons; and Neptune, 20 cords wood.

**Departures.**

Fifteen boats have departed since Saturday for Cumberland and other points.

*States*, Wed. 11/18/57, p. 3. **GEORGETOWN Arrivals by the Canal.**

Boats P. E. Walderman, 119 tons coal; G. W. Hetzer, 122 tons; N. J. Benston, 121 tons; Emma Reinhart, 120 tons; T. J. Mehaffey, 123 tons; Capt. King, 116 tons; and T. Cookendorfer, 113 tons.

**Departures.**

Twenty boats have departed for Cumberland and other points since yesterday.

*States*, Thu. 11/19/57, p. 3. **GEORGETOWN**
Arrivals by the Canal.
Boats Charles F. Newman, 117 tons; Dr. McKaig, 118 tons; Benj. Mitchell, 119 tons; J. N. Davis, 101 tons; Right Bower, 116 tons; and W. T. Hamilton, 115 tons.

Sat. 11/21/57, p. 2. The Canal. - But little business is doing on the Chesapeake & Ohio Canal, though the work is in excellent condition throughout. The shipments of coal are very light, owing mainly to the fact that the companies refuse to sell on time. Several parties engaged in boating have tied up their boats for the winter.

States, Sat. 11/21/57, p. 3. GEORGETOWN

Arrivals by the Canal.
Boats R. Zimmerman, 122 tons coal; R. K. Lambell, 200 bbls. flour and 600 bushels wheat, 250 bushels corn and 100 bbls. corn in the ear; John Randolph, 14 cords wood and 480 bushels corn; Right Bower, 116 tons coal; W. T. Hamilton, 100 tons; Mary S. Flanagan, limestone; Lonaconing, No. 2, 110 tons; Grey Fox, 111 tons; and J. H. Davis, 101 tons.

Departures.
Twenty-two boats have departed, since our last report, for Cumberland and other points.

States, Wed. 11/25/57, p. 3. GEORGETOWN

Departures.
Twenty-two boats have departed, since our last report, for Cumberland and other points.

States, Wed. 11/25/57, p. 3. GEORGETOWN

Arrivals by the Canal.
Boats Union, 109 tons coal; Pilgrim, 128 tons coal; B. M. Blocker, 120 tons coal; Robert Niblock, 40 cords wood; A. J. Boose, 118 tons coal; Elizabeth Mose, 119 tons coal; and James Crawford, 119 tons coal.

Sat. 11/28/57, p. 2. The Canal. – A heavy slide of rock occurred on the Cumberland Division of the Canal near the tunnel, on Monday last. It is thought it will require fully two weeks to repair. The canal at this point is frozen over tight and navigation suspended for the season.

Out of Work. - The obstruction to navigation on the Chesapeake and Ohio canal has thrown a large number of miners in Allegany county, Md., out of work.

States, Wed. 12/2/57, p. 3. The Chesapeake and Ohio Canal. – This artery to the upper counties of Maryland and Virginia seems fated to undergo a prolonged series of disasters. Since the opening of navigation last spring to the present time, we believe that not two consecutive weeks have passed without some interruption of business on its waters, and announcements have appeared with almost tidal regularity that it would be again “open in ten days to three weeks.”

There are evidently great radical defects in its original construction, or gross inefficiency in its present management – perhaps both. In our opinion, one of two things should be done for the benefit of consumers and the interests of manufacturers, viz.: That the management should undergo a thorough change, or the canal should be filled up, and a railroad constructed on its site. The people of the District and Alexandria have large interests in this matter, and some decided action should be taken at once,
to prepare for the opening of navigation. If the canal cannot be kept in navigable order, the first section (from Georgetown to Dam No. 1) can be made to furnish water-power for immense manufacturing purposes.

By the Intelligencer of this morning, we perceive that a meeting of the Board of Directors was held at the City Hall yesterday; and, also, that another landslide took place on the Cumberland division of the canal on Monday last.

Sun, Thu. 12/3/57, p. 2. Chesapeake and Ohio Canal. - The board of directors of the Chesapeake and Ohio Canal met on Tuesday, at the City Hall, in Washington. - All the directors were present except Dr. Fitzpatrick, who has been ill, but is convalescent. It is stated that on Monday last a second slide took place at the approach to the tunnel on the Cumberland division, whereby about one thousand additional cubic yards of rocks were precipitated into the bed of the canal.

Sat. 12/5/57, p. 2. Another Break on the Canal. - A telegraph dispatch to the Superintendent of the Cumberland Coal & Iron Company states that another heavy slide of rock, about 1,000 yards in extent, occurred on the Cumberland Division of the Canal, at the same point as the one we last week noticed. It is stated that it will require three months to remove the rock and get the work in navigable order.

The Canal. - The Telegraph's suggestion that the Legislature take under consideration the propriety of disposing of the State's interest in the Chesapeake & Ohio Canal, does not meet with much favor from some members of his own party. They have the power and are determined to exercise it. The successful management of the work and advancement of the mining interests of this county are minor considerations. The distribution of the places of honor and profit connected with the work is deemed a matter of much greater importance. We speak of the mass of the party. The editor of the Telegraph has shown, by his willingness to sacrifice party power and the elevation of favorites to "high places" for the promotion of the interests of the county and State, that he is an honorable exception. Frederick Schley, Esq., the newly elected Commissioner of Public Works, from this District, dissents from the Telegraph's proposition, in the last issue of the Frederick Examiner. Hear what he says on the subject:

The Telegraph recommends the sale of the Canal to private individuals, as the most feasible means of rendering it useful; but unfortunately the State's interest is a remote contingency, that will not possess any value until prior liens and the accrued interest thereon are funded or put in process of liquidation; besides there are other interests of the State, and its citizens which forbid the passage of this huge monopoly into private hands. The Canal costs the State nothing, and though unproductive, now, it may become of value, at some day, not too remote for the consideration of the great interest's dependent on its successful operation.

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Presidency of the Canal. - A number of gentlemen are spoken of in connection with this position. Among others, we hear the names of Hon. H. W. Hoffman and Galloway Lynn, Esq., of this county, Messrs. Schneby and Stone of Washington county, L. J. Brengle, Esq., of Frederick county, and J. M. Kilgour, Esq., of Montgomery county. Either of these gentlemen, it is believed, are willing to give their valuable services to this great but unfortunate work - to incur the responsibility and receive the salary, and it only remains to be seen, remarks a contemporary, "which of them the office will seek."

Sun, Mon. 12/7/57, p. 4. Georgetown, D. C. - The amount of tolls collected at the office of the Chesapeake and Ohio canal in this place for the month of November was $12,153. But few arrivals this week in consequence of the land slide near the tunnel.

Sat. 12/12/57, p. 3. The sixth and last of a lot of scows built by the Messrs. Simmes, for the use
of the Washington Aqueduct, was launched yesterday. These scows are fine specimens of workmanship; unsurpassed doubtless by anything of the kind ever built in the District.

Business upon the canal, at this time is comparatively light, and confined entirely to the lower portions of the line. The quantity of flour and grain coming down continues limited, but of wood there has been an unusually large quantity.  

_Sun, _Tue. 12/15/57, p. 2. Navigation on the Chesapeake and Ohio Canal was to have been resumed yesterday.

_Sun, _Thu. 12/17/57, p. 2. Navigation has not been fully resumed on the Chesapeake and Ohio canal, and probably will not this season.

Sat. 12/19/57, p. 2. **Contract Awarded.** - William Brown, Esq., has been awarded the contract for removing the obstructions to Canal navigation at the tunnel. He promises to have the work completed early in March.

_Sun, _Mon. 12/21/57, p. 4. **Georgetown, D. C.** - At the office of the Chesapeake and Ohio Canal the receipts for December thus far amount to $3,896.

There have been 25 arrivals since Saturday, the 12th inst.; two with flour, five with wheat and corn, six with wood, and remainder with pork, limestone and sundries.

_States, _Sat. 12/26/57, p. 2. **Virginia** – The Virginia Legislature has passed a bill for the payment of the interest on the guaranteed bonds of the Chesapeake and Ohio Canal Company.

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4 _Evening Star, Washington, D. C._