

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
A CUMBERLAND NEWSPAPER
1868
ALLEGANY COUNTY, MD

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A. PREFACE

Since the initial compilation of newspaper stories from this newspaper for 1877 and 1878, it has become apparent that for the public's general understanding of canaller's life, similar compilations for other years will be beneficial. In 1877 and 1878 the daily newspaper included the particulars regarding the boats, their captain and their individual loads in addition to the name of the coal company. That level of detail was not found in the weekly newspaper of 1868; we compiled what was given. We hope it is interesting reading.

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Canal Trade 1868.

Wed. 1/22/68, p. 3. **C. & Ohio Canal.**

The Washington "Express," states that Col. Alfred Spates, President of the Chesapeake & Ohio Canal, was in that city looking after the interest of the Canal last week, and expressed his determination to make the superintendents of the various divisions responsible for putting their divisions in thorough repair, in order that the Canal may be in complete order for a vigorous spring trade.

The Coal Road to Williamsport.

The Hagerstown "Mail" informs us that the important work of settling the "right of way," for the projected branch of the Cumberland Valley Railroad to connect with the Canal at Williamsport, is progressing satisfactorily. It also states that the Canal Company will facilitate the projected extension by enlarging the dimensions of the basin at Williamsport for the required extent to accommodate the increased trade.

Wed. 1/29/68, p. 3. **Coal Statistics.** - We are indebted to C. Slack, Esq. for a copy of his annual circular of Statistics of the Cumberland Coal Trade, compiled from official sources. We learn from his tables the gratifying fact that the production of the mines of our county, for the year 1867, exceeded that of the year 1866 by 114,491 tons. The production for the year just closed is set down at 1,198,822 tons. The following shows the number of tons the respective companies sent to market the past year, and the channels through which they were forwarded.

<i>Names of Companies</i>	<i>To R.R.</i>	<i>To Canal</i>	<i>Local</i>
Central	81,368	123,189	
Consolidation	98,308	52,964	39,039
American	69,830	118,580	31
Hampshire & Balto.	74,046	33,949	10
Cumberland C. & I.	27,416	72,684	
Borden Mining	82,653	45,632	167
George's Creek C&I	60,701		

Franklin	52,382		
Barton	39,198		
Potomac	34,809		
George's Creek Mfg	34,536		
Atlantic	28,635		
Swanton	24,983		
Piedmont	20,621		
New Hope	1,779	11,035	256
Spruce Hill	6,490		
Blaen Avon	6,200	220	
Savage Mountain	131		
Midlothian	61		
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	696,767	458,153	89,512

During the year the Cumberland & Pennsylvania Railroad delivered to the Baltimore & Ohio R. R. 583,519 tons, to the Chesapeake & Ohio Canal 385,249 tons, to Local 13,280 tons, total 1,008,280 tons..

The Cumberland Coal & Iron Co.'s Railroad delivered to the B. & O. Railroad 40,100 tons, to Canal 72,904 tons, total 113,010 tons.

The Hampshire & Baltimore Co.'s Railroad (from Va. mines) delivered to the B. & O. Railroad 72,532 tons.

Total for year 1867: 1,193,822 tons.

Capacity of the C. & O. Canal.

The proposed immediate construction of a branch of the Cumberland Valley Railroad, to connect with the Canal at Williamsport, and the probable ultimate extension of another road to the same point, having given rise to some expressions of doubt as to the capacity of the Chesapeake & Ohio Canal, as a feeder to those roads, in reply to inquiries from the editor of the Hagerstown *Mail* upon the subject; Col. Alfred Spates, President of the Canal, demonstrates that "without an additional expenditure to the Company, other than the simple cost of one more lock-keeper at each lock between Williamsport and Cumberland, in order to keep the Canal working night as well as by day, that work will be able to carry all the coal needed by the two railroads mentioned, in addition to the present supply annually taken to Georgetown." He states that "there are now about three hundred boats running upon the canal, which annually carry

something less than half a million tons of coal. By keeping the locks open throughout the twenty-four hours, the canal will accommodate one thousand boats, and admit the delivery at Williamsport of one million tons of coal in addition to the present supply. This would give to each of the railroads more coal than is at present transported to Georgetown." The assurance is also given that the Canal Company will afford all facilities that may be necessary, in the enlargement of its basin, &c., at Williamsport, to meet the demands of the increased trade.

Wed. 2/26/68, p. 3. **Revival of Trade.**

The trade of our city, which usually falls off considerably during the winter months, owing to the suspension of operations on the Canal, has suffered to an increased extent the past season, on account of the general stagnation of business and general uncertainty prevailing throughout the country. The coming Spring, however, promises to open auspiciously, and aside from the inauguration of great beneficial enterprises - the contemplated improvements of the Baltimore & Ohio Railroad, and the resumption of work on the Connellsville Railroad - the indications are altogether favorable for a heavy coal business by Canal during the ensuing year, and a consequent improvement in general trade. By the time the weather removes the embargo on navigation, the Canal will doubtless be in thorough order, and the reconstruction of the Alexandria aqueduct, with the advantage it affords of that fine port for the discharge of cargoes, will relieve the coal trade of the annoying delays which have at times so seriously hampered it, growing out of the insufficiency of facilities for transshipment at Georgetown. This will, in all probability, increase the coal traffic to a considerable extent, and our commercial and industrial interests generally will participate in the

benefits that must flow from the corresponding increase of disbursements required to move the product of our mines to tide-water.

Wed. 3/18/68, p. 3. **Chesapeake & Ohio Canal.** - It is understood that the water will be let in along the whole line of the canal about the 25th instant. The work is said to be in fair order for the spring trade. The new aqueduct connecting the Alexandria with the Chesapeake and Ohio Canal is approaching completion, and will, it is said, be ready for use as soon as navigation commences. Semi-bituminous coal is now very scarce in the Eastern markets, and there will be a ready demand for all that can be shipped.

Wed. 4/1/68, p. 3. **Chesapeake & Ohio Canal.** - A special meeting of the President and Directors of the Chesapeake & Ohio Canal Company was held in Annapolis on Thursday last, when the tolls on the coal from this port to Georgetown were reduced to the old rate of forty-six cents per ton. The reduction is quite a heavy one, twenty three 92/100 cents per ton less than last year, but successful competition with the Baltimore & Ohio Railroad in the coal carrying trade required it, and we are inclined to the opinion that a heavy increase in the business will attest its wisdom. At the same meeting, Mr. Benj. Fawcett, of Montgomery county, was elected Secretary and Treasurer of the Company.

As the water has been let into the Canal and that work is ready for the resumption of navigation we may anticipate a speedy renewal of business at our coal wharves.

Wed. 4/8/68, p. 3. **Chesapeake & Ohio Canal.** - The Canal levels were sufficiently full yesterday to allow the reopening of navigation, and a number of clearances were

made from this port. The work is in fair condition throughout and the prospect for a heavy trade were never more flattering. A marked improvement in business here will be the gratifying accompaniment of the resumption of operations on the Canal.

Wed. 4/15/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There were dispatched from the port of Cumberland, during the last week, the first week of the season, 121 boats laden with 13,503.19 tons of coal, forwarded by the following companies:

American	4,756.18
Borden	1,217.07
Central	3,924.08
C. C. & I.	1,088.08
Consolidation	839.12
H. & B.	1,186.08
New Hope	990.18
Total	<u>13,503.19</u>

Wed. 4/22/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There were dispatched from the port of Cumberland, during the last week, 111 boats laden with 12,677.15 tons of coal, forwarded by the following companies:

American	3,568.11
Borden	1,427.09
Central	3,852.17
C. C. & I.	1,503.06
Consolidation	1,592.00
H. & B.	646.16
National	108.03
Total	<u>12,677.15</u>

Business on the Canal. The coal wharves now present a scene of busy activity. Boats are constantly arriving and departing and long trains of cars are conveying their loads of mineral wealth to be transshipped to tide water. The aqueduct at Alexandria is not yet in good working order, and shipments are chiefly made to Georgetown. The Washington "Republican" says that the

canal was never in better navigable condition, the overflow of the towpath at slack-water having subsided, and boats are making steady and regular trips.

Fatal Accident. - On Wednesday afternoon last, a young man nineteen or twenty years of age, named Robinson, employed on a canal boat lying at Lynn's Wharf, met with a sudden and shocking death. It appears that he was listlessly standing by the heavy frame work at the end of the wharf, against which cars are run after being unloaded, when unobserved by him an engine came up from behind, striking him about the middle of the back and crushing him against the wharf timbers. He was terribly mangled, a coupling bar attached to the engine passing entirely through his body, literally impaling him, and causing almost instantaneous death.

Wed. 4/29/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There were dispatched from the port of Cumberland, during the last week, 130 boats laden with 14,732.07 tons of coal, forwarded by the following companies:

American	4,118.07
Borden	1,677.18
Central	4,070.07
C. C. & I.	1,083.18
Consolidation	3,020.00
H. & B.	1,822.19
National	410.13
Total	<u>14,722.07</u>

Wed. 5/6/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There were dispatched from the port of Cumberland, during the last week, 127 boats laden with 14,339.07 tons of coal, forwarded by the following companies:

American	4,192.14
Borden	1,750.13
Central	3,967.17
Consolidation	1,855.11

C. & I. Co.	1,063.03
H. & B.	1,509.09
Total	14,339.07

The Canal. - Some little detention was occasioned to navigation on the canal last week from the fact that a lock gate was out. It was speedily replaced, however, and business is being pushed forward energetically. A large force of workmen have been employed in replacing the angle blocks and inserting spur braces on the Alexandria aqueduct, and it was expected that on Monday the structure would be completed and water again let in the Alexandria Canal.

Drowned. - The body of a man named John Hamilton, was found in the Potomac river, at Lynn's Wharf, yesterday morning. He had been engaged on a canal boat, and was missing about a week. J. M. Strong, Esq., held an inquest over the body, and the jury rendered a verdict of accidental drowning.

Wed. 5/20/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, from the 4th to the 16th instant, 21,944.00 tons of Coal, forwarded by the following companies:

American	5,908.12
Borden	1,981.04
Central	6,516.02
C. & I. Co.	2,397.1
Consolidation	2,731.06
Hampshire & Balto.	2,409.05
Total	21,944.00

The Freshet. - In consequence of the frequent, heavy rains during the past fortnight the water courses became much swollen, in many localities overflowing the banks and submerging the surrounding country. Wills' Creek and the Potomac in this immediate neighborhood were quite flush, but nothing like so high as they have been in former seasons. The Chesapeake & Ohio Canal sustained considerable damage. An extensive breach was made in the tow-

path about three miles below Hancock, and a slight break occurred on the Eight Mile Level, near Seneca. The damage near Hancock it was at first feared was very serious, and fears were entertained that navigation would be impeded for two or three weeks. Subsequent information, however, proved the accounts of the disaster to have been exaggerated, and our advices yesterday morning indicated that the repairs would have progressed sufficiently to allow the passage of empty boats on Friday, and to justify the forwarding of loaded boats next week. The promptitude with which the work of repair was entered upon and the vigor with which it has been prosecuted is deserving of especial mention, and reflects credit upon the present excellent management of the Canal. Apprehensions were entertained that the bridge over Wills Creek near the Locks would succumb to the force of the current, the piers showing some indications of giving way, but results proved that the strength of the structure was underestimated, as it withstood the pressure nobly. - A bridge on the Cumberland & Pennsylvania Railroad also sustained some damage, but it did not materially interfere with the running of the trains. The earth is so thoroughly saturated as to seriously retard agricultural operations. Comparatively little corn has yet been planted, and the crops will be necessarily very backward.

Wed. 5/27/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 5,369.07 tons of Coal, forwarded by the following companies:

American	2,036.16
Borden	887.02
Central	1,629.07
C. & I. Co.	536.04
Consolidation	585.18
Hampshire & Balto.	1,225.05
National	318.15

Total 5,369.07

The Canal. - The breach in the towpath near Hancock was sufficiently repaired to allow the passage of boats on Monday morning, and there were a number of arrivals here yesterday. The work of loading here is progressing vigorously. The Alexandria aqueduct, it is said, will be ready for the passage of boats by the time the boats delayed on their downward trip by the breach at Hancock arrive.

Wed. 6/3/68, p. 3. **C. & O. Canal.** - The Canal continues in good navigable order throughout and coal shipments are quite active. The Alexandria aqueduct has also at length been made watertight, and coal laden boats passed through to Alexandria on Saturday.

Extension of C. V. R. R. to Williamsport. The Hagerstown *Mail* says that "the movement to extend the Cumberland Valley Railroad from Hagerstown to Williamsport, which was unfortunately suspended last winter, (after it had been inaugurated with the most encouraging prospects of success) for the purpose of getting additional legislation, which was not gotten and which was really not needed, has been revived. The right of way at Fenton, opposite Williamsport, on the Conococheague, has been secured by the Company, and efforts are being made along the line of the road with the same object." This road would afford another outlet to and give a largely increased demand for our coal product, but the *Mail* is by no means sanguine of its early extension, owing to the fact that the Cumberland Valley Railroad Company has exhausted the surplus it originally designated for this work in the construction of a branch road upon another portion of the line. That journal thinks that as things now stand Maryland will have to rely upon Marylanders for the extension of Railroad facilities to Williamsport, and in this

connection urges the completion of the Western Maryland Railroad to that point, arguing that as soon as it touches the Canal it will become a great coal road.

Wed. 6/10/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 14,875.17 tons of Coal, forwarded by the following companies:

American	4,268.11
Borden	1,661.02
Central	4,484.09
C. & I. Co.	1,268.01
Consolidation	1,017.15
Hampshire & Balto.	1,185.04
Midlothian	990.15
Total	14,875.17

The Canal. - Business on the Canal continues active. The Alexandria Canal and aqueduct continue in good order, and we learn from the papers of that city that large numbers of boats are arriving there.

Wed. 6/17/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 16,923.08 tons of Coal, forwarded by the following companies:

American	4,465.01
Borden	1,662.08
Central	4,750.04
C. & I. Co.	1,731.13
Consolidation	894.06
Hampshire & Balto.	1,639.18
Midlothian	1,780.03
Total	16,923.08

Election of Canal Officers. - The annual meeting of the stockholders of the Chesapeake & Ohio Canal was held at Annapolis on the 8th instant. The chief stockholder, the State of Maryland, which owns about two-thirds of the stock, was represented by Governor Swann, Comptroller Leonard and Treasurer Fowler. The other stockholders - the State of

Virginia, the United States and the corporation of Washington, Georgetown and Alexandria - had no representation in the meeting, notwithstanding the secretary of the company, Mr. William Fawcett, stated that he had given them due notice. The annual report was presented by Alfred Spates, Esq., the President of the work, under whose management the business of the Canal has been greatly augmented. The report was accepted and ordered to be printed, and an election for President and Directors was then entered into, resulting in the re-election of Mr. Spates as President, and the following gentlemen as Directors: - Messrs. Joseph Murray and A. K. Stake, of Washington county, John B. Thomas, of Frederick county, W. Viers Bouick of Montgomery county, George Colton, of Baltimore city, and Esau Pickrell of Georgetown. The only change in the Board as it existed last year is the substitution of George Colton for John H. Barnes, of Baltimore city. Mr. Spates has made an efficient officer, and his re-election together with that of a majority of the Board of Directors, is at once a testimonial to the creditable management of the Canal and an endorsement by the Board of Public Works of the recent reduction of the tolls, which has contributed in an essential degree to the successful prosecution of the coal trade.

C. & O. Canal. - From the fortieth annual report of the Chesapeake and Ohio Canal, submitted by the President of that work at the late meeting of the Board of Public Works of this State, it appears that there was a moderate increase of business for the year ending December 31, 1867, and the prospects for the current year are encouraging. The revenue for the year amounted to \$385,034.83, an excess over the previous year of \$18,187.97. The total expenses for the same time, exclusive of interest and balance on loans of 1857, was \$246,660.96, showing an excess of receipts

over expenditures of \$138,373.87. From this fund there has been paid on interest account, \$116,174.05, and to repay loans of 1857 the sum of \$20,000.

All the floating debt of the company, except \$4,000 which may be considered as substantially extinguished, has been paid, and the future surplus revenues, after providing for the proper maintenance and improvements of the work, will be applicable to the payment of interest on bonds issued under the several acts of the General Assembly according to the legal priority. The interest in arrear and due on these obligations to the 1st of January, 1868, is \$1,953,757.29.

Wed. 6/24/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 15,518.06 tons of Coal, forwarded by the following companies:

American	4,282.11
Borden	1,750.10
Central	4,870.06
Consolidation	1,134.11
C. & I. Co.	732.00
Hampshire & Balto.	1,854.07
Midlothian	894.01
Total	<u>15,518.06</u>

Canal Extension. - We learn from the *Washington Republican* that it is proposed to extend the Chesapeake & Ohio Canal from Georgetown, through Washington city, to the deep water along the Eastern Branch, with a view of establishing a shipping port for large vessels and depot for Cumberland coal, thus sharing with Georgetown and Alexandria the profits of this branch of industry.

Wed. 7/1/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 15,260.13 tons of Coal, forwarded by the following companies:

American	3,116.10
Borden	1,855.01
Central	4,499.15
Consolidation	1,017.13
C. & I. Co.	1,285.08
Hampshire & Balto.	1,513.01
Midlothian or National	1,809.05
Total	<u>15,260.13</u>

Wed. 7/8/68, p. 3. **Break in the Canal.** - On Thursday last a culvert on the Chesapeake & Ohio Canal, near Weverton, washed out, and navigation has been suspended in consequence. The damages will be repaired and boating resumed, we understand, by the later part of the week.

Wed. 7/15/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 6,502.19 tons of Coal, forwarded by the following companies:

American	541.07
Borden	1,000.02
Central	2,994.18
Consolidation	1,225.15
C. & I. Co.	421.10
Hampshire & Balto.	319.07
Total	<u>6,502.19</u>

Wed. 7/22/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 6,673.10 tons of Coal, forwarded by the following companies:

American	767.00
Borden	421.15
Central	1,938.00
Consolidation	1,096.12
C. & I. Co.	1,587.16
Hampshire & Balto.	862.07
Total	<u>6,673.10</u>

Wed. 8/5/68, p. 3. **The Canal.** - Fortunately the Chesapeake & Ohio Canal escaped damage from the flood which inflicted such

serious injury upon the Baltimore & Ohio Railroad. Yesterday, however, the boatmen demanded an advance of twenty cents per ton for freight and business on the Canal is suspended in consequence. - Whether the demand will be acceded to by the Companies is at the time of this writing undetermined.

Drowned. - J. M. Strong, Esq., on Tuesday last held an inquest over the body of a colored man named Charles Ward, who, it appeared in evidence, was accidentally drowned at the mouth of the Canal Tunnel, by falling from the boat on which he was employed. He had his home in Washington county, this is the second case of drowning on the Canal within the last two weeks.

The Coal Trade. - Has been fully resumed on the Canal - the Mining Companies having granted the advance of 20 cents per ton transportation to tide-water, asked by the boatmen. It is to be hoped that nothing will occur to interrupt the trade during the remainder of the season.

Wed. 8/12/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 16,947.05 tons of Coal, forwarded by the following companies:

American	2,248.06
Borden	2,415.04
Central	4,440.14
Consolidation	4,091.19
C. & I. Co.	2,125.19
Hampshire & Balto.	1,625.12
Total	<u>16,947.05</u>

Wed. 8/19/68, p. 3. **The Coal Trade. By the C. & O. Canal.** There was dispatched from this port, during last week, 13,875.12 tons of Coal, forwarded by the following companies:

American	3,153.13
Borden	2,111.01
Central	3,689.02

Consolidation	1,684.15
C. & I. Co.	1,272.14
Hampshire & Balto.	975.07
Total	<u>13,875.12</u>

The Canal. - The Chesapeake & Ohio Canal is now in navigable order throughout, the recent injuries, which were not of a very serious character, having been fully repaired. But few empty boats are here, however, and business at this port is likely to be dull for a few days.

Probable Murder on the Canal. - The Georgetown *Courier* of Saturday last says: "A probable murder case has occurred during the past week somewhere on this level of the canal, as the body of a drowned man, evidently but a short time in the water, with a large gash on the right arm and several bruises on the head and neck was found on Thursday morning in Rock Creek, near the outlet lock. The deceased had on a colored shirt, black pants and a boot on the left foot, there being pricked on the left arm in India ink the initials "G.H." and "E.H.," a female figure and a wreath, and on the right arm a flag and eagle. The coroner's jury rendered a verdict that he came to his death by injuries inflicted by some person or persons unknown.

Wed. 8/26/68, p. 3. **The Coal Trade.**
By the C. & O. Canal. There was dispatched from this port, during last week, 12,692.14 tons of Coal, forwarded by the following companies:

American	1,960.00
Borden	2,078.13
Central	3,052.09
Consolidation	2,796.06
C. & I. Co.	1,288.05
Hampshire & Balto.	1,521.01
Total	<u>12,692.14</u>

The Canal. - Business is quite active on the Canal, and immense fleets of boats reached tide-water during the past week. In consequence of the low stage of water in the

Georgetown level considerable difficulty has been experienced and a great amount of extra labor by those having charge of that end of the Canal has been required within the last few days. The Washington *Republican* says that "on Saturday there were sixty boats aground and unable to reach their destination, and more would have been in the same fix had not Collector Hollingsworth used his influence and had all the flour mills stopped for several hours each day of this week. All connected with the canal supposed that after raising Dam No. 1 last year this low water difficulty had been put an end to, but the storms of the past year have had the effect of destroying all the repairs put upon the dam, and left it in as bad condition as before, so that the work will have to be done over again."

Wed. 9/2/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 17,792.13 tons of Coal, forwarded by the following companies:

American	4,182.15
Borden	1,642.06
Central	4,313.05
Consolidation	2,766.14
C. & I. Co.	2,331.06
Hampshire & Balto.	1,417.04
National	1,139.03
Total	<u>17,792.13</u>

Wed. 9/9/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 16,024.12 tons of Coal, forwarded by the following companies:

Central	3,898.12
American	3,325.12
Consolidation	2,647.02
C. & I. Co.	1,984.07
Borden	1,751.14
Hampshire & Balto.	1,394.10
National	1,022.15

Total 16,024.12

Damage to the Canal. - Information was received here on Monday of a breach in the Canal two or three miles this side of the tunnel. The damage is of quite a serious character, the breach measuring at least ninety feet in length and fifteen feet in depth. The canal officers, with their usual energy, set about repairing damages, and yesterday morning as well as the day previous a large number of laborers and carts were dispatched from this point to the scene of the disaster. A telegram from R. M. Sprigg, Esq., Superintendent of this division, states that it will take at least five days to make the necessary repairs.

Extension of the Franklin Railroad to the C. & O. Canal. - The project heretofore spoken of as in contemplation, the extension of the Franklin Railroad from Hagerstown to the Chesapeake & Ohio Canal at Williamsport, is now in a fair way of accomplishment. The Hagerstown papers mention that proposals for the grading and masonry of the extension will be received at the office of the Chief Engineer, in that place, until the 19th of September, where plans, specifications, &c., will be exhibited after the 10th instant. The Hagerstown *Herald* says, "It is the intention of the Company to complete this road by the 13th of May, 1869." The road, when completed, will open a new market to the semi-bituminous coal of this region, and in augmenting facilities for that coal transportation will correspondingly increase the production and enhance the value of coal property in our county.

Wed. 9/16/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 6,692.06 tons of Coal, forwarded by the following companies:

Central	1,818.01
American	1,171.09

Consolidation	1,542.01
C. & I. Co.	641.12q
Borden	537.05
Hampshire & Balto.	759.16
National	222.02

Total 6,692.06

The Canal. - The Chesapeake & Ohio Canal is again in good navigable order and coal is being shipped rapidly. The breach near the tunnel, mentioned last week, was of a more serious character than then represented. The embankment was washed out for a distance of one hundred and twenty-five feet to a depth of thirty feet, and the bottom of the canal was also washed out several feet in depth. The work of repair, however, under the superintendence of R. M. Sprigg, Esq., was prosecuted with an energy that deserves creditable mention, and boats were able to pass on Sunday.

Wed. 9/23/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 16,967.16 tons of Coal, forwarded by the following companies:

Central	3,984.16
American	3,654.07
Consolidation	2,649.12
C. & I. Co.	2,732.12
Borden	1,652.17
Hampshire & Balto.	1,834.13
National	458.19
Total	16,967.16

Wed. 9/30/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 10,252.03 tons of Coal, forwarded by the following companies:

American	1,823.19
Borden	764.19
Central	2,257.11
Consolidation	2,423.00
C. & I. Co.	2,327.07
Hampshire & Balto.	540.13

National	14.14
Total	10,252.03

Wed. 10/7/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 16,974.03 tons of Coal, forwarded by the following companies:

American	4,113.14
Borden	1,706.01
Central	4,113.08
Consolidation	2,456.02
C. & I. Co.	1,740.14
Hampshire & Balto.	1,738.04
National	906.00
Total	16,974.03

Canal Steam Propeller. - The several attempts heretofore made to introduce steam propellers upon our Canal have proved unsuccessful. The enterprise has not, however, been abandoned; and many interested in the business of transportation, have strong faith that at no distant day all difficulties will be surmounted and steam become the moving power on the Canal as it is almost everywhere else.

Capt. James L. Catheart, who has spent considerable time and money in laboring to perfect a Canal propeller, has recently obtained a contract for building a number of boats for the Philadelphia Transportation and Freight Company; the result of a trial of his propeller attachment at New York. The *New York World* of the 22nd September thus notices the trial referred to:

The Philadelphia Transportation and Freight Company had a trial yesterday, on board the propeller General Frantz Siegel, of a new apparatus invented by Captain James L. Catheart for propelling canal-boats in such a manner that the banks of the canals will not be washed away as they are liable to now with the ordinary screw, which makes so great a commotion in the water that their use is strictly prohibited. In addition to this advantage, the new apparatus permits the turning of the boat in a space less

than its own length, precisely as the hands of a clock which is very desirable faculty in passing the short bends and almost acute angles of canals. The navigation of the old fashioned lumbering boats cost about 23 cents per mile, while steam can be employed at an expense of 9 cents, with a speed of six mile per hour over them, with less liability to stoppages. This adaptation of the screw is accomplished in the following manner. It forms the main rudder of the vessel, with a similar rudder extending outside it. These two are worked simultaneously on cog-wheels connected with the steering apparatus, and thus the turning in the course of the vessel is effected without much dragging of the water. This movable screw is worked by the ordinary shaft, with the assistance of which is technically termed a "knuckle-joint" which fits into the stern post, and enables the screw with its frame to act as a rudder. All the boats of this company, which has just been incorporated by the Legislature of Pennsylvania, with the special privileges of taking return freight, are to be fitted up with Captain Catheart's patent screw, at a cost of about \$8,000 each, and it is anticipated that an entire revolution will be made in the carrying methods on canal, which ought long ago to have become obsolete."

Wed. 10/14/68, p. 3 **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 12,505.14 tons of Coal, forwarded by the following companies:

American	2,593.19
Borden	1,217.08
Central	2,578.09
Consolidation	2,666.05
C. & I. Co.	1,496.16
Hampshire & Balto.	1,730.03
National	221.14
Total	12,505.14

Wed. 10/21/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 15,580.08 tons of Coal, forwarded by the following companies:

American	3,039.15
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Borden	1,643.01
Central	4,127.04
Consolidation	2,550.02
C. & I. Co.	2,106.07
Hampshire & Balto.	1,422.06
National	689.13
Total	<u>15,580.08</u>

Advance in Coal. - The price of coal in Philadelphia last week advanced \$2 per ton. The *Washington Republican*, in noting this fact, remarks that "while a small advance on last month's sales rates was anticipated, the above extraordinary rates have taken every one by surprise. The estimated stock of coal in Washington is about one-fourth of the amount necessary for the coming winter's consumption, and the coal dealers have not only the extraordinary advance to contend with, but the close of navigation is so near at hand as to make it impossible to lay in an adequate stock in time."

Wed. 11/11/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 13,082.01 tons of Coal, forwarded by the following companies:

American	3,557.19
Borden	1,631.11
Central	3,653.17
Consolidation	1,011.17
C. & I. Co.	1,820.16
Hampshire & Balto.	1,406.01
Total	<u>13,082.01</u>

Drowned. - A negro man, whose name we have been unable to ascertain, was drowned in the Potomac, near Lynn's Wharf, on the 2nd instant. He was employed as a cart driver by Walter Trimble, and having driven into the river for the purpose of watering his horse, allowed him to get beyond his depth, and in his efforts to extricate him lost his own life. The horse was drowned also.

Wed. 11/18/68, p. 3. **The Coal Trade.**

By the C. & O. Canal. There was dispatched from this port, during last week, 14,489.05 tons of Coal, forwarded by the following companies:

American	3,697.08
Borden	2,079.07
Central	3,427.00
Consolidation	1,363.04
C. & I. Co.	2,162.06
Hampshire & Balto.	1,759.11
Total	<u>14,489.05</u>

Georgetown as a Shipping Point. - The *Georgetown Courier* expresses much satisfaction at the probability of the Coal Companies again centering at that point instead of Alexandria. It mentioned some time ago the re-lease of the Cumberland Coal & Iron Company's wharves, and now announce that the Central Coal Company has transferred its office from Alexandria back to Georgetown. It says that the immutable laws of trade determine Georgetown to be the shipping point, and that the Central Company finds its interest lies in being located there if it would attempt to compete with the other Companies.

The *Courier* thinks also that the same motive which influenced this Company will operate with the other Companies doing business at Alexandria and looks for the entire coal trade to be concentrated at Georgetown. And as an inducement to this end it recommends that the corporate authorities purchase and keep in operation a dredging machine to clean the river channel, by which means it is of opinion that Georgetown can hereafter defy all attempts to deprive it of the coal trade.

Wed. 11/15/68, p. 3. **The Canal.** - The President of the Chesapeake & Ohio canal Company has given notice to shippers, boatmen and others interested, that no way bills will be issued or clearances for boats, from this port given after the 10th proximo, as the water will be drawn from the Canal

for the purpose of making repairs, &c. In view of the speedy close of navigation, business on the Canal is being vigorously pushed, and the different companies are using their utmost efforts to make their shipments as heavy as possible.

Wed. 12/2/68, p. 2. The president of the Chesapeake and Ohio Canal Company has given notice to shippers, boatmen and others interested, that no way bills will be issued or clearances for boats from Cumberland given after the 10th of December, as the water will be drawn from the canal for the purpose of making repairs.¹

Wed. 12/9/68, p. 3. **The Canal Trade.** Transportation on the Chesapeake & Ohio Canal is about closing for the season. By order of the Board of Directors permits for the departures of boats are not to be issued after tomorrow. It has been decided, however, not to draw off the water until the 20th, to afford boatmen an opportunity to get their boats into their winter harbors.

For the season, up to yesterday, there had been permits granted for the departures of 4,479 laden boats from this port - an increase of 250 over last year; and this, notwithstanding the fact that seventy-five days were lost during the season by reason of breaks and other detentions. The quantity of coal shipped in the several months of the year was as follows:

	tons cwt.
In April	54,005 16
May	46,561 13
June	70,081 19
July	38,723 18
August	66,979 06
September	69,950 10
October	72,699 04
November	65,633 04
December	7,133 14

¹ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 12/2/1868, p. 2.

491,769 04

These figures show that there will be an increase for the year of about 50,000 tons over the transportation of last year.

Wed. 12/30/68, p. 3. **Cumberland Coal.** - The coal of this region is in great request in the Eastern markets. Notwithstanding the shipments during the year were larger than ever before made the supply is unequal to the demand.