

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
A Cumberland, Md. newspaper
and
THE SUN
A Baltimore, Md. newspaper
and
DAILY NATIONAL WHIG
GEORGETOWN ADVOCATE
Two Washington, D. C. newspapers
and
ALEXANDRIA GAZETTE
An Alexandria, Va. newspaper
1849 - 50

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Revision 1, NOVEMBER 2017
Revision 2, FEBRUARY 2020
Revision 3, MARCH 2021

Frontispiece.



In the above undated National Park Service photograph can be seen the coal trestles over Water street in Georgetown. The Canal is to the left and the Potomac is to the right. Notice on the trestle in the background the several coal cars. Coal was loaded, either by hand or with mechanical assistance, from the canal boat into the coal cars, which were then pushed across the trestle to a waiting vessel or to a coal yard, if no vessel was available. A description of this improvement to the Georgetown water front is provided by Charles B. Fisk, engineer, pages 18 - 23. It is unlikely that the above photograph was taken in 1850; however, we know the Georgetown water front was subsequently improved to take advantage of the coal trade, vice sending it all over the Alexandria Aqueduct to Alexandria, and so the above photograph is put in this report with the descriptive text.

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Alleganian*, a Cumberland, Md. newspaper, *The Sun*, a Baltimore, Md. newspaper, *Daily National Whig* and *Georgetown Advocate*, two Washington, D. C. newspapers, and *Alexandria Gazette* an Alexandria, Va. newspaper of the era, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. Some dates during the boating season were missing. *The Alleganian* newspaper was found on microfilm at the library at Frostburg State University, Frostburg, Md., all the others were found on-line. Articles from *The Alleganian* are preceded by CA, those from *The Sun* are preceded by *Sun*, those from the *Daily National Whig* are preceded by DNW and those from *Georgetown Advocate* are preceded by GA and those from the *Alexandria Gazette* are preceded by AG. The research continues because the reader may yet find a missing date or a missing newspaper.

Readers not familiar with historic Georgetown and those readers who do not have a map of historic Georgetown, may wish to skip over pages 18 - 23 where Charles B. Fisk, engineer, describes potential improvements to Georgetown relative to the coal trade.

This report has been edited by compiling all the boat names in an EXCEL spread-sheet, sorting them, and then editing the text for consistency in spelling. No boats were added, none were subtracted.

This revision adds many more articles from the *Alexandria Gazette*.

Readers are encouraged to search the enclosed report for information on their ancestor, as their time and interest permits. Feel free to send additional observations for the benefit of others.

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Revision 1, November 2017
Revision 2, February 2020
Revision 3, March 2021
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Canal Trade 1849-50

Sun, Mon. 1/1/49, p. 2. **Froze to Death.** - A negro man, named Joseph Waugh, froze to death in escaping from a coal boat which sunk in the river, near Cumberland, last Friday night week.

The Freshet in the Potomac river swept away a temporary bridge which Messrs. Hunter, Harris & Co., (contractors,) had thrown across it, a short distance below Cumberland. The contractors were about to take it down.

The Canal. - The Cumberland *Civilian* says the work on the tunnel for the Chesapeake and Ohio Canal, is progressing rapidly, night and day. Six thousand bushels of cement, made chiefly on Wills Creek there, are consumed monthly.

Cumberland Coal - The late rains raised the water of the Potomac river, and advantage was taken of it to send large quantities of coal down from Cumberland on flat boats.

AG, Mon. 1/1/49, p 4. **CANAL COMMERCE**
Arrived, Dec. 30.

Boat Rambler, Monocacy, corn to Cazenove & Co.

Tue. 1/2/49, p. 2.¹ **NAVIGATION OF THE SHENANDOAH** – The survey of the Shenandoah river, which the Board of Public Works ordered to be made, has just been completed by those persevering engineers, Messrs. Coyle and Douglass, under the superintendence of the able chief, C. B. Fisk. A report will soon be made to the Board of Public Works.

It is very gratifying to the friends of the improvement, to learn that the river affords an abundant supply of water in the driest seasons and that it is very susceptible of being improved by means of locks and dams and short canals.

It appears that from actual statistical information recently collected, there are at least two hundred thousand barrels of flour manufactured annually along the river; the whole of which, would find its way to the eastern markets, through this channel, if the improvement

was made, and the quantity would in a very short time increase to at least double the present amount. It has been also satisfactorily ascertained that the mills on the river and its branches could grind more than double the quantity they now grind. There is not the least doubt, but that in a very few years, after the improvement is made, the present quantity of wheat raised would be quadrupled, as the farmers could then get plaster at \$6 of \$7 instead of having (as at present) to pay from \$12 to \$15 per ton.

A correspondent of ours states, that the river valley abounds in various kinds of mineral substances, especially those of manganese, copper, coal and iron, but more particularly the latter, which abounds in inexhaustible quantities, and of the best quality in the world.

The article of lumber is also very abundant and of a very superior quality; to which fact many of the Charles Town and Harper's Ferry carpenters can testify. It has been ascertained that not less than fifteen millions of feet are annually sawed in the river valley; besides, by no means an inconsiderable quantity is annually rafted down the river in the log during the spring freshets.

It is not yet known what the Engineers' estimate of the cost of the contemplated improvement will be.

The distance is 150 miles, and the amount of fall near eight hundred feet. *Charles Town Free Press.*

AG, Tue. 1/2/49, p. 2. **The Chesapeake and Ohio Canal.** – The Cumberland *Civilian* of Friday says: - "The work of the Canal Tunnel progresses night and day. Labor is abundant and as the temperature is very equable, nothing need retard its advance. A large amount of cement is used in the construction of this work, about 6,000 bushels being consumed monthly."

The same paper has the following:
The Barrellville Company. – The Coal lands of this Company, which lie in the valley of Jennings Run, not far from the property of the Mt. Savage Company, have been purchased by a number of

¹ *Daily Globe*, Washington, D. C.

wealthy northern capitalists, who intend to prosecute their operations with vigor, and be ready with Coal for market as soon as the Canal is completed. Robert G. Rankin, Esq., of Fiskill, New York, is the President of the new Company, and C. M. Wolcott, Esq., Secretary and Treasurer.

Sun, Sat. 1/6/49, p. 2. **Interesting Case.** - We learn from the *Cumberland Civilian*, that the case of the George's Creek Coal and Iron Company against C. E. Detmold, was recently decided in the High Court of Chancery of Maryland. They obtained an injunction against Detmold's construction of a railroad to connect the furnace and works at Lonaconing with the road of the Maryland Mining Company, and also against his erecting or running a saw-mill on the premises. The grounds of the injunction were that D. was wasting timber in the road necessary to be left as fuel for the Company, and increasing the danger by fire to the furnace, &c. Both of these allegations the defendant denied by his answer, and the proof in the cause, in the opinion of the Chancellor, fully sustained the defendant's answer. The *Civilian* rejoices in the injunction being thus dissolved and says that such a road as that being constructed by the defendant, Mr. Detmold, unlocks the great wealth of the Lonaconing region.

Canal Closed. - We learn from the Georgetown (D. C.) *Advocate*, that the late severe cold has closed the Chesapeake and Ohio Canal with ice.

AG, Sat. 1/13/49, p. 3. **Communication**
To the Editor of the Alexandria Gazette:
I desire, through the columns of the *Gazette*, to remind the citizens of a large portion of Loudoun, and part of Fauquier, that they have but a short time to raise the necessary amount by subscription for the Goose Creek Improvement, to insure the liberal amount, that the State is bound to subscribe, if we take advantage of the law of the last session. I am sure you will be astonished to hear that there is great difficulty in raising the sum of \$20,000 (if it can be done!) to make the improvement from Aldie to the mouth of Goose Creek. After the

almost unanimous vote of Alexandria, (416 to 3) taken the other day, by which they consented to be taxed \$100,000 for the Orange and Alexandria Rail Road, (which I hope soon to see accomplished) it may rouse the pride of the people of Loudoun and Fauquier to open their hearts and subscribe liberally to an improvement they all see the necessity of. The advantages of it, have so often been pointed out to them, it is now useless even to refer to them. The disadvantages the farmers in the part of the county referred to have to contend with, are too numerous to mention in a communication like this. I will, however, call the attention of those interested to a sale of corn made in Leesburg, and one made in Middleburg about the same time, this fall, that I heard of (many more might be found.) Corn of the present crop sold in Leesburg to be delivered at Smart's Mill, for forty-eight cents per bushel, and that in Middleburg for about thirty-one cents. The sale in Middleburg was on a credit of some *months*, and made after public notice for several weeks. If such a difference in the value of corn between the two points, Smart's Mill on the Potomac, and Hizon's within two miles of Aldie, (one end of the proposed improvement) where several hundred bushels of the Middleburg corn was to be delivered, will not open the eyes of the people to *their* interest, no argument I can use will. It is the opinion of *practical* men, that an investment in the Aldie Improvement will be good stock, and yield a good percent, to say nothing of the enhancement of the value of lands and other benefits. There are many, I know, who wish the improvement made, but as yet have refused, or have not subscribed. To them, I must say, if they do not take advantage of the present law, they will never have another Legislature, equally liberal, to grant a renewal of it. The practicability of the improvement to Aldie has never been doubted by the most skeptical.

A SUFFERER.

AG, Thu. 1/18/49, p. 2. There was yesterday a very strong current in the river, with a great deal of drift wood, fences, &c. This indicates a freshet in the river above. We learn that intelligence from

Harper's Ferry states that the river is very high there, and that there was apprehension of a flood, which will do damage.

Sun, Fri. 1/19/49, p. 1. **Williamsport and Georgetown Canal Trade.** - The Hagerstown *Herald of Freedom* has been furnished with the following statement of the amount of trade upon the Chesapeake and Ohio Canal, between Williamsport and Georgetown, from the 1st of February to the 30th December, 1848, by Mr. Elie Stake, Collector:

From Williamsport to Georgetown - 61,390 bbls. flour; 1,057 bbls. whiskey; 3,158 bushels wheat; 7,043 bushels corn; 47 tons iron; 991 tons coal; 583,471 feet plank; 47,850 hoop-poles; 20,800 bushels lime; 100 tons apples, wool, rags, butter and eggs.

From Georgetown to Williamsport - 5,278 sacks salt; 559 bbls. fish; 535,000 loose herring; 8,000 loose shad; 17 hhds. shad; 137 sacks coffee; 697 hides; 483 bushels oysters; 177,300 cypress shingles; 6,230 melons; 420 tons sundries; 102½ tons merchandize; 972 tons plaster.

This statement shows the trade upon the canal, between these two points, to be very heavy, and also clearly demonstrates that the trade at Williamsport exceeds that at all other points upon the line of this great work.

CA, Sat. 1/20/49, p. 2. **Freshet.** - In the early part of this week, we had a rain and thaw, and as a consequence there was a considerable rise of the waters. The Potomac was pretty full, but not sufficiently to do any material damage along the line of the Canal.

Sun, Mon. 1/22/49, p. 1. **Freshet** - We understand that there is a considerable freshet in the Potomac and Conococheague, particularly the latter, in consequence of the recent thaw. At Williamsport the Potomac was very high and blocked up with ice; and we understand that a portion of Witmer's dam, on the western turnpike, has been swept away by the ice. If so, the damage on those streams may be great. - *Hagerstown Torch Light*.

AG, Wed. 1/24/49, p. 3. **Goose Creek Canal.**
A meeting of the friends of Goose Creek and Little River Canal Improvement will be held on Tuesday, the 30th of January, at 11 o'clock, A. M., at the Tavern of Mr. D. A. Sowers, in Middleburg.

AG, Mon. 1/29/49, p. 3. **Coal on the Shenandoah** – The fact has already been perfectly demonstrated that the proposed improvement of the Shenandoah River, will do much to develop the mineral resources of our Valley. Discoveries of ore are being made daily, which go to prove that there are rich deposits of coal, iron, manganese, &c., that only need enterprise and capital to be prolific sources of wealth. By a letter from Mr. Sibert of Shenandoah, it appears that a recent coal bank has been discovered near Front Royal, Warren county, which he is satisfied will pay a handsome profit by its working. He proposes to organize a company for that purpose, and we are pleased to learn that Messrs. Giles Cook of Warren, and James Castleman of Clarke, have already embarked in the enterprise. The aid and influence of some six or eight others are desired, to push the discovery to a successful termination. Is there not that number who are able and willing to embark in an enterprise offering ample compensation, for so small an outlay? Messrs. Sibert, Cook or Castleman will furnish any additional information that may be desired as to the projects of the company, the quality of the mineral, and the prospect of the mine. It is an enterprise worthy of being effected, and we have no doubt can be carried into operation if the proper efforts be used. – *Spirit of Jefferson*.

Sun, Tue. 1/30/49, p. 4. **Chesapeake and Ohio Canal** - The Board of Directors of the Chesapeake and Ohio Canal Company was in session in Washington the greater part of last week. I am happy to learn that the result of a careful investigation into the condition and progress of the work was that it will undoubtedly be completed by the time anticipated, and considerably within the means provided. The board had also under

consideration the subject of a reduction of tolls, particularly upon coal from the Alleghany mines.

Their decision is looked for with much anxiety here, as well as in the mineral region, and with the hope that they will be fixed so low as to bring into full operation the capacity and benefits of this great work and at the same time make it productive of a large revenue to the State, which *in its whole extent*, has done and suffered so much for it. The belief in Washington seems to be that 75 cents per ton for the entire distance would be the charge upon coal; a rate, which it is thought by persons well qualified to form a correct opinion, would produce both the desired results referred to. I doubt not that the very intelligent body to whom the direction of this great work is committed, will profit by the experience of other similar works and decide in favor of the lowest rate practicable. Surely, in the outset of the business of the canal, a high rate upon the Alleghany coal, which has such formidable competitors, would be a most suicidal policy in every point of view.

AG, Tue. 1/30/49, p. 2. **Legislative Acts.**

By Mr. Thomas, the petition of the Chesapeake and Ohio Canal Company, asking the aid of the State to enable the said company to place the portion of the Canal below Dam No. 6 in complete repair.

AG, Fri. 2/2/49, p. 2. **Communications**
Goose Creek Improvement.

At a meeting of the subscribers to the Goose Creek and Little River Navigation Company, held in the town of Middleburg, on the 30th ult., Col. Samuel J. Tebbs, was called to the Chair, and Edmund Berkeley appointed Secretary.

On motion of Col. H. B. Powell, a committee of two was appointed to examine the subscription lists, and report the actual amount of individual subscriptions. The committee consisting of Col. H. B. Powell and Col. Hamilton Rogers reported the amount so far ascertained to be subscribed, as being \$17,100.

Col. H. B. Powell submitted sundry amendments to the old charter, which were

unanimously adopted, and he was requested to send the said amendments immediately to the legislature, with the request that the charter may be amended in conformity therewith.

On motion, *Resolved*, That the proceedings of the meeting be published in the *Alexandria Gazette*, *Leesburg Washingtonian* and *Loudoun Whig*.

On motion, the meeting adjourned to meet in Aldie, at the hotel of Wm. F. Adam, on Saturday, the 17th day of February.

SAMUEL J. TEBBS, *Chairman*.
Edmund Berkeley, *Secretary*.

CA, Sat. 2/3/49, p. 2. **Chesapeake and Ohio Canal.** - The Board of Directors of the Chesapeake and Ohio Canal, were in session several days last week, in Washington. Upon an examination of the work, thus far, as to its condition and cost, it was fully ascertained that the means in the hands of the Company, for the purpose, will be more than sufficient for the completion of the canal to Cumberland. The tariff of tolls was also under consideration, and, although no conclusive steps were taken, it is believed, that large reductions will be made in the rates, particularly upon coal.

AG, Sat. 2/3/49, p. 3. **News of the Day.**

We regret to learn from Frederick, Md., of the death of Thomas Turner, esq., editor of the *Herald* of that city, which took place quite suddenly, on Wednesday night. Mr. Turner, says the *Baltimore Sun*, was collector of the port of Georgetown, D. C., some twelve years since, at which time he was also editor of the *Potomac Advocate*. He was shortly after appointed Clerk of the Chesapeake and Ohio Canal Company, and followed the office on its removal from Washington to Frederick city, where he has since resided. On the removal of the office from Frederick to Cumberland, he resigned his post, and devoted himself entirely to the editorial management of the *Herald*, in which position he continued up to the time of his death. He also represented Frederick at the last session of the Legislature, and in all the positions of life was

distinguished for his probity and usefulness, living up strictly to the golden maxim of “doing unto others as ye would have others do unto you”

AG, Wed. 2/7/49, p. 3. **CANAL COMMERCE**
Arrived, Feb. 6.

Boat Rambler, Monocacy, corn to Cazenove & Co.

Sun, Thu. 2/8/49, p. 2. **Canal and Coal Trade.** - The Hagerstown *Herald of Freedom* says that it has heard of one enterprising gentleman who, in view of the certain completion of the Canal by next Fall, designs to build and run 40 coal boats. Others are already beginning to make arrangements in anticipation of the event. It is confidently believed that such reduction will be made in the tolls as will bring Allegany coal in successful competition with the cheapest article of coal in the Eastern markets.

AG, Thu, 2/8/49, p. 3. **CANAL COMMERCE**
Arrived, Feb. 7.

Boat W. C. Johnson, Conrad’s Ferry, corn to Fowle & Co.

Cleared, [2/7]

Boat Alexander Neill, Harper’s Ferry, plaster from Fowle & Co.

AG, Fri. 2/9/49, p. 3. **CANAL COMMERCE**
Arrived, Feb. 8.

Boat Wells A. Harper, Harper’s Ferry, nails from Lambert & McKenzie, flour for P. H. Hooff, and pig iron for S. Shinn & Son.

AG, Mon. 2/12/49, p 3. **CANAL COMMERCE**
Arrived, Feb. 10.

Boat Sarah Ellis, Point of Rocks, corn to Cazenove & Co.

Boat C. Eldridge, Goose Creek, corn to Cazenove & Co.

Tolls on the Chesapeake and Ohio Canal.

The toll on coal from Cumberland, upon the Chesapeake and Ohio Canal, has been reduced by the Board of Directors, to 76 cents per ton for the entire length of the Canal.

AG, Tue. 2/13/49, p. 3. **CANAL COMMERCE**
Departed, Feb. 13.

Boat Wells A. Harper, Harper’s Ferry, plaster from Fowle & Co.

AG, Thu. 2/15/49, p. 3. **CANAL COMMERCE**
Departed, Feb. 14.

Boat Dan Gett, Harper’s Ferry, plaster, from Fowle & Co.

AG, Fri. 2/16/49, p. 2. **CANAL COMMERCE**
Departed, Feb. 15.

Boat Phineas Janney, Harper’s Ferry, plaster from Fowle & Co.

CA, Sat. 2/17/49, p. 2. **Coal Toll on Canal** - We learn that the Board of Directors of the Chesapeake and Ohio Canal Company, have decided that the toll upon coal shall be but 76 cents per ton for the entire length of the Canal. We have not a doubt that as soon as the canal is opened, the Cumberland coal will drive the Pictou entirely from the market.

AG, Mon. 2/19/49, p. 2. **The Canal and Railroad.** – It will be recollected that when the Cumberland route was adopted by the Baltimore and Ohio Railroad for the extension of their road to the West, it was stated that some negotiation was necessary with the Chesapeake and Ohio Canal Company, in relation to the improvements contemplated by that company along the north branch of the Potomac. The Canal Company, as assignee of the old Potomac Company, possessed the right of prior location, and hence it was necessary to consult their views in regard to the extension of the railroad to the mouth of Savage river.

We understand the subject was considered by the Board of Directors of the Canal Company, at their meeting in the city of Baltimore, on Thursday of week before last week, and such arrangements made as to render it impossible that any difficulty should occur between the two companies, should the Canal Company at any

future period think proper to extend their improvement to a more western point.

This matter being settled, it may be regarded as tolerably certain that the Railroad Company will proceed, as soon as the season will permit, to put under contract that portion of their road between the town of Cumberland and the mouth of Savage river. This will infuse new activity into the business operations of this region, and afford employment to hundreds of the industrious men who are daily flocking to this great point of present attraction. – *Cumb. (Md.) Civ.*

The Cumberland *Civilian*, says: -
“Thursday was regular monthly pay-day with the Contractors of the Chesapeake and Ohio Canal. The various dues were, as usual, forthcoming. We understand that, in spite of the severity of the season, considerable progress has been made with the work on the Canal, particularly at the tunnel.

News of the Day, - In the County Court of Loudoun, on Monday last, an order was made appointing three gentlemen Commissioners to examine the Potomac river at the base of Catoctin mountain, and thence to Berlin, with instructions to report to the County Court the expediency of constructing a Lift-lock to communicate with the Chesapeake and Ohio Canal, at any suitable point between the above-named places.

AG, Thu. 2/22/49, p. 3. **Alexandria Canal**
Communication from Joseph Eaches, President of the Alexandria Canal Company.

Office of Alex. Canal Co.
February 3rd, 1849

To F. L. Smith, Esq. – *Dear Sir*: - I am in receipt of your letter of the 29th of January, making various enquiries in relation to the Alexandria canal, to most of which you will, I trust, find satisfactory answers, by referring to the last report of the Board of Public Works, and especially that in regard to the capacity of the canal, as the estimate was furnished by one not interested in our work – the engineer of the Chesapeake and Ohio canal company – who estimates the capacity of the

Chesapeake and Ohio canal at not less than 1,000,000 of tons annually; that of the Alexandria canal is as great. I have good reason to believe that the private opinion of Mr. Fisk is, that the capacity of the Chesapeake and Ohio canal to deliver coal at tide-water, making due allowance for detention caused by freshets, ice, &c., far exceeds 1,000,000 of tons per annum; but he prefers, in his official character, to name a quantity within the bounds of certainty. I have no doubt that our canal, with its present locks, is capable of transporting annually from 800,000 to 900,000 tons of coal, in boats of from 75 to 80 tons, and accommodating any other trade that may offer for several years to come. It may, however, be found advisable to construct a lateral canal into a central part of the town, the better to accommodate the general trade, and leave the present outlet of the canal to be used almost or quite exclusively for the coal trade.

We have entered into a contract with the Maryland mining company for the improvement of 200 feet of our river front, and have engaged the timber necessary for that purpose. The work will be commenced in the spring, and finished in time for the trade that will follow the completion of the Chesapeake and Ohio canal to Cumberland. We are in daily expectation of receiving proposals from another company or companies. By the terms of the contract with the Maryland mining company, we are to receive 3½ cents per ton toll, for the whole line of our canal, seven miles, or ½ cent per ton per mile on the coal; and as wharfage, an average, or more than an average, of 12½ percent, on the cost of construction of the works to be erected for the use of that company; which cost is estimated at \$25,000.

The engineer of the Maryland mining company estimates that the proposed works will afford accommodation for the shipment of at least 200,000 tons of coal per annum, though the receipts for the first year may not exceed 50,000 to 100,000 tons.

That the transportation of coal on the Chesapeake and Ohio canal, within a very few years, will reach 1,000,000 of tons per annum,

there can be no doubt, and that, considering the superiority of our harbor and navigation over those of Georgetown and Washington, we shall receive six-tenths of the coal, is almost as certain. But assume that we receive but one-half of the coal, or 500,000 tons, and the other trade on our canal does not exceed 50,000 tons, (certainly a very moderate estimate,) and that the cost of constructing other necessary works should be in proportion to those about to be erected for the use of the Maryland mining company, our income would then be as follows:

Tolls of 500,000 tons of coal at 3½ cents per ton	17,500.00
Tolls on coal boats, 14 cents each way, estimating the capacity of each boat at 75 tons	1,866.66
Rent of land at present rented, admitting that no more shall be leased.	762.00
As wharfage, 12½ percent on the cost of constructing works for the shipment of 500,000 tons of coal, at the rate estimated for the Maryland mining company's works, say on \$62,500	7,812.50
Tolls on 50,000 tons of other articles, taking the trade of last year as <i>data</i> upon which to form an estimate, say at the rate of \$1,075 for 8,757 tons of descending trade	6,137.89
Amounting to	\$34,079.05

gross receipts, equal to 5 percent on the capital of \$680,000. This estimate I consider much below what will prove to be the reality, and have little doubt that the receipts from tolls will exceed the estimate to an extent sufficient to pay the interest on the cost of construction of the works contemplated, and all repairs and current expenses; and that the canal will yield a net revenue of from 5 to 6 percent. Indeed, I think it would not be unreasonable to estimate the transportation of coal at from 600,000 to 700,000 tons, and the other trade at double what I have assumed.

To show the confidence of those who are conversant with the affairs of the canal and have the best opportunity of judging of its prospects, I may mention, that the common council of Alexandria have agreed, upon a pledge of the *wharfage alone*, to advance \$25,000 for the

construction of the works required under the contract with the Maryland mining company; and for the present not to call upon the state of Virginia for the guarantee of the company's bonds for \$43,520 authorized by the act of the legislature of last year.

Notwithstanding the canal stock purchased of the corporation of Alexandria, by the state of Virginia, is at present unproductive, it is not liberal or just toward Alexandria to represent the amount paid for it as a donation, whilst there is every probability of its soon yielding a handsome dividend, and the state will have obtained two-fifths of the stock of a work which cost \$1,200,000, for the sum of only \$272,000; thus reaping a proportionate advantage of the \$400,000 contributed by the United States, whilst we have been for years paying the interest on the whole capital of \$680,000.

If the canal stock should never yield a dollar of revenue, the state of Virginia will lose nothing by our retrocession and its consequences, as we are paying to the state taxes nearly or quite equal, I presume, to the interest on the purchase of stock; and the revenue thus derived from us by Virginia goes to the liquidation of debts created by her prior to our retrocession, for the construction of works, none of which can ever be of any advantage to us, and some prejudicial to our interest.

Should a railroad be made from Alexandria into the heart of our good old state, the road and the canal will be mutually beneficial, and both be of incalculable importance to Alexandria and the state. May the state see her true interest in this matter, and success attend your efforts, is the wish of.

Your friend and obedient servant.

JOS. EACHES, P. A. C. C.

Sun, Wed. 2/28/49, p. 4. Accident to the Chesapeake - The steamship *Chesapeake*, which sailed from New York on Saturday, for Chagres, returned on Sunday, in consequence of her furnace bars having burned out, by using English bituminous instead of the Cumberland coal, which

they were unable to obtain at the time of her departure. The defect will soon be remedied.

AG, Wed. 2/28/49, p. 2. **News of the Day.**

At the last meeting of the President and Directors of the Chesapeake and Ohio canal Company, the tolls upon lime, guano, bone-dust, chemical salts, poudrette and stable manure, with plaster of Paris, were reduced to a uniform rate of *two and a half mills* per ton per mile, and the same has been assented to, and approved by the Board of State's Agents.

Sun, Thu. 3/1/49, p. 2. **Brisk Canal Trade Expected** – A letter from Williamsport, Md., dated Feb. 24th, says: - “We are in expectation of a brisk spring trade at this point on the canal, as the receipts of flour daily average about 1,000 bbls.; our warehouses are all full, as well as all the boats now lying in the several basins. – We understand that a very large stock of produce will be here as soon as navigation opens.”

AG, Thu. 3/1/49, p. 2. **Chesapeake and Ohio Canal.** – It is now said to be certain, that this work will be completed to Cumberland some time next fall – so that we may soon thereafter expect that the State will begin to derive some revenue from it.

Public opinion in reference to this canal, has frequently fluctuated in this city. At one time, Baltimore lent her whole influence to procure appropriations for its completion; and subsequently, it was thought, that would be most expedient to fill up the “Old Ditch.” We are among those who never deviated in sustaining the work; for we have uniformly entertained and expressed the opinion, that, if completed to Cumberland, it would become a source of revenue to the State, and assist in extricating the people from their difficulties. We have no doubt that an immense burthen will be floated on its waters; and that it will be the means of bringing into active operation the whole mineral wealth of Alleghany county.

The great object with the people, should be to place their works of internal improvement in such position as to make them yield the greatest possible revenue to the State. Had no provision been made for the completion of the canal to Cumberland, the whole capital invested in the work, would have been lost. Now we have the prospect of it yielding a handsome income, and shall not be surprised if it finally relieves the State from the payment of all interest on that score. – *Balt. Clipper.*

AG, Fri. 3/2/49, p. 2. **Communications.**

To the editor of the Alexandria Gazette.

The near approach to completion of the Chesapeake and Ohio Canal, and the liberal course of the President and Directors, (sanctioned by the Agents of the State of Maryland,) in fixing the rate of toll on coal, for *four* mills per ton per mile, or 76 cents per ton for its entire length, must necessarily attract attention to the Coal trade, which will certainly be created on this great work, and which must result in great benefit to the whole of the Atlantic States.

Believing, therefore, that any information of a reliable source, respecting the almost marvelous character of the upper Potomac country, will be acceptable to a large portion of your readers, I ask the favor of you to publish in your valuable paper, an extract from the report of William H. Swift and Nathan Hale, Esqs., dated 20th July, 1846 “on the present (then) state of the Chesapeake and Ohio Canal, the prospects of income,” &c., &c. [Transcriber's Note: I have not found that report.]

AG, Wed. 3/7/49, p. 3. **CANAL COMMERCE**

Departed, March 6.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., iron from James Dempsey.

Chesapeake and Ohio Canal

I saw a short notice of the progress making in the Canal to Cumberland, which will no doubt be done by next autumn, and then a large amount of the mineral treasures of Alleghany county will be

floated down to Georgetown, Washington and Alexandria, where it will be shipped to the North. There are over three hundred thousand tons of coal now sent down the Schuylkill canal to Philadelphia; and equal quantity may be expected down the Chesapeake canal to Alexandria. A large quantity would go down the railroad to Baltimore, if they could carry it; but the utmost they can carry is about fifty thousand tons per year. They have not the means to increase their arrangements to do more; and, as the road is up hill and down hill, they require large engines, that cannot carry freights so low as on roads that are all down hill from the mines. The toll and freight on coal from Cumberland to Baltimore is \$2.62 per ton; by canal to Alexandria, it will be less than \$1.50, perhaps as low as \$1.25. This will be an important saving to the citizens of Washington in the price of coal.

One word as to the Falls of the Potomac, about thirteen miles from Washington, where the Canal descends by five locks. Here is a water power ten or twenty times as great as that of Lowell. I have made inquiry of several persons here about these Falls, and people seem to know as much about them as they do about the cataracts of the Nile! The scenery around these Falls, is said to exceed in grandeur and beauty that at Harper's Ferry.

March 2, 1849

NEW YORK

AG, Thu. 3/8/49, p. 3. **CANAL COMMERCE**
Arrived, [3/7]

Boat Gen. Washington, Goose Creek, corn and flour, to D. F. Hooe.

Boat Catoctin, from Catoctin Creek, corn and flour to Fowle & Co.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Boat Experiment, Conrad's Ferry, corn to Cazenove & Co.

Cleared.

Boat -----, Harper's Ferry, groceries, &c. for Burkittsville, Md., from McVeigh, Bro. & Co.

AG, Fri. 3/9/49, p. 3. **CANAL COMMERCE**

Arrived, March 8.

Boat Mermaid, Dam No. 5, corn meal and nails to Lambert & McKenzie, and corn meal to John B. Daingerfield.

Departed, [3/8]

Boat Catoctin, Catoctin Creek, plaster from Fowle & Co., and lumber from Waters & Zimmerman.

Boat Gen. Washington, Goose Creek, plaster from Cazenove & Co.

Boat Experient, Edward's Ferry, plaster from Lambert & McKenzie.

AG, Sat. 3/10/49, p. 4. **CANAL COMMERCE**

Departed, March 9.

Boat Gen. Scott, Noland's Ferry, plaster from Fowle & Co.

AG, Tue. 3/13/49, p. 3. **Goose Creek.**

A letter from a gentleman interested in the success of the Goose Creek improvement assures us, that "if no unexpected obstacle interposes, they hope by the 4th of July, 1850, to exhibit in the Alexandria Canal basin, a boat, gunwales deep, with produce, from the depot at Aldie." Success to our friends.

Communications

Organization of the Goose Creek and Little River Navigation Company.

The undersigned, Commissioners, appointed under the original Act of 1832, incorporating this Company, hereby give notice, in pursuance of the provisions of the amendatory acts of March 1848, and February, 1849, that the sum of \$20,000 having been subscribed by individuals, (that being the amount necessary to authorize the organization of the Company, and to secure the State subscriptions,) a meeting of the subscribers is hereby called, at the Hotel of Wm. F. Adam, in the town of Aldie, on Saturday, the 31st inst., at 11 o'clock, for the purpose of electing a President and five Directors, to manage the affairs of the Company for the ensuing twelve months. A full meeting is therefore desirable, and a majority in interest of all the subscribers is *indispensable*, under the Law, to authorize such election. The

necessary funds for commencing this work, having now been subscribed, it is deemed important to have it located and put under contract at the earliest practicable moment.

A much larger sum than \$20,000 has been subscribed by individuals; but that being the amount required by Law to be subscribed by them, before the Company could be organized, it has been deemed sufficient to say that the *prescribed amount* has been taken.

BURR W. HARRISON, Commr. at Leesburg
 H. B. POWELL \
 JESSEE McVEIGH “ at Middleburg
 HUGH SMITH /
 ASA ROGERS /
 LEWIS BERKELEY\
 JOHN MOORE “ at Aldie
 WM. NOLAND /

N. B. Under the provisions of the 2nd Sec. of the Act of 1832, any subscriber who cannot attend a general meeting, may depute any other subscriber to vote and act as a proxy for him or her, by writing under his or her hand “acknowledged before a single witness.”

AG, Wed. 3/14/49, p 3. **CANAL COMMERCE**
 Departed, March 13.

Boat Alex. Neill, Harper’s Ferry, plaster from Fowle & Co.

AG, Fri. 3/16/49, p. 2. **Shenandoah Navigation.**
 On our first page will be found the report of Mr. Fisk upon the Shenandoah River improvement. [Transcriber’s Note: The report was not found on page 1 or any other page.] Though not professing to be final or complete, it is sufficiently clear in its statement, and will speak for itself.

We confess ourselves disappointed in the estimated cost of the improvement. We had no idea that a slack-water navigation for boats of only 30 tons would cost 16 or \$18,000 per mile. Six hundred thousand was we had thought, the outside estimate. If, however, the cost will really be so heavy, we fear that the engineer is mistaken in his belief that the trade of the river will justify the outlay. The gross revenue could scarcely, to the

best of our knowledge, reach \$50,000. The receipts of the Roanoke Company, whose works are of about the same length, and drain an extent of country atoning by its greater breadth for inferior productiveness, are only some \$14,000 annually. If our impressions as to the *possible* revenue, say \$40,000 net, or two percent on two millions, be near the mark, the question with the farmers along the river is reduced to the point whether or not the enhanced value of their land and produce would be sufficient to cover the remaining four percent; in other words, whether \$1,300,000 would be added to the value of all the real estate along the river. They will, we think, find it to their advantage to examine the probabilities of a greater gain proportionate to the outlay resulting from a cheaper improvement, either in the hands of the present Company, or on some such plan as that adopted in the construction of the Rappahannock canal. – *Winchester Virginian*.

AG, Fri. 3/16/49, p. 2. **CANAL COMMERCE**
 Arrived, March 15.

Boat Henrietta, Big Spring Mill, corn to Cazenove & Co.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son, and corn to Fowle & Co.

Departed.

Boat Hugh Smith, Harper’s Ferry, sack salt, from D. B. Smith.

AG, Sat. 3/17/49, p. 3. **CANAL COMMERCE**
 Arrived, March 17.

Boat Gen. Scott, Noland’s Ferry, corn to Cazenove & Co.

Chesapeake and Ohio Canal

We are gratified to learn that the bill guarantying the bonds of the Chesapeake and Ohio Canal Company, for the sum of \$200,000 has passed both branches of the Virginia Legislature and become a law. This will be an important aid, in furtherance of the purposes of the Canal.

The following important amendment to the bill, was introduced, during its passage, and is a part of the law:

And provided further, That no such guarantee shall be made by the Treasurer until the Board of Public Works shall be satisfied that the Chesapeake and Ohio Canal Company have paid, or arranged to pay, out of any money or assets which they now have, or hereafter may have, applicable to such a purpose, or arranged to the best of their ability, all debts due to, and to comply with all contracts made with, the Alexandria Canal Company, and shall grant upon fair and reasonable terms, to the said Company, (which shall have power to take, hold and enjoy the same,) 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, without affecting previous contracts, or which may not injure the navigation of the said Chesapeake and Ohio Canal.

AG, Mon. 3/19/49, p 3. **CANAL COMMERCE**
Arrived, March 18.

Boat Gen. Washington, Goose Creek, flour and corn to D. F. Hooe.

Boat C. Eldridge, Goose Creek, flour and corn to D. F. Hooe.

Boat Ohio, Shepherdstown, corn and flour to Cazenove & Co.

Boat Ben. Franklin, Williamsport, 700 bbls. flour to T. M. McCormick & Co.

Departed, [3/18]

Boat Rambler, Bellsville, groceries, &c., from McVeigh, Bro. & Co.

Boat Gen. Scott, Noland's Ferry, plaster, from Wm. L. Powell & Con.

Boat Gen. Washington, Goose Creek, plaster from D. F. Hooe.

Boat C. Eldridge, Goose Creek, plaster, from D. F. Hooe.

AG, Tue. 3/20/49, p. 2. **Chesapeake and Ohio Canal.** – The Cumberland *Civilian* says:

Yesterday, was the regular monthly pay day of the Canal Contractors, and consequently, most of the parties engaged on the line were present in Cumberland. We learn that a very heavy force hands being very abundant, will press the work

forward now that the season has opened, and that its completion is certain by the 1st of October next. We already hear of large operations in boat building. One responsible party had made a contract with a Coal Company to carry 100,000 tons to market the year after the navigation is opened.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, March 19.

Boat John Glenn, Goose Creek, corn to Lambert & McKenzie

Boat Mill Boy, Goose Creek, wheat to Cazenove & Co.

AG, Wed. 3/21/49, p. 3. **Advertisement.**

VALUABLE REAL ESTATE IN LOUDOUN COUNTY, AT PRIVATE SALE – The subscriber offers for sale that well known and valuable Farm called GOSHEN, lying on the Potomac River, immediately at the junction of Goose Creek, about four miles from Leesburg, and thirty from the District of Columbia. The farm contains about 550 Acres, about 80 of which are River Bottom, of first-rate quality, and about 150 acres in Wood. The remainder is of best red upland, in a good state of cultivation, and very susceptible of improvement.

The Farm is laid off in nine fields, three of which are in Clover and two Bluegrass. There are a new and an old Orchard of Apple Trees, with abundance of other Fruit. The buildings consist of a comfortable Dwelling, Kitchen, Meat house, two Corn houses, Stabling, &c. There are a Well and Pump in the yard, and several Springs on the Farm. There is also a large new Warehouse, near the mouth of Goose Creek, on a beautiful basin in said Creek, from which a large boating business is done through the Canal. The house is now under a rent of \$200. There is also a Ferry belonging to this Farm, worth about \$100 per annum. This is desirable property to any enterprising man. The facilities for getting the products of the Farm to market are unsurpassed, as they can be put in boats without leaving the farm. [Transcriber's Note: This advertisement discloses that Edward's Ferry

was owned by a Virginian and there was a warehouse at the mouth of Goose Creek where canal boats could load or unload.]

AG, Wed. 3/21/49, p 4. **CANAL COMMERCE**
Arrived, March 20.

Boat Victoria, Goose Creek, corn to Fowle & Co.
Boat Mermaid, Honeywood Mill, flour to Lambert & McKenzie, and whiskey to J. B. Daingerfield.

AG, Fri. 3/23/49, p. 4. **CANAL COMMERCE**
Departed, March 22.

Boat Victory, Noland's Ferry, plaster from Fowle & Co.
Boat Mermaid, Honeywood Mill, salt and fish from Lambert & McKenzie.

AG, Sat. 3/24/49, p. 2. **Chesapeake and Ohio Canal** – Among the important bills passed at the late session of the Legislature, was one to guarantee the bonds of the Chesapeake and Ohio Canal Company in the amount of \$200,000. This amount is to put the old part of the Canal in complete repair, so as to have the whole work in good order by the time the Western section is finished to Cumberland. This will be, probably, by the commencement of the next year's trade. We may then look out for most advantageous results. With the coal trade from Cumberland and the transportation of flour to Georgetown and Alexandria, we shall have cheering prospects before us. – *Charles Town Free Press.*

Ibid, p. 3. **CANAL COMMERCE**

Arrived, March 23.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Boat Alexander Neill, Harper's Ferry, coal to Mount Vernon Factory.

Boat Wells A. Harper, Harper's Ferry, nails to Lambert & McKenzie.

Boat Belle, Shepherdstown, corn to Fowle & Co.
Departed.

Boat Alexander Neill, Harper's Ferry, plaster from Fowle & Co.

Boat Wells A. Harper, Harper's Ferry, plaster from Fowle & Co.

Sun, Mon. 3/26/49, p. 2. **Completion of the Canal.** - The Washington News says that the Chesapeake and Ohio canal will be finished to Cumberland by the first day of next November, according to contract - and by means of the \$200,000 guaranty of Virginia, the old portion, in the meantime, will be put in perfect order for the immense business that is contemplated for it.

AG, Mon. 3/26/49, p. 2. **Boston; New York**
The bill recently passed the Virginia Legislature, guarantying the bonds of the Chesapeake and Ohio Canal Company for \$200,000, is to enable the Company to raise funds, to put the entire line of the finished portion of the canal, from Dam No. 6 to Georgetown, in complete order; to clear out the canal and make it six feet deep the whole way; to raise the banks and make waste ways, so as to guard it more securely against freshets; and to make all those other necessary improvements, for want of which, so much damage and loss to the work, and inconvenience to the public, have so frequently arisen.

Ibid, p 3. **CANAL COMMERCE**

Arrived, March 24.

Boat Hugh Smith, Harper's Ferry, corn to Cazenove & Co.

Departed.

Boat Gen. Scott, Harper's Ferry, cotton waste from M. V. Factory.

Boat Hugh Smith, Harper's Ferry, lumber from Waters & Zimmerman.

Boat Belle, Billmyer, groceries, &c., for Shepherdstown and Martinsburg, Va., from McVeigh, Bro. & Co.

Boat -----, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.

Sun, Thu. 3/29/49, p. 2. **Good Boating on the Shenandoah** - Capt. Jacob Sype, of Page county, (Va.,) brought down the Shenandoah river a few days since, to Harper's Ferry, in one fleet, twelve

gondolas, with 1,200 bbls. of flour on board, all in good order, where it was put on board canal boats bound for Georgetown, D. C.

AG, Fri. 3/30/49, p. 3. **CANAL COMMERCE**
Arrived, March 29.

Boat Experiment, Conrad's Ferry, corn to Wm. L. Powell & Son.
Boat Virginia, Conrad's Ferry, flour to Wm. L. Powell & Son, and corn to master.

CA, Sat. 3/31/49, p. 2. **The Canal Bonds**, those issued under the law for the completion of the work to Cumberland, are represented to be in demand in the stock market. A late number of the *Washington News* says - Sales have been made, to some extent at 80, and holders are now asking more. The original subscription price for these bonds was 60 cents in the dollar. - The interest on the bonds issued has been promptly paid, and the canal work has progressed rapidly, and all doubt of its completion to Cumberland vanished. In view of the state of affairs, the bonds have rapidly advanced in value. From 60 they have risen to 80, in a short space of time, and from the present demand the tendency is to rise still further. The bonds were first taken on speculation; they are now rapidly assuming the character of a solid interest paying stock and appear to be sought after as a desirable investment.

AG, Sat. 3/31/49, p. 3. **CANAL COMMERCE**
Arrived, March 30.

Boat Rough & Ready, Berlin, corn to Fowle & Co.
Boat Ohio, Shepherdstown, wheat to Cazenove & Co.

Departed, [3/30]

Boat Experiment, Conrad's Ferry, plaster from Wm. L. Powell & Son.
Boat Virginia, Goose Creek, lumber from James Green and Waters & Zimmerman.

Sun, Mon. 4/2/49, p. 1. **Canal Trade**

There appears to be a brisk business doing on the Chesapeake and Ohio Canal, from the up country to Georgetown. The *Advocate*, of

Saturday, reports the arrival of 16 boats, laden principally with flour, but with some other produce also.

AG, Mon. 4/2/49, p. 3. **CANAL COMMERCE**
Arrived, March 31.

Boat Gen. Scott, Noland's Ferry, corn to Cazenove & Co.
Boat C. Eldridge, Goose Creek, corn to Lambert & McKenzie.

Boat Sarah Ellis, Point of Rocks, corn to J. J. Wheat & Bros.

Departed, [3/31]

Boat Virginia, Goose Creek, groceries, shoes, hats, &c., Leesburg, Va., from McVeigh, Bro & Co.

AG, Tue. 4/3/49, p. 2. **CANAL COMMERCE**
Cleared, April 2.

Boat C. Eldridge, Leesburg, lumber from James Green.

AG, Wed. 4/4/49, p. 4. **CANAL COMMERCE**
Arrived, April 3.

Boat Neptune, Seneca, tan bark, to C. C. Smoot.
Boat Catoctin, Catoctin Creek, corn to Fowle & Co.

Cleared, [4/3]

Boat Neptune, Seneca, plaster and sundries from sundry persons.

AG, Fri. 4/6/49, p. 3. **Goose Creek**

The proceedings of the meeting of the Stockholders of the Goose Creek and Little River Navigation Company, held at Aldie, on the 31st ult., have not been received yet, but will probably be prepared and published this week.

AG, Sat. 4/7/49, p. 4. **CANAL COMMERCE**
Cleared, April 6th,

Boat Neptune, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.; dry goods from Brent & Bryan and Gregory & Adams; hardware from J. A. English; and queensware from R. H. Miller, for Hancock and Clearspring, Md.

Boat -----, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

AG, Mon. 4/9/49, p. 3. **CANAL COMMERCE**

Arrived, April 7.

Boat Ohio, Harper's Ferry, corn, wheat and flour to Cazenove & Co.

Boat Experiment, Conrad's Ferry, corn to Wm. L. Powell & Son.

Departed.

Boat Hugh Smith, Harper's Ferry, plaster, from Fowle & Co., and sundries from sundry persons.

AG, Tue. 4/10/49, p. 3. **CANAL COMMERCE**

Departed, April 9.

Boat Mill Boy, Big Spring Mill, lumber, from Waters & Zimmerman; and sundries from sundry persons.

Boat Experiment, Conrad's Ferry, plaster from Cazenove & Co.

AG, Wed. 4/11/49, p 4. **CANAL COMMERCE**

Arrived, April 10.

Boat P. F. Thomas, Goose Creek, corn to Cazenove & Co., and Wm. L. Powell & Son.

Boat Ben. Franklin, Shepherdstown, flour to T. M. McCormick & Co.

Boat W. C. Johnson, Noland's Ferry, corn to C. Wilson.

AG, Thu. 4/12/49, p. 3. **CANAL COMMERCE**

Arrived, April 11.

Boat Gen. Washington, Goose Creek, flour to Wm. L. Powell & Son and D. F. Hooe.

Departed, [4/11]

Boat Ben. Franklin, Shepherdstown, plaster, from Fowle & Co., and salt and plaster from T. M. McCormick & Co.

Boat Gen. Taylor, Berlin, lumber from Waters & Zimmerman, groceries, boots, shoes, hats, caps, &c., Knoxville and Burkittsville, Md., from McVeigh, Bro. & Co.

Boat Mill Boy, groceries, &c., for Leesburg, from McVeigh, Bro. & Co.

AG, Sat. 4/14/49, p. 3. **CANAL COMMERCE**

Arrived, April 13.

Boat General Scott, Noland's Ferry, corn to Fowle & Co.

Boat Rough & Ready, Catoctin, corn to Fowle & Co.

Boat C. Eldridge, Goose Creek, corn to Lambert & McKenzie.

Departed, [4/13]

Boat Henry Clay, Hardscrabble, Va., groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and dry goods from Berkley & Harper and Gregory & Adams.

AG, Mon. 4/16/49, p 4. **CANAL COMMERCE**

Departed, April 14.

Boat Gen. Washington, for Goose Creek, groceries, &c., from McVeigh, Bro. & Co.

Boat Henrietta, for Leesburg, groceries, shoes, &c., from McVeigh, Bro. & Co., and crockery ware from R. H. Miller.

AG, Wed. 4/18/49, p. 3. **CANAL COMMERCE**

Arrived, April 17.

Boat William, Shepherdstown, corn to Lambert & McKenzie.

Boat Belle, Shepherdstown, wheat and corn to Fowle & Co.

Boat Sarah Ellis, Point of Rocks, corn to Lambert & McKenzie.

Boat J. Lambie. Honeywood Mill, corn and flour to Lambert & McKenzie.

Departed, [4/17]

Boat William, Shepherdstown, plaster from Lambert & McKenzie, and groceries for Staunton from Wm. Bayne.

Boat Belle, Shepherdstown, plaster from Fowle & Co.

AG, Fri. 4/20/49, p. 3. **CANAL COMMERCE**

Cleared, April 19.

Boat Belle, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., dry goods from Gregory & Adams, hardware from J. A. English and hardware from Creighton & McNair, for Shepherdstown and Hardscrabble, Va.

Boat Eagle, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., dry goods, from Gregory &

Adams and Brent & Bryan, and hardware from J. A. English, for Hancock, Md. and Warren Township, Pa.

Chesapeake and Ohio Canal.

We are informed that the Board of Directors of this great work are now in session in this city, for the purpose of making arrangements for putting the Canal in complete order, from its eastern terminus to Dam No. 6; the State of Virginia having, with a wise liberality, passed an act to enable the Company to raise the necessary pecuniary means to affect this important object.

We are also informed that the new portion of the canal, from Dam No. 6 to Cumberland, will certainly be completed within the period of time fixed in the contract, viz: 1st November next. – *Nat. Int.*

AG, Sat. 4/21/49, p. 3. **CANAL COMMERCE**
Arrived, April 20.

Boat Hugh Smith, Harper's Ferry, coal to Lambert & McKenzie.

Departed, [4/20]

Boat Hugh Smith, Harper's Ferry, barreled fish by master.

AG, Mon. 4/23/49, p. 3. **Chesapeake and Ohio**

We are gratified to learn that all matters of difference which have remained unsettled between the Chesapeake and Ohio Canal and the Alexandria Canal Companies, referred to in the proviso of the Act of the General Assembly, guarantying a loan of \$200,000 for the purpose of putting the former Canal in order, below Dam No. 6, have been amicably and satisfactorily arranged between the two Companies. We presume the Board of Public Works, will, also, be satisfied with the arrangement.

AG, Tue. 4/24/49, p. 3. **CANAL COMMERCE**
Departed, April 23.

Boat Rambler, Monocacy, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

AG, Fri. 4/27/49, p. 2. **Chesapeake and Ohio Canal** – Late movements have a cheering influence on our spirits. Some of the old readers of the *Free Press* will remember how, in the years 1823-4 and 5, when we were earnestly advocating this work at Harper's Ferry, we were laughed at as a visionary, and as wasting ink, paper and mental toil. They will judge how much pleasure must be afforded us in seeing our anticipations realized. True, the consummation was not brought about at so early a day as we expected, but it is coming soon.

In another year, the Canal will be at the Coal region of Maryland – the old part will be in thorough repair – and we shall be if specify found advocating an extension into the Coal fields of Hampshire and Hardy – and finally, the completion of the original scheme of connecting the Ohio and Chesapeake.

Virginia is gradually manifesting an increased in the work – she has given her endorsement for \$200,000 to repair the work – she will give another endorsement in good time to send the Canal into her own Coal fields – and then when the people of the Northwest shall see and appreciate the importance of the work, our good old Mother will put her name down again for enough to carry out the design of the Father of his Country, when he first gave his attention to the improvement of the Potomac.

Stranger things have occurred ant anything now suggested, and therefore *we* shall not despair of seeing (no, *we* may not, but our children may) the wealth of the Pacific passing through Virginia on the waters of our James River and Potomac Canals into the Chesapeake! Readers, do you laugh? Cast your eyes back but a quarter of a century, and ask if more improbable events have not been developed within that period!

Be this as it may, we mean hereafter to draw public attention more closely to the interests involved in the Chesapeake and Ohio Canal. We now have a President and Congress who have no scruples about applying the resources of the country to the construction of Great National Works – and the United States Government having

encouraged Maryland and Virginia to embark in the scheme, must help them to go through the Mountains and unite with Mr. Calhoun's "Inland Sea."

This is the time for friends of the measure to wake up, to strike a decisive blow, and accomplish results worthy of a people so blessed as we are. – *Charles Town free Press.*

AG, Sat. 4/28/49, p. 3. **CANAL COMMERCE**

Arrived, April 27th.

Boat Mermaid, Honeywood Mill, corn to Lambert & McKenzie.

Boat Charlotte, Williamsport, whiskey to John B. Daingerfield.

AG, Mon. 4/30/49, p 3. **CANAL COMMERCE**

Arrived, April 28.

Boat Henrietta, Goose Creek, corn and flour to Wm. L. Powell & Son, and flour to S. S. Masters & Son.

Boat Gen. Scott, Noland's Ferry, corn to Wm. L. Powell & Son.

Cleared, [4/28]

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Charlotte, for Clearspring and Knoxville, Md., groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Boat Mermaid, Williamsport, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

AG, Tue. 5/1/49, p. 3. **CANAL COMMERCE**

Arrived, April 30.

Boat W. C. Johnson, Noland's Ferry, corn to Wm. L. Powell & Son.

Departed, [4/30]

Boat Hugh Smith, Harper's Ferry, plaster, from Lambert & McKenzie.

Chesapeake & Ohio Canal Bonds.

There is a growing demand for preferred bonds of the Chesapeake and Ohio Canal Company. The attention of capitalists and incorporated companies has been directed towards them as a safe and permanent investment, and the consequence is that

the few bonds that get into the market are eagerly sought after and bought up. There are none for sale here at present at 80 which is an advance of 20 percent on the original subscription. Most of the bonds delivered, when issued into the hands of subscribers who are generally men of capital, who subscribed for investment and who are able and desirous of holding them. These bonds never touch the market. Other subscribers on speculation, have sold out long since to men of capital who received their bonds regularly and hold them. There are some few who retain their original subscription, receive their bonds according to the terms of the subscription, pay for them at sixty cents in the dollar, and offer them in the market for the most they can get. This latter is at present the only source of supply for the "outsiders," and it is a limited one. The bonds, if they continue in favor, must necessarily, under the circumstances, rise in value, simply because the demand is in advance of the supply, and the supply is not likely to increase, but rather diminish. The canal will be finished by the first of November next – this is settled.

The State of Virginia has provided means for its thorough repair from Georgetown to Dam No. 6. This puts the whole line in complete order for business and active operation. The work, when completed, is mortgaged for the payment of the preferred bonds, which in amount are under two million and redeemable thereat five years hence, with interest payable half-yearly. This is a short history of the bonds.

The only question is, will the income from the tolls pay the interest on them without delay or difficulty? No one doubts it, and hence the basis upon which the bonds have risen and have assumed the character of a solid, safe, permanent, interest-paying investment. – *Washington News.*

AG, Wed. 5/2/49, p. 4. **CANAL COMMERCE**

Arrived, May 1.

Boat Henry Clay, Washington County, Md., flour to T. M. McCormick & Co.

Departed, [5/1]

Boat Henry Clay, sundries for Williamsport, Md., from T. M. McCormick & Co., and dry goods from Gregory & Adams.

AG, Fri. 5/4/49, p. 2. **Alexandria.**

As we have no doubt that Alexandria will be the principal depot for the Coal Trade shortly to be opened, by means of the completion of the Chesapeake and Ohio Canal to Cumberland, we have devoted a portion of our columns today, to an article from Hunt's Merchant's Magazine, in relation to the subject. The article will be read with interest, as it gives many important facts concerning the Coal Region, and others bearing upon the anticipated Coal Trade. The Canal, will, in all probability, be opened to Cumberland in October next. There is a region rich in Coal and other valuable minerals, lying in Hampshire and the adjacent country, in *Virginia*, yet to be developed, and the riches of which must, also, flow into this Canal. Public attention has been recently drawn to this region, by a correspondent of this paper. We hope to see the North Branch of the Potomac so improved, that the Coal from Hampshire will find its way readily to market. [Transcriber's Note: the referenced article was too long for inclusion – brevity was missing.]

AG, Sat. 5/5/49, p. 3. **CANAL COMMERCE**
Arrived, May 4.

Boat Ben. Franklin, Washington county, Md., flour to T. M. McCormick & Co. and Lambert & McKenzie.

Cleared, [5/4]

Boat Mill Boy, Leesburg, groceries from Wm. Bayne.

Sun, Mon. 5/7/49, p. 2. **Georgetown and the Canal Trade** – The prospect, or rather certainty, of an early completion of the Chesapeake and Ohio Canal to Cumberland, Md., and the energy evinced by the Alexandrians in preparing for the accommodation and profitable reception of the increased trade of their town has stirred the people of Georgetown up to the necessity of adopting prompt and active measures to secure a fair

proportion of the advantages expected to arise therefrom. A town meeting was convened by the Mayor on Thursday evening last, when Wm. H. Edes was called to the chair, and Wm. H. Tenny appointed Secretary. Propositions for a street on the south side, adjoining the Canal, outlet locks and a basin, were severally presented to the meeting and discussed. A committee was also appointed to investigate and report to a subsequent meeting upon the expediency of opening a landing to accommodate the Canal trade on the South side of the Canal, the expediency of constructing a Basin to accommodate the coal trade, and the consideration of outlet locks in the west end of the town. The Mayor was also requested to employ a suitable Engineer to make surveys and examinations in view of accommodating the expected increase of the Coal and produce trade on the completion of the Canal, and to report the result to an adjourned meeting of the citizens at the earliest day practicable.

AG, Mon. 5/7/49, p. 2. **Chesapeake and Ohio Canal** – We are glad to learn that the prospect held out, early in the spring, of a large and increased business on the canal, is being fully realized. We have been informed by a gentleman, who has opportunities of knowing the fact, that for the six weeks, just prior and subsequent to the time of the opening of business on the canal this spring, the receipts of flour at Williamsport, alone, averaged about 1,000 bbls. per day; and that at the present time, notwithstanding, our farmers, generally are busily engaged with their spring crops, there is still a brisk business doing at this point.

This has been one of the most favorable seasons, in every respect, probably, that the canal has ever had. There have been no damages from freshets to interrupt its business; and the late judicious appropriation of \$200,000 by the Legislature of Virginia, (to be expended in providing, securely, against damages in the future,) which it is hoped the company will now be able, shortly, to realize, has inspired all the friends of the canal with increased confidence.

In fact, the spring of 1849 may be set down as an era in the history of the canal. – *Hagerstown Torch Light*.

Ibid. p. 3. **CANAL COMMERCE**

Departed, May 5.

Boat Ben. Franklin, groceries, &c., from McVeigh, Bro. & Co., paints, oils, varnish and window glass, from Wm. Stabler & Bro., for Hancock, Md., and plaster and fish from T. M. McCormick & Co., for Williamsport, Md.

DNW, Tue. 5/8/49, p. 2. **Chesapeake and Ohio Canal.** - The Cumberland Alleghenian of Saturday, says: "We understand that the work on the unfinished portion of the Chesapeake and Ohio Canal, is proceeding rapidly - the force now employed being larger than at any time heretofore. The principal contractors feel confident that by the first of November, the magnificent work will be completed."

AG, Tue. 5/8/49, p. 2. **News of the Day.**
An adjourned meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at Barnum's Hotel, in the city of Baltimore, *on Thursday, the 10th day of May next*, at 12 o'clock, M.

Ibid., p. 3. **CANAL COMMERCE**

Arrived, May 7.

Boat Ohio, Shepherdstown, wheat and corn to Cazenove & Co.
Boat Gen. Washington, Goose Creek, corn to Lambert & McKenzie, and flour to D. F. Hooe.
Boat Hugh Smith, Harper's Ferry, coal to Lambert & McKenzie.

AG, Wed. 5/9/49, p. 3. **CANAL COMMERCE**

Departed, May 8.

Boat Ohio, Harper's Ferry, lumber from James Green.
Boat Gen. Washington, Goose Creek, lumber from Waters & Zimmerman, sundries from sundry persons, groceries from Wm. Bayne, and groceries, &c., from McVeigh, Bro. & Co.

Boat Hugh Smith, Harper's Ferry, plaster, laths, fish, &c., from sundry persons, groceries from Wm. Bayne, and groceries, &c., from McVeigh, Bro. & Co.

Boat Potomac, groceries and shoes from McVeigh, Bro. & Co., dry goods from Brent & Bryan, queensware from R. H. Miller, hardware from James A. English, for Warren Township, Pa.

Washington City Canal.

The contractors for cleaning out and repairing this work throughout its entire length, from the Potomac to the Eastern Branch, have commenced operations, and it is believed will be able to complete the whole during the present year; which will be in season for the expected trade by the Chesapeake and Ohio canal, and with which work the city canal is connected by locks.

DNW, Thu. 5/10/49, p. 3. **Chesapeake and Ohio Canal.** - The Cumberland papers reiterate the assurance that this work will be finished to that place by the first of November next. Our readers are generally aware that Virginia has recently appropriated \$200,000 for the purpose of putting the line of the Canal from the District to dam No. 6 in complete repair. In anticipation of the renovation and extension of this work, as noted above, our neighbors of the District are taking measures to accommodate and enjoy the trade which is expected to flow through its channel. - *Balt. Amer.*

AG, Thu. 5/10/49, p. 2. **News of the Day.**
The Winchester *Virginian*, referring to the completion of the Chesapeake and Ohio Canal, says: "The 'hopes deferred' of the friends of this important work are being re-animated by its immediate completion to the coal region. We hope their fullest expectations may be realized. It will introduce the game of give and take, between Alexandria and Baltimore – Maryland and Virginia. Our own commercial towns will reclaim from the soil of the former State some of the wealth she has long been extracting from our own."

AG, Fri. 5/11/49, p. 3. **CANAL COMMERCE**
Cleared, May 10.

Boat Virginia, groceries, boots, shoes, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan, queensware from R. H. Miller, hardware from J. A. English, and groceries from Wm. Bayne, for Leesburg, Va.

AG, Sat. 5/12/49, p. 3. **CANAL COMMERCE**
Arrived, May 11.

Boat Belle, Shepherdstown, corn and flour to Lambert & McKenzie.

AG, Mon. 5/14/49, p. 2. **News of the Day.**

The greatest activity prevails along the entire unfinished line of the Chesapeake and Ohio Canal. A few days since, the force employed exceeded twelve hundred men, and was increasing as fast as it could be rendered efficient. From Dam No. 6 to Cumberland, industrious labor is at work. The middle Canal basin at Cumberland has been deepened during the past week, a large number of men with horses and carts having been at work on it.

Ibid, p. 3. **COMMUNICATION** –

Among the various schemes which are now being projected for the improvement of Alexandria, there is one which I hope will not be over-looked. To some it may seem a *small* matter, of but little moment, but its importance is not duly appreciated. I mean the extension of the Canal into the Town, with a basin in some convenient and central location. The writer of this *knows* by personal experience that a large amount of Canal trade has been lost to the Town under the present arrangement of affairs. I do not deem it necessary to enter into a detail of the inconveniences and disadvantages which at present attend persons trading to Alexandria, by the Canal. They are seen and known by every one who gives the matter a moment's thought, and those of our merchants who are directly concerned in receiving produce by the Canal, have been surfeited with complaints and remonstrances, on the subject, from their

country friends. It has become indeed a difficult matter to induce the owners of boats to bring produce to Alexandria. Seven-eighths of them object to coming here and will not do so if they can possibly obtain freight elsewhere. – These persons frequently have the control of their cargoes and make use of every effort to dispose of them in Georgetown, even at prices slightly less, rather than bring them to Alexandria. Thus, we lose not only the receiving the produce, but a considerable amount of a much more profitable return trade.

If any curious person will but take the pains to pay a visit to our Canal basin, I venture to assert, that they will not return without a spell of the “horrors.” Everything around it is so cheerless and desolate, that it is really heart-sickening. There are no accommodations for loading and unloading boats, no shelter for the men and horses, and what was supposed by some sanguine individuals would prove the nucleus of a considerable addition to the Town consists at present of a dilapidated wharf and two unoccupied warehouses. Thus, the few boats that come here are compelled, “ *nolens volens,*” to lock down into the river, and discharge their cargoes at the wharves. This is accompanied, in boisterous weather, with considerable risk, and under the most favorable circumstances, with *trouble* and a loss of time. It is this, that the boatmen the most object to, and many of them who are consigned here, rather than submit to it, will not come through the Canal at all, but employ the Steamboat Salem to tow them down the river from Georgetown; and so, the tolls are lost to the Canal Company. I have an instance, (among many others), in my mind, which occurred last week, of a boat having been detained the greater part of *two days* in waiting to get from, and to the Locks. It was the Boatmen's *first* trip to Alexandria and he sincerely hoped it would be his *last*. The great difference between the receipts of produce here and in Georgetown, *so largely* in favor of the latter place, is I have no doubt attributable in a great measure to this cause. There are other things, to

be sure, which operate to produce this result, but this I believe to be the chief reason.

There is in addition to these things, another strong reason, indeed I may say an *absolute necessity*, why this extension of the Canal into town should take place. That is, that on the completion of the Chesapeake and Ohio Canal to Cumberland, and the consequent commencement of the large coal trade which Alexandria must derive from this source, the present basin and locks will not be sufficient for the accommodation of the coal and produce. The coal will of course be discharged at the wharves to be prepared for it on the river, but there must be an outlet into town by means of another lock and a lateral canal for the produce. Unless this is done, there will be a clashing between the two branches of trade, and they will retard each other, as has been the case heretofore on the Baltimore and Ohio Railroad. Some persons have made the expense of this work a “bug-bear,” but I will venture to assert that the expense will be but a trifle in comparison to the increase of business which we shall receive by it.

I know that there is a strong opposition to this matter; but if those who oppose it will only forget *individual* interests, and look alone to the *general* weal, their opposition will cease.

There is no doubt that a majority of the citizens of the town are in favor of it, as was proved by the vote sometime since taken, and I sincerely hope that those to whom the thing has been entrusted, will see to it and have the people’s wishes carried out.

CANAL COMMERCE

Cleared, May 12.

Boat Wells A. Harper, Harper’s Ferry, plaster from Lambert & McKenzie, and fish from R. C. Barton. Boat Belle, groceries, boots, shoes, hats, &c., for Shepherdstown and Kerneysville, from McVeigh, Bro. & Co., and crockery ware from R. H. Miller.

AG, Tue.5/15/49, p. 2. **News of the Day** – On Monday of the May County court for Berkeley an application will be made to the Court in pursuance of a recent act of the General Assembly of

Virginia, for the appointment of three Commissioners to select some point opposite to the County of Berkeley for the location of a lift lock for the accommodation of the Canal trade of that County. And, on Tuesday and Wednesday following, the said Commissioners are expected to meet Mr. Fisk, the Chief Engineer of the Chesapeake and Ohio Canal Company, to perform the duties prescribed by law.

Ibid, p. 4. **CANAL COMMERCE**

Arrived, May 14.

Boat Gen. Scott, Noland’s Ferry, corn to Fowle & Co.

Sun, Wed. 5/16/49, p. 1. **More Mineral Wealth in Pennsylvania.** - A rich bed of manganese, heretofore found in this country only in Vermont, has been discovered in Greenwich township, Berks county, on the farm of Mr. John Kohler, Jr. The ore is of the richest quality, yielding 90 percent of pure metal, and thus far there has been obtained from eight to ten tons of ore daily. Manganese is much in use in the manufacture of porcelain ware and in coloring glass. - *Phil. Ledger*.

It is erroneous to suppose than manganese exists in the United States only in Vermont and Pennsylvania - large quantities of it are brought to Georgetown, D. C., down the Chesapeake and Ohio canal, which extends far into western Maryland. It is also found in Connecticut. Like most ores, there are different qualities of it, available for specific purposes. Manganese is, however, applied to no use in metallic form.

AG, Wed. 5/16/49, p 4. **CANAL COMMERCE**

Arrived, May 15.

Boat W. C. Johnson, Noland’s Ferry, corn to Lambert & McKenzie. Boat Henry Clay, Mercerville, corn to Fowle & Co., flour to T. M. McCormick & Co., and corn to order.

AG, Thu. 5/17/49, p. 3. **CANAL COMMERCE**

Arrived, May 16.

Boat John Glenn, Edward's Ferry, corn to Lambert & McKenzie.

Departed, May 16.

Boat Henry Clay, salt, plaster, &c., from T. M. McCormick & Co., for Williamsport, Md.

AG, Fri. 5/18/49, p. 4. **CANAL COMMERCE**

Arrived, May 17.

Boat Experiment, Goose Creek, corn to Lambert & McKenzie.

CA, Sat. 5/19/49, p. 2. **The Canal** - Tuesday last, was the pay day to the contractors on the Chesapeake and Ohio Canal for the work done in the month of April. We understand that the estimates amounted to considerably more than for any preceding month - and they will be still larger for the present month. The work is rapidly progressing throughout the entire line.

AG, Sat. 5/19/49, p. 4. **CANAL COMMERCE**

Arrived, May 18.

Boat Catoctin, from Catoctin Creek, corn and flour to Cazenove & Co.

Boat Gen. Taylor, Berlin, corn and flour to Wm. L. Powell & Son.

Departed, May 18.

Boat Experiment, Conrad's Ferry, plaster from Cazenove & Co., and groceries from Wm. Bayne, for Leesburg, Va.

Boat Catoctin, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Boat Virginia, groceries, shoes, &c., from McVeigh, Bro. & Co., for Leesburg.

AG, Mon. 5/21/49, p. 2. **News of the Day.**

The certainty of the completion of the Chesapeake and Ohio Canal this Fall, says the *Cumberland Civilian*, has drawn the attention of capitalists to the coal region around Frostburg, in Allegany county. The *Civilian* has heard of several changes in proprietorship, with the probability of a larger infusion of capital, in the stock of the mining companies.

Ibid, p 3. **CANAL COMMERCE**

Arrived, May 19.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son.

Boat C. Eldridge, Conrad's Ferry, corn and wheat to Fowle & Co.

Departed, May 19.

Boat Gen. Taylor, Berlin, lumber from Waters & Zimmerman.

AG, Tue. 5/22/49, p. 4. **CANAL COMMERCE**

Arrived, May 21.

Boat Gen. Washington, Goose Creek, corn to D. F. Hooe.

Boat Rough & Ready, Catoctin, corn to Wm. L. Powell & Son.

Boat Gen. Scott, Berlin, corn to Fowle & Co., and tan bark to Charles C. Smoot.

AG, Wed. 5/23/49, p 3. **CANAL COMMERCE**

Arrived, May 22.

Boat Belle, Shepherdstown, corn to Lambert & McKenzie.

Departed, May 22.

Boat Gen. Washington, Goose Creek, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Boat Gen. Scott, groceries, &c., for Monocacy, from McVeigh, Bro. & Co.

Boat Belle, Shepherdstown, fish and sundries from sundry persons and groceries, &c., from McVeigh, Bro. & Co.

Boat Wells A. Harper, groceries, &c., for Hancock, Md., from McVeigh, Bro. & Co.

AG, Thu. 5/24/49, p. 3. **CANAL COMMERCE**

Departed, May 23.

Boat Clark Eldridge, Leesburg, lumber from James Green.

AG, Fri. 5/25/49, p. 3. **Advertisement**

ENGINEER WANTED – The President and Directors of the “*Goose Creek and Little River Navigation Company*,” are desirous of engaging the services of an experienced and competent Engineer, to locate and superintend the construction of this improvement.

A portion of the work will be by Lock and Dam, and a small part, about 4 miles, by an independent Canal. By order of the President.

B. P. NOLAND, Clerk &c.

Middleburg, may 23 – tf

[Transcriber's Note: This advertisement appeared a number of times.]

CA, Sat. 5/26/49, p. 2. **CUMBERLAND COAL.**

- The New York Herald notices the arrival, in Philadelphia, of five vessels from England, with bituminous coal - imported, it is said, use of the gas works near that city - and remarks, that this fact calls loudly for the construction of works of internal improvement, to intersect the inexhaustible beds of bituminous coal located in Maryland and Pennsylvania. The Herald adds: "The Cumberland coal is the best fuel for steamboats ever discovered, and our ocean steamers cannot get along without it. The Cunard boats, the Bremen line, and the steamers engaged in the Charleston, Savannah, New Orleans, Charges and California trade, use it, and have found it superior to all others. It is, therefore, highly important that measures should be immediately adopted to keep the market fully supplied."

The completion of the Chesapeake and Ohio Canal, in a few months, and the extension of the Baltimore & Ohio Railroad through the coal region, will afford facilities for keeping the market fully supplied.

AG, Sat. 5/26/49, p. 3. **CANAL COMMERCE**

Arrived, May 25.

Boat J. Lambie, Honeywood Mill, flour to Lambert & McKenzie.

Departed, [5/25]

Canal boat Old Zack, groceries, &c., for Shepherdstown, from McVeigh, Bro. & Co.

AG, Mon. 5/28/49, p. 2. **The Lift Lock**

At the last term of the County Court of this County, in pursuance of a law passed at the last session of the General Assembly of Virginia, the Court appointed three Commissioners, to wit:

Henry J. Seibert, Jacob Myers and James H. Robinson, to select a site for the location of a Lift Lock, for the accommodation of the trade of Berkeley into the Chesapeake and Ohio Canal. We understand the Commissioners met the Chief Engineer, Mr. Fisk, on Wednesday of last week, for the purpose of locating the Lock. The result of the meeting we have not learned. The Lock will probably be near Down's Mill. This will certainly be a great convenience to the County. – *Berkeley Chronicle.*

Ibid. p. 3. **Advertisement**

NOTICE – The Board of Directors of the "Goose Creek and Little River Navigation Company," will please assemble at the Hotel of Wm. F. Adam, in the town of Aldie, on Thursday, the 31st inst., at 12 o'clock.

H. B. POWELL, President

CANAL COMMERCE

Arrived, May 26.

Boat P. E. Thomas, Goose Creek, corn to D. F. Hooe.

Boat Isabel, Brenns' Furnace, nails and pig iron to Lambert & McKenzie.

Boat Mermaid, Goose Creek, corn to Lambert & McKenzie.

Sun, Tue. 5/29/49, p. 1. **A Lift Lock**, for the accommodation of the trade of Berkley, Va., into the Chesapeake and Ohio Canal, is to be erected. The county commissioners met the chief engineer, Mr. Fisk, last week, for the purpose of locating it.

AG, Tue. 5/29/49, p. 3. **CANAL COMMERCE**

Arrived, May 28.

Boat Isabel, Brenns' Furnace, nails and pig iron to Lambert & McKenzie.

Boat Mermaid, Goose Creek, corn to Lambert & McKenzie.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son and D. F. Hooe.

Boat Ben Franklin, Williamsport, Md., flour and corn to T. M. McCormick & Co.

AG, Wed. 5/30/49, p 3. **CANAL COMMERCE**

Arrived, May 29.

Boat Experiment, Big Spring Mill, corn to Lambert & McKenzie.

Departed, May 29.

Boat P. F. Thomas, Goose Creek, plaster from Cazenove & Co., and lumber from Waters & Zimmerman and James Green.

Sun, Thu. 5/31/49, p. 1. **Georgetown and the Canal.** - The corporation of Georgetown, D.C., has passed a resolution authorizing an additional emission of \$7,000 corporation notes, which, in addition to what yet remains to be issued under the authority of former ordinances, will be sufficient to purchase the entire remainder of the corporation stock yet due to and now being called for in monthly certificates of \$2,000 by the contractors for completing the Chesapeake and Ohio Canal.

AG, Thu. 5/31/49, p. 3. **CANAL COMMERCE**

Arrived, May 30.

Boat Ohio, Shepherdstown, corn to Lambert & McKenzie.

Boat Belle, Shepherdstown, corn to Fowle & Co.
Departed, [5/30]

Boat Virginia. Goose Creek, lumber from Waters & Zimmerman.

Boat Ben. Franklin, for Williamsport, shingles from Smoot & Uhler, and groceries from T. M. McCormick & Co.

AG, Fri. 6/1/49, p. 2. **News of the Day.**

The Annual General Meeting of the Stockholders of the Chesapeake and Ohio Canal Company, will be held at Barnum's Hotel, in the city of Baltimore, on Monday, the 4th day of June next, at 12 o'clock, M.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, May 31.

Boat Gen. Cass, Berlin, corn to Lambert & McKenzie.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Boat Col. Crockett, Harper's Ferry, flour to Cazenove & Co., and leather to D. F. Hooe.

Boat John Glenn, Goose Creek, corn to Lambert & McKenzie.

Departed, May 31.

Boat Neptune, Hancock, Md., groceries, shoes, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan, hardware from James A. English, and plaster from Cazenove & Co.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co., and hardware from James A. English.

Boat Ohio, groceries, &c., from McVeigh, Bro. & Co., and hardware from Creighton & McNair, for Charles Town, Va.

Boat Experiment, Big Spring Mill, lumber from Waters & Zimmerman.

Boat Gen. Cass, Catoctin, lumber from Waters & Zimmerman.

AG, Sat. 6/2/49, p. 3. **CANAL COMMERCE.**

Arrived, June 1.

Boat W. C. Johnson, Noland's ferry, corn to Cazenove & Co.

Boat C. Eldridge, Conrad's Ferry, corn to Fowle & Co.

Boat Henrietta, Goose Creek, flour to D. F. Hooe.
Departed, [6/1]

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

AG, Mon. 6/4/49, p. 2. **Chesapeake and Ohio Canal.** – It has frequently been announced that the Chesapeake and Ohio Canal would be completed by the 1st of October, the time specified in the contract. We have taken some pains to ascertain the present condition of the work along the entire line, and are enabled to present the following satisfactory facts as the result of our investigations.

The two cut-stone Locks, between Dam No. 6 and Cumberland, will be completed by the first of July. The thirteen composite locks, of which three are nearly completed, will be finished by the latter part of August.

Aqueduct No. 9, over Fifteen Mile Creek, will be completed by the first day of July.

Aqueduct No. 10, over Town Creek, which, next to the Tunnel, is the heaviest work on

the line, will be completed in the month of September.

All the excavation along the line will be completed on the 1st of August.

One-third of the arching of the great Tunnel is finished. One-half of the side-walks on the berm and tow path side are already completed. The portal on the south end is ready for the spring of the arch. The work at the Tunnel is pushed night and day. The supply of bricks and cement is abundant. The whole of this magnificent work will be ready for the earliest letting in of the water.

The stone of the Dam at Cumberland has been quarried and is now being delivered. It is a very superior quality of sandstone. With a low stage of water, the Dam can be finished in six weeks. The basins at the same place are already completed.

Many of the sections are entirely completed. Many of the Culverts are completed, and all are in a state of forwardness.

The lock houses have been contracted for, and the materials are ready for their construction. The timber for the lock gates is now being delivered. The lock iron, and iron for railings of Aqueduct and Tunnel, have been contracted for.

The road bridges and waste-ways have been contracted for, and are in a state of forwardness.

A general cleaning up of the old sections, finished some years ago, is going on.

The fact is, no single thing connected with the completion of the line has been neglected, and the work is of a character to challenge the highest admiration of all who are conversant with such matters. This information may be relied on. – *Cum. Civilian.*

We are extremely pleased at this account of the satisfactory progress of the great work, in which this town has so deep an interest.

Ibid, p. 3. **CANAL COMMERCE**

Departed, June 2.

Boat C. Eldridge, Noland's Ferry, plaster from Cazenove & Co., lumber from Waters & Zimmerman.

Boat W. C. Johnson, Noland's Ferry, lumber from Waters & Zimmerman.

AG, Tue. 6/5/49, p. 2. **Virginia and the Canal**
The Clearspring (Md.) *Sentinel*, noticing the statement that a lift lock was about to be located at Falling Water, Va., for the accommodation of the trade of Berkeley into the Chesapeake and Ohio Canal, says: "If we are correctly informed, the Canal company have determined not to receive the proffered loan from Virginia, because the law which granted the loan, makes it obligatory upon the canal company to expend the whole (if not more) money, in building lift locks, for the accommodation of the Virginians. We think, that State should have granted the loan, entrammeled, and have permitted the company to judge the utility of the lift locks. If the trade from Virginia would justify the creation of locks, the company would provide them. There is a slack-water navigation now, which connects with the canal, and why go to the expense of *tens of thousands of dollars*, to provide a convenience for *one man*? For we maintain that the Falling Water lock would, in all probability, be used by only '*one man*.'" "

Ibid, p. 4. **CANAL COMMERCE**

Arrived, June 4.

Boat Gen. Washington, Goose Creek, wheat to D. F. Hooe.

AG, Wed. 6/6/49, p. 4. **CANAL COMMERCE**

Arrived, June 5.

Boat Henry Clay, Dam No. 4, corn to Cazenove & Co.

Departed, [6/5]

Boat Mill Boy, Big Spring, lumber from Waters & Zimmerman.

Boat Gen. Washington, Goose Creek, plaster from D. F. Hooe, and lumber from Waters & Zimmerman.

Boat Henry Clay, Shepherdstown, dry goods from Gregory & Adams.

AG, Thu. 6/7/49, p. 4. **CANAL COMMERCE**

Arrived, June 6.

Boat Hugh Smith, Cumberland coal to Lambert & McKenzie.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Boat Charlotte, Williamsport, whiskey to J. B. Daingerfield.

Departed, May 6.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., lumber from Waters & Zimmerman, and sundries from sundry persons.

AG, Fri. 6/8/49, p. 3. **CANAL COMMERCE**

Arrived, June 7.

Boat Catoctin, Catoctin, corn to Fowle & Co.

Boat Experiment, Big Spring, corn meal to Wm. L. Powell & Son, and corn to Cazenove & Co.

Departed.

Boat Experiment, Big Spring, plaster and sundries from Wm. L. Powell & Son.

Ibid, p. 4. A work of Captain S. W. Dewey upon statistics connected with the Chesapeake and Ohio Canal, states that the following counties are the main contributors: Alleghany, Washington, Frederick and Montgomery, in Maryland – and Morgan, Berkeley, Jefferson, Clarke, Frederick, Warren, Shenandoah, Page, Hardy, Hampshire, Pendleton, Augusta and Rockingham, in Virginia. The whole agricultural products of these seventeen counties amounted to one 42½ part of all the grain raised in the United States in 1840! Jefferson county produced 445 bushels of grain of various sorts for each inhabitant. The largest product in the world.

AG, Sat. 6/9/49, p. 2. **News of the Day.**

An adjourned general meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at Barnum's Hotel, in the city of Baltimore, on Wednesday, the 13th instant, at 12 o'clock, M.

Ibid, p. 3, **CANAL COMMERCE**

Arrived, June 8.

Boat Victoria, Goose Creek, flour to D. F. Hooe, and Lambert & McKenzie.

Boat Isabel, Antietam, pig iron to Lambert & McKenzie.

Boat Mermaid, Honeywood Mill, corn to Lambert & McKenzie.

Boat Rough & Ready, Berlin, corn to Fowle & Co.
Departed, June 8.

Boat Victoria, Goose Creek, plaster from D. F. Hooe, and shingles from Waters & Zimmerman.

Boat Clay, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Boat Charlotte, Clearspring, groceries, &c., from McVeigh, Bro. & Co.

AG, Mon. 6/11/49, p 3. **CANAL COMMERCE**

Arrived, June 9.

Boat Dan Gett, Harper's Ferry, flour to S. S. Masters & Son.

Boat Ben. Franklin, Williamsport, corn to T. M. McCormick & Co.

Departed, June 9.

Boat Virginia, Goose Creek, lumber from Waters & Zimmerman.

Boat Ben Franklin, Williamsport, sundries from T. M. McCormick & Co.

Boat Dan Gett, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.

AG, Tue. 6/12/49, p. 3. **CANAL COMMERCE**

Arrived, June 12.

Boat Belle, Shepherdstown, corn and wheat to Fowle & Co.

Boat Mill Boy, Big Spring, corn to Fowle & Co.

AG, Wed. 6/13/49, p. 3. **CANAL COMMERCE**

Cleared, June 12.

Boat Eagle, groceries, boots, shoes, hats, &c., for Hancock and Orleans, Md., from McVeigh, Bro. & Co.; dry goods from R. H. Miller, and hardware from James A. English.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro., & Co.

Sun, Thu. 6/14/49, p. 2. **That Lift Lock** - The Martinsburg Republican says, that the County

Court of Berkley, Va., has decided that a lift lock into the Chesapeake and Ohio canal, in accordance with the \$200,000 loan of Virginia to the company, is entirely unnecessary.

AG, Thu. 6/14/49, p. 3. **CANAL COMMERCE**
Arrived, June 13.

Boat J. Lambie, Antietam, pig iron to Lambert & McKenzie.

Boat Gen. Taylor, flour to W. L. Powell & Son, and corn to Charles Wilson.

AG, Fri. 6/15/49, p. 3. **CANAL COMMERCE**
Arrived, June 14.

Boat Thomas G. Harris, Mercerville, flour to Fowle & Co.

Boat W. C. Johnson, Noland's Ferry, corn to order.

Departed, [6/14]

Boat Gen. Taylor, Berlin, shingles from Waters & Zimmerman.

AG, Sat. 6/16/49, p. 3. **CANAL COMMERCE**
Arrived, June 15.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

Departed, June 15.

Boat Thomas G. Harris, Mercerville, plaster from Cazenove & Co.

Boat John Gibson, Harper's Ferry, shingles from Waters & Zimmerman.

Boat Nonsuch, Berlin, groceries, &c., from McVeigh, Bro. & Co.

Sun, Mon. 6/18/49, p. 2. **The Repairs** on the Chesapeake and Ohio Canal, which were the condition of the \$200,000 guaranty of Virginia, the Charlestown Free Press says, are postponed for one year. This is the result of Berkley county court releasing the canal company from the obligation to construct a lift lock at Down's mill.

AG, Mon. 6/18/49, p. 2. **Sale of Mill Property.** The three-story stone mill, situated on the Chesapeake and Ohio Canal, near Georgetown, contiguous to the locks of the Potomac Company,

and known as Beatty's, was sold at public auction in Georgetown yesterday, under a deed of trust, by Edward S. Wright, auctioneer, to John Kurtz, esq., for the sum of \$1,500. Owing to a protest made at the sale by Mr. Stewart, on behalf of the heirs of Amos Binney, as to the power to convey the water rights by the Canal Company, which question is now pending before the courts in Maryland, the property did not bring more than one-half of what was expected before the sale. – *Republic*.

AG, Wed. 6/20/49, p. 2. **Death of Ex-President Polk.** – With the deepest regret and sorrow we announce the decease of JAMES K. POLK, of Tennessee, late President of the United States. He died at his residence in Nashville, on the 15th instant, as we understand, of aggravated diarrhea. The melancholy intelligence reaching us by telegraph yesterday, at half-past six o'clock, P. M. Although we had information by letters from Nashville of the low and critical condition of the late ex-President, we fondly hoped that a good constitution and able medical skill would baffle his disease, and again restore him to health. But, alas! how inscrutable are the ways of Providence, and how frail are human hopes! The dark cloud of death has settled forever upon his earthly existence, and his spirit has departed for a brighter and better world! – *Union*.

AG, Fri. 6/22/49, p. 2. **Shenandoah Boating.** The return of boatmen by cars from Harper's Ferry, where they deliver their cargoes, is of frequent occurrence, and indicates the great extent to which boating flour on the Shenandoah is carried. A few days since, the crews of some twelve or fifteen botas passed through town. The trip from Port Republic takes about twelve days; the boats carrying from seventy to one hundred barrels, managed by two or three hands. It is an expensive and hazardous system of transportation. Boats which cost twenty-five or thirty dollars up the river, are sold at Harper's Ferry for six. The quantity of plank thus consumed in a few years would make a plank road through the entire valley, and furnish a more expeditious and cheaper means

of transportation than the present fluctuating state of the river does, even downward, with the certainty of return loading, which it at no time allows. – *Winchester Virginian*.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, June 21.

Boat Gen. Washington, Goose Creek, corn to D. F. Hooe.

AG, Sat. 6/23/49, p. 3. **CANAL COMMERCE**

Arrived, June 22.

Boat J. C. Calhoun, Harper's Ferry, flour to Fowle & Co.

Boat Henry Clay, Dam No. 4, corn and flour to Fowle & Co.

Boat Henrietta, Big Spring, wheat to Cazenove & Co., flour to D. F. Hooe.

Boat Ohio, Shepherdstown, wheat and flour to Cazenove & Co.

Boat Virginia, Goose Creek, flour to D. F. Hooe.

Sun, Mon. 6/25/49, p. 1. **Prospects of Cumberland.** - The *Cumberland Civilian*, of Friday last, gives the following glowing description of the bright prospect ahead for Allegany county:

"The environs of our town have never before presented a more animated and stirring aspect than they do at present. In every direction, may be seen the evidence of a renewed vitality in the various enterprises designed or adopted to develop the mineral wealth of our county. The extension of the Baltimore and Ohio Railroad, westward from Cumberland, employs many busy hands, and is pressing forward, eager for the struggle with rival lines for the trade of the mighty West. The skill and energy which continue to characterize the prosecution of the great work of the Chesapeake and Ohio Canal, afford the most satisfactory evidence that it will be completed and open within the allotted time. The various extensions to the canal, of the railroads leading into the heart of the coal field, as well as the wharves, chutes and other necessary works, projected or in progress, at the canal basin, attest

the confidence of the coal companies and individual proprietors, that a new era is about dawning upon Cumberland. The work on the railroad of C. E. Detmold, Esq., from Lonaconing, a distance of seven miles, to connect with the railway of the Maryland Mining Company, is also urged with augmented vigor, and will be finished in a few weeks. The various coal companies, without any exception, we believe, are actively employed in adding to their means of mining and transportation, building new cars, miners' houses, &c., preparatory to a large increase in their operations, during the approaching autumn. Contractors for transportation of coal on the canal from Cumberland to tide-water, are on the *qui vive*, perfecting their arrangements for boat building, and the purchase of mules, and concluding their agreements with the different companies. In fact, all is life and activity, and the citizens of our county have never before had so much reason to feel confident of the early future as now. To crown all, the general health of this region was never better, and while the terrible epidemic which is now scourging the land is daily adding hundreds to its victims elsewhere, no symptom has yet discovered itself in this mountain atmosphere."

AG, Mon. 6/25/49, p 3. **CANAL COMMERCE**

Departed, June 23.

Boat Gen. Washington, Goose Creek, lumber from Waters & Zimmerman.

Boat Ohio, groceries, &c., from McVeigh, Bro. & Co., crockery ware from R. H. Miller, and hardware from Creighton & McNair, for Shepherdstown.

Boat Henry Clay, groceries, &c., from McVeigh, Bro. & Co.

Boat J. C. Calhoun, groceries, &c., from McVeigh, Bro. & Co., for Harper's Ferry.

AG, Wed. 6/27/49, p 4. **CANAL COMMERCE**

Arrived, June 26.

Boat Susan Harris, Mercerville, corn and flour to Fowle & Co.

Boat Potomac, Williamsport, corn to Lambert & McKenzie.

Boat Gen. Scott, Noland's Ferry, corn to Fowle & Co.

AG, Fri. 6/29/49, p. 3. **CANAL COMMERCE**
Departed, June 28.

Boat John Lambie, Hancock, plaster from Lambert & McKenzie.

AG, Sat. 6/30/49, p. 4. **CANAL COMMERCE**
Arrived, June 29.

Boat Belle, Shepherdstown, corn to Fowle & Co.

AG, Mon. 7/2/49, p. 3. **CANAL COMMERCE**
Arrived, June 30.

Boat Hugh Smith, Harper's Ferry, corn to Fowle & Co.

Departed, [7/30]

Boat Old Zack, Harper's Ferry, plaster from Fowle & Co.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co.; groceries, shoes, hats, &c., from McVeigh, Bro. & Co.

AG, Wed. 7/4/49, p. 5. **CANAL COMMERCE**
Departed, July 3.

Boat Neptune, Williamsport, plaster from Cazenove & Co.; groceries, shoes, &c., from McVeigh, Bro. & Co.; dry goods from Brent & Bryan and Gregory & Adams; queensware from R. H. Miller; and hardware, from James A. English.

AG, Fri. 7/13/49, p. 3. **CANAL COMMERCE**
Arrived, July 12.

Boat Virginia, Goose Creek, corn and flour to D. F. Hooe.

Sun, Sat. 7/14/49, p. 2. **Canal Navigation Suspended.** - We learn from the *Alexandria Gazette* that, for the purpose of cleaning out, the water has been drawn off from the Chesapeake and Ohio Canal, and that navigation will be suspended on it until about the first of August.

AG, Mon. 7/16/49, p. 3. **Advertisement**

NOTICE TO STOCKHOLDERS – The Stockholders of the “Goose Creek and Little River Navigation Company” are hereby notified that the *Board of Directors*, at their meeting held on the 12th inst., ordered an installment of *five dollars* upon *each* share of stock subscribed to be paid in by the 25th of September next. By a previous order, these installments are required to be deposited in the Bank at Leesburg to the credit of the *Treasurer* of this company, and the *Cashier's* certificate of the same delivered to him.

The services of Gen. Wm. Gibbs McNeill having been engaged as Engineer and Superintendent, it is proposed to enter upon the survey and location of the work without delay, when it will be necessary that funds should be at the command of the Board to meet the expenses incidental to such progress. It is desirable, therefore, that payment of the installments should be made as soon as practicable.

B. P. NOLAND, Treasurer.
Middleburg, Va.

AG, Sat. 7/21/49, p. 3. We have it from one “living near the Aqueduct, across the Potomac, near Georgetown” that its condition is not such as has been represented. From it issue no noxious or pestilential effluvia, though from the Canal passing through Georgetown, the water having been drawn off for several days' past, there does issue an offensive effluvia, but not sufficient yet to have bred disease of any kind. The three cases of cholera alluded to, if cholera, occurred nearly or quite a mile from the Aqueduct, and are said to have been produced by imprudent indulgence in the use of vegetables. The water will immediately be let into the lower level of the Chesapeake and Ohio Canal, when the Aqueduct will be filled, and all cause of complaint or apprehension of danger be removed.

Ibid, p. 4. A writer, in the *New York Commercial* who has lately visited the neighborhood of Cumberland, in Md., in speaking of that region says, “the completion, soon expected, of the Chesapeake and Ohio canal,

reaching from tide water at Alexandria to Cumberland, laying open the vast semi-bituminous coal basin which has so long been shut up on the Eastern slope of the Alleghanies, makes Cumberland at this time especially important. This great canal, next September, will reach its majority. Twenty-one years will then have elapsed since the first shovel full of earth was excavated from its bed by the hand of John Quincy Adams. The country surrounding its western termination, teeming with mineral wealth, will soon be the resort of the fashionable, the curious and the enterprising.”

AG, Mon. 7/21/49, p. 3. **Chesapeake and Ohio Canal** – We have been favored with a copy of the Twenty-first Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company, made to the Stockholders on the 4th day of June, 1849.

We have no time to present an elaborate analysis of the report, but shall endeavor to select such general facts as are of most interest to our readers.

During the past year the affairs and future prospects of the Company have continued materially to improve.

The total work done under the contract of Messrs. Hunter, Harris & Co., amounted, on the 1st of June, to \$656,110. This estimate is based upon the cash prices of the “August ’45 estimate,” by which the Engineer calculated the amount necessary to complete the Canal at \$1,225,279.

The following is a portion of the details: -

Work done prior to	Dec. 1 st 1848	\$369,928.00
“ “ “ “	Dec. 1848	29,808.58
“ “ “ “	January 1849	17,416.83
“ “ “ “	February 1849	27,946.31
“ “ “ “	March 1849	28,773.64
“ “ “ “	April 1849	46,611.22
“ “ “ “	May 1849	62,739.09

(The estimate for June, we understand, amounted to over \$70,000, and that for July, the present month, will far exceed any previous one.)

Of this amount, there has been paid to the Contractors in Bonds of the Company, issued under Act 1844, Ch. 281, the sum of \$620,000

leaving \$36,110 as the amount retained by way of security or percentage. In addition to these bonds, the Company have paid out \$88,000 of bonds for instalments of current money to be paid by the Contractors to the Trustee, for the use of the Company: \$13,000 of bonds for interest paid by them in July 1848 and January 1849, on bonds previously issued; and \$5,000 of bonds paid to L. M. Cresap for release of obligation to construct a bridge, dam and forebay on his premises. Thus, the whole amount of bonds issued to the 4th of June was \$726,000.

Of this amount \$230,000 were guaranteed by the State of Virginia.

The money arrangements of Messrs. Hunter, Harris & Co., have been exact and punctual, and, judging from past operations, the consideration in bonds, stipulated to be paid under the contract, appears to be ample to complete the Canal.

There seems to be some difference of opinion as to the time at which the work can be finished, Messrs. Davis, Hale and Allen, the agents of the Contractors, in their communication of the 7th of May, use the following language: “We have the satisfaction of expressing a strong confidence, founded on a review of the present state of the work, and the arrangement which has been made for its prosecution, that, unless prevented by some adverse event of unusual occurrence, the Canal will be ready for introducing the water and the opening of navigation from Cumberland to Dam No. 6, by the 1st day of October next.”

According to a calculation of C. B. Fisk, Esq., the chief Engineer, it appears, that, if, after the 1st of June, the work should go on to completion at the same rate of increase over the corresponding period of 1848, as is exhibited during the three months previous, the Canal will not be finished until the 10th day of December. “It would require,” adds Mr. Fisk “*very great and very extraordinary exertions, and without the intervention of any unfavorable circumstances, to effect the completion of the Canal by the time stipulated therefor in the contract.*”

The President, in his report, remarks that Messrs. Davis, Hale and Allen have great experience in undertakings of this character, and being fully informed in regard to the amount of work yet to be done, have, we are authorized to conclude, in order to verify their statement above quoted, made the necessary arrangements to augment the force employed in a degree corresponding with the labor to be performed, by the time specified. – *Cumberland Civilian*.

Sun, Thu. 7/26/49, p. 2. **Officers of the Canal Company.** - At the annual meeting of the stockholders of the Chesapeake and Ohio Canal Company, held in the city of Baltimore on Wednesday, the 18th instant, General James M. Coale was re-elected President, and William Cost Johnson, George Schley, Samuel P. Smith and John Pickell, of Maryland; Henry Daingerfield, of Virginia, and Wm. A. Bradley, of Washington, were elected Directors for the ensuing year.

Sun, Fri. 7/27/49, p. 2. **Chesapeake and Ohio Canal.** - *The Opequon Lift Lock* - The millers, farmers, dealers in produce, merchants, manufacturers and mechanics of Berkeley county, Va., are signing a petition to the Legislature of Virginia, in reference to the guarantee of the State to the Chesapeake and Ohio Canal Company, and the construction of a lift lock near the mouth of the Opequon, by the company. The object of the petitioners is to release the company from that obligation, upon the ground that the finances of the company prevent a compliance with it; and to effect a further improvement in the canal by the State's guarantee of \$200,000, which they consider of more importance than the erection of any number of locks, with the canal in its present weak, unsafe and imperfect condition.

Ibid, p. 3. A gentleman who has just visited Cumberland and Mount Savage, reports great and commendable activity in the completion of the unfinished portions of the Chesapeake and Ohio Canal.

AG, Mon. 7/30/49, p. 2. **Report of the C. & Ohio Canal.** – We proceed to notice such matters in this report as may prove of general interest.

The Chief Engineer distributes the work to be done after the first of June in the following manner:

1.	Sections	\$172,586
2.	Tunnel and deep cuts	91,919
3.	Locks (Composite and Masonry)	153,523
4.	Aqueducts	41,370
5.	Culverts	58,250
6.	Wastes and waste Weirs	39,703
7.	Lock Houses	10,800
8.	Bridges, Roads and Ferries	16,629
9.	Dam No. 8 and Guard Lock	5,043
10.	Miscellaneous work	16,746
11.	Transportation of Cement	13,001
12.	Weigh Lock and Houses	18,500
		\$638,070

It should be remembered in examining this statement that at the present time a considerable amount of this work – probably more than one sixth of the whole – has been finished during the months of June and July.

The Engineer in stating the amount of work, necessary to complete the Canal according to the “August 1845 estimate,” excludes the whole of the *general allowance* for contingencies in that estimate. This he does because he has now ascertained that there can be but little work of a contingent character not fully provided for, in the estimates of the separate works, and because whatever there may be, not thus provided for will be less in amount than the savings upon the “August 1845 estimate,” arising from the substitution of *composite* for *masonry* locks at and near Oldtown, and the dispensing with certain other works.

It should be borne in mind that the *cash* prices of the “August 1845 estimate,” are not those of Messrs. Hunter, Harris & Co., they being paid in *bonds*. The latter prices exceed the former, but by what precise percentage it is impossible to say until after the completion of the Canal, for the reason that the Contractors have undertaken to do, *for a fixed sum*, many things which to some small extent must remain uncertain, as to their cost and amount, until the contract is entirely executed. For

the present, it is assumed that the prices of Messrs. Hunter, Harris & Co., exceed those of the "August 1845 estimate" at least *twelve and a half percent*, and the monthly estimate of work done and payments thereon are made accordingly. The monthly estimates, therefore, of work done to the 1st of June, in place of being \$583,209 – as it would have been at the August 1845 prices – amounts to twelve and a half percent more, that is \$656,110.

With regard to the force employed on the work, we have the following statement, dating on the 25th of May: - 77 bosses; 30 blacksmiths; 54 carpenters; 75 drillers and blasters; 167 quarry men; 59 stone-cutters; 73 masons; 112 mason tenders; 6 brick molders; 50 others engaged in making brick; 16 brick-layers; 19 brick-layer tenders; and 760 laborers. Total number of all classes of laborers and workmen, 1,449. Also 233 drivers; 562 horses; 26 mules; 6 oxen; 285 carts; &c. In order to facilitate transportation *nine* miles of temporary railroad have been constructed.

There has been general good health along the line of the Canal this summer, and the force employed has been increased so far as it could be rendered efficient. – *Cumberland Civilian*.

CA, Sat. 8/4/49, p. 2. **Murder on the Canal.** - The Hagerstown *Herald of Freedom* states that one day last week, near Old Town, in Allegany county, a gang of infuriated Irishmen fell upon and beat two young men, named Clarke Finney and Morgan Craig, in a most shocking manner. Finney, who is a son of James Finney, Esq., of Frederick county, died soon after, and Craig is not expected to live.

We have made the necessary inquiries and have been assured that there is no truth in the story - there has been neither riot nor murder - near Old Town, nor at any point on the line of the Canal.

Sun, Mon. 8/6/49, p. 1. **Trip of the Governor of Virginia to Cumberland.** - The *Civilian*, of Friday last, gives the following account of the visit of Gov. Floyd, of Va., and party, to the Cumberland region, to view the present condition

of the Chesapeake and Ohio Canal in which the State of Virginia, looking to the terminus at Alexandria and her rich coal fields near the mouth of Savage, has so important an interest:

His Excellency Gov. Jno. B. Floyd, of Virginia, accompanied by Col. C. Crozet, State Engineer, of Va., Gen. James M. Coale, President, and Henry Daingerfield, Esq., of Alexandria, one of the Directors of the Chesapeake and Ohio Canal, together with Geo. H. Smoot, Esq., President, T. Ch. Atkinson, Chief Engineer of the Alexandria and Orange Railroad, and Wm. H. Fowle, Esq., of Alexandria, arrived in Cumberland on Monday evening last. The object of the Governor of Virginia in visiting this region, was to examine the works.

Upon the arrival of the party, they were joined by Nathan Hale, Esq., of Boston, Charles B. Fisk, Esq., Chief Engineer of the Chesapeake and Ohio Canal, and James Hunter and Thomas G. Harris, Esqs., contractors to complete the canal. The party proceeded the same evening to the scene of operations at the dam across the Potomac at this place, which is rapidly progressing towards completion. The character of this work was very much admired, and it was acknowledged on all hands that no other in this country can surpass it, so far as permanence and durability are concerned. Twenty-five feet of solid masonry, united with the finest Alleghany cement, and resting on a solid stone foundation, will not easily be influenced by the effects of either "tide or time."

On Tuesday morning the party of distinguished visitors, with a number of gentlemen from Cumberland, left in an extra train of cars, provided by the Baltimore and Ohio Railroad Company as a mark of respect to the Chief Magistrate of the "Old Dominion," for the great tunnel at the Paw Bend. Arrangements had been made by Messrs. Hunter and Harris for the reception of the party, and, consequently, everything went off in the happiest manner. The tunnel is indeed a magnificent work. Its length, exclusive of the deep open cutting in rock at the entrances, is 3,118 feet, and it cost \$514,000 to make the simple opening from one extremity to the

other. It will be, when finished, with side walls and an arched roof of brick, laid in hydraulic cement, 24 feet in height to the crown of the arch, or 17 feet from the surface of the water, 19 feet wide at the surface of the water, or 24 feet including a tow path of 5 feet. The most elevated part of the ridge through which the tunnel passes is 360 feet above the canal.

Two double shafts were sunk during the original excavation of the work, each 8 feet in diameter, one of the pair 126 feet, and the other 187 feet in depth. A large portion of the rock removed in the excavation of the tunnel, was taken out through these shafts. The whole of the excavation to effect an opening, was through rock, viz; 70,690 cubic yards, at a cost of \$228,000.

The Governor of Virginia, with the large party of gentlemen who accompanied him, passed through this splendid work, and conducted by Messrs. James Hunter and Thos. G. Harris, who, as contractors, together with Mr. Solomon McCullough, are bringing it to a speedy completion, were enabled to examine every portion, from the opening on the river, to the deep cut with its polished rocky sides. - During the progress of the party, a number of blasts were set off, the reverberations of which, resounding through the arches, imparted a degree of sublimity to the scene.

Having fully explored the Tunnel, the party returned to the quarters of Messrs. Hunter & Harris, where a rich repast, prepared by order of those gentlemen, was in waiting for them. Toasts and sentiments succeeded, and the utmost hilarity prevailed. The Governor of Virginia, the Hon. Nathan Hale, the State Engineer of Virginia, the Contractors of the Canal, and the President of the Alexandria and Orange Railroad, were successively toasted, and responded in brief, but highly appropriate addresses.

At an early hour of the afternoon the party returned to the cars and reached Cumberland in safety, having passed a most delightful day, for which they acknowledged with one voice their indebtedness to Messrs. Hunter & Harris.

During his stay in our county, Gov. Floyd and his party visited Frostburg and the Mineral region, and passing Mount Savage, by the valley of Jennon's Run, returned to Cumberland on Wednesday evening.

Sun, Mon. 8/6/49, p. 4. Chesapeake and Ohio Canal. - I observed in your paper of yesterday a statement taken from the *Herald of Freedom*, Hagerstown, with regard to a riot on the canal, near Old Town, causing the death of Finney, &c.

No riot has occurred along the line, and Clarke Finney I saw myself yesterday, and he is perfectly well. As these notices are calculated to produce bad effects along the line, I have written this for the purpose of correcting the false impression that the canal is riotous. I ride along the canal every day and *know* that perfect order prevails along the line; the work is progressing rapidly to completion, and perfect harmony and quiet prevails.

Viator.

AG, Sat. 8/11/49, p. 3. **CANAL COMMERCE**
Cleared, August 10.

Boat Star, Leesburg, groceries, boots, shoes, hats, &c., from McVeigh, Bro., & Co.

Sun, Thu. 8/16/49, p. 2. Chesapeake and Ohio Canal - We learn from the Frederick Examiner that the Virginia Board of Public Works, at their regular meeting last week, took final action in regard to the condition of the act passed by the Legislature of said State, in March last, authorizing a guaranty to the extent of \$200,000 to enable the company to put the canal, below dam No. 6, in good condition and repair, and released the company from the obligation to construct the lift lock opposite the county of Berkley. The other conditions of the act were satisfactorily complied with, and it has now become a *law*. Preparations will forthwith be made to carry it into effect. The aid afforded by this act comes most opportunely to the company and will be productive of the most beneficial results.

AG, Thu. 8/16/49, p. 3. **CANAL COMMERCE**

Arrived, August 15.

Boat Wells A. Harper, Harper's Ferry, coal to Lambert & McKenzie.

AG, Fri. 8/17/49, p. 3. **CANAL COMMERCE**

Cleared, August 16.

Boat Wells A. Harper, groceries, boots, shoes, &c., for Charles Town, Shepherdstown and Cumberland, Md. from McVeigh, Bro. & Co.

AG, Sat. 8/18/49, p. 3. **CANAL COMMERCE**

Arrived, August 17.

Gondola, Old Zack, Shanondale Furnace, pig and bloom iron to S. Shinn & Son.

Boat Star, Goose Creek, flour to D. F. Hooe.

Boat Col. Crockett, Harper's Ferry, scrap iron to T. W. & R. C. Smith.

Cleared, [8/17]

Boat C. Eldridge, groceries, boots, shoes, hats, &c., for Berlin, Hancock and Orleans, Md., from McVeigh, Bro. & Co.

Boat -----, groceries, &c., for Sharpsburg, Burkittsville and Petersville, Md., from McVeigh, Bro. & Co.

AG, Mon. 8/20/49, p. 2. **Goose Creek and Little River C.** – We learn that Gen. McNeil, the engineer of this work, with his assistants, on Wednesday last, commenced the survey of the route. They will progress from the mouth of the creek upward. – *Leesburg Washingtonian*.

Ibid, p. 3. **CANAL COMMERCE**

Departed, August 18.

Boat Star, Loudoun Valley, sack salt, plaster and Spanish hides from D. F. Hooe, lumber from Waters & Zimmerman, and sundries from sundry persons.

AG, Tue. 8/21/49, p. 3. **CANAL COMMERCE**

Cleared, August 20.

Boat Hugh Smith, Harper's Ferry, sack salt and fish by master, salt by Fowle & Co., lumber from

Waters & Zimmerman, groceries from McVeigh, Bro. & Co., and sundries from sundry persons.

AG, Wed. 8/22/49, p. 3. **CANAL COMMERCE**

Arrived, August 21.

Boat Henrietta, Big Spring Mill, leather, &c., to D. F. Hooe.

Cleared, [8/21]

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co., lumber from Smoot & Uhler, and dry goods from Gregory & Adams.

AG, Sat. 8/25/49, p. 4. **CANAL COMMERCE**

Arrived, August 24.

Boat Virginia, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Thu. 8/30/49, p. 2. Under the effects of the prevailing drought, the waters of the Potomac and its tributaries are said to be lower at the present time than were ever before known. The Chesapeake and Ohio Canal trade is pretty nearly at a stand from this cause.

The Hagerstown *Herald* says that the water has been let into the Chesapeake and Ohio Canal at Williamsport and that in a very short time it will also be let further down.²

AG, Fri. 8/31/49, p. 3. **CANAL COMMERCE**

Departed, August 30.

Boat Hugh Smith, Knoxville, Weverton, Md., and Harper's Ferry, Va., groceries from William Bayne, mackerel from Lambert & McKenzie, and sundries from sundry persons.

Sun, Tue. 9/4/49, p. 4. The contractors for cleaning our Canal, nothing daunted by the unfortunate freshet of Friday evening, have a large gang of hands employed today, with an intention to renew their labors vigorously, and prosecute the work with untiring energy. Much money and time will be lost, which, being beyond their control,

² *American and Commercial Daily Advertiser*, Baltimore, Md.

may hereafter form a subject for the consideration of the city authorities.

In Georgetown there is but little business doing, and the trade must be moderate until the apathetic managers of the canal wake up. Immediate investigations into the causes of this embargo upon all kinds of produce should be made, the facts made known, and every unfaithful agent discharged. From the best accounts received today, the canal will once more be in floating condition on the 7th or 8th of the month.

Mercury

AG, Wed. 9/5/49, p. 4. **CANAL COMMERCE**

Arrived, [9/4]

Boat Gen. Washington, Goose Creek, flour and leather to D. F. Hooe.

Cleared, [9/4]

Boat Henrietta, Goose Creek, sack salt from Fowle & Co.

Boat Virginia, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

AG, Thu. 9/6/49, p. 3. **CANAL COMMERCE**

Cleared, September 5.

Boat Henrietta, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Ohio, Harper's Ferry, sack salt, from Fowle & Co., and sundries from sundry persons.

Boat Gen. Washington, Goose Creek, plaster and sack salt from D. F. Hooe.

AG, Fri. 9/7/49, p. 3. **CANAL COMMERCE**

Cleared, September 6.

Boat Gen. Washington, Ash, groceries for Leesburg from William Bayne.

Boat Express, groceries, boots, shoes, hats, caps, &c., for Charles Town and Shepherdstown, from McVeigh, Bro. & Co.

AG, Thu. 9/13/49, p. 3. **CANAL COMMERCE**

Cleared, Sep. 12.

Boat Hugh Smith, Warren Township and Burkittsville, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

AG, Fri. 9/14/49, p. 3. **CANAL COMMERCE**

Cleared, September 13.

Boat Jane, Williamsport, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and sundries from T. M. McCormick & Co.

AG, Sat. 9/15/49, p. 3. **CANAL COMMERCE**

Arrived, Sept. 14.

Boat Potomac, Williamsport, flour to A. Jamieson & Son

Departed, [9/14]

Boat Potomac, Williamsport, salt from Fowle & Co.

AG, Mon. 9/17/49, p. 3. **CANAL COMMERCE**

Cleared, September 15.

Boat Umpire, Knoxville and Burkittsville, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat Mill Boy, Goose Creek, groceries from Wm. Bayne.

AG, Wed. 9/19/49, p. 3. **CANAL COMMERCE**

Cleared, September 18.

Boat Belle, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

AG, Fri. 9/21/49, p. 3. **CANAL COMMERCE**

Departed, September 20.

Boat Gen. Washington, Leesburg, lumber from Waters & Zimmerman, sack salt from D. F. Hooe, and groceries from Wm. Bayne.

Boat C. Eldridge, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Sun, Sat. 9/22/49, p. 2. **Georgetown, Alexandria**

and the Cumberland Coal Trade. - A public meeting was held at Georgetown, D. C., on Thursday evening, to devise the best measures for the accommodation of such portion of the Cumberland coal trade as may accrue to that place on the completion of the Chesapeake and Ohio canal. The formation of large coal yards, one elevated above the other, extending from the higher banks of the canal to the river below, with railways, coal chutes, &c., for the conveyance of

the coal either into the yards, or over them and through them, direct to vessels, seems to be a favorite plan. Outlet locks to be added at the same point are also proposed, with a basin at the river, enclosed by a pier, on which to erect large cranes, for the purpose of hoisting the bins of coal out of the boats into the vessels, the vessels lying outside and the boats on the inside of the pier. The ground at the point spoken of is particularly adapted to these arrangements. Thus, it would appear that no place could afford, if proper measures be taken, greater facilities for handling coal than Georgetown. The Alexandrians, however, it is said, have been far more prompt in carrying out their enterprises for the accommodation of the same trade.

AG, Sat. 9/22/49, p. 3. **CANAL COMMERCE**
Cleared, September 21.

Boat Hugh Smith, Harper's Ferry and Knoxville, groceries from Wm. Bayne.

AG, Mon. 9/24/49, p. 3. **CANAL COMMERCE**
Arrived, Sept. 22.

Boat John P. Garrott, Knoxville, tan bark to C. C. Smoot.

Boat Wells A. Harper, Harper's Ferry, coal to T. W. & R. C. Smith.

Cleared, Sept. 22.

Boat Hugh Smith, Harper's Ferry, 500 sacks salt from ship Maryland, for Winchester, and Mill Castings from T. W. & R. C. Smith.

Boat Gazette, groceries, boots, shoes, hats, &c., for Charles Town, Elk Branch, Bakersville and Mercerville, from McVeigh, Bro. & Co.

Sun, Tue. 9/25/49, p. 4. **Alexandria, Sept. 22, 1849.** - Your editorial of 22nd inst., headed "Georgetown, Alexandria and the Cumberland Coal Trade," has been gratefully appreciated by your subscribers here. - The early completion of the canal to Cumberland and the coal mines, which now cannot be looked upon as but a few months distant, makes us look with more than ordinary interest to every line written upon the subject; and for your favorable mention of "Alexandria, and her

enterprise," in connection with this trade, I have authority in the name of many of your readers, to "make you a low bow."

W.

AG, Wed. 9/26/49, p. 3. **CANAL COMMERCE**
Arrived, September 25.

Boat Virginia, Goose Creek, flour to P. H. Hooff.
Cleared, Sept. 25.

Boat Virginia, for Leesburg, lumber from Waters & Zimmerman, and Smoot & Uhler, coal and shingles from J. L. Pascoe, plaster and anthracite coal, &c., from sundry persons.

Boat Oregon, groceries, boots, shoes, hats, &c., for Burkittsville and Knoxville, from McVeigh, Bro. & Co.

Boat Gazette, groceries, boots, shoes, hats, caps, &c., for Shepherdstown, from McVeigh, Bro. & Co.; and with 500 sacks of salt from ship Maryland, for Winchester.

Boat Wells A. Harper, groceries, boots, shoes, hats, &c., for Elk Branch, Va., Sharpsburg, Williamsport and Bakersville, Md., from McVeigh, Bro. & Co.

Boat Phineas Janney, Harper's Ferry, sack salt from ship Maryland, for Winchester.

AG, Thu. 9/27/49, p. 3. **CANAL COMMERCE**
Cleared, Sept. 26.

Boat Eliza, groceries, boots, shoes, hats, caps, &c., for Sharpsburg, Williamsport and Hancock, from McVeigh, Bro. & Co., and Queensware from R. H. Miller.

Sun, Fri. 9/28/49, p. 1. **Chesapeake and Ohio Canal.** - The president and board of directors of the Chesapeake and Ohio canal met on Wednesday in Baltimore. Messrs. Allen and Davis, the agents for the bondholders, and the contractors, were present. The *Alexandria Gazette*, of yesterday, says: "We learn that the chief engineer of the Chesapeake and Ohio canal contradicts the statement represented to have been made by him, relative to a delay in the time for the completion of the canal to Cumberland. The weather has been, and is now, most propitious for forwarding the

work, and the contractors are confident in the opinion that it will be finished by the 1st of January next."

We learn that at the session of the directors, held at Barnum's Hotel, yesterday, (the State agents, as well as those of the bond holders, being present,) a definite time was fixed upon for the early completion of the canal. That object was first expected to be accomplished in October, but the contractors, Messrs. Hunter & Harris, have been allowed till the 25th of December next therefore. They, with the chief engineers of the work now in the city with them, are quite confident that the whole work will be completed by that time.

AG, Sat. 9/29/49, p. 2. **CANAL COMMERCE**
Arrived, Sept. 28.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Sun, Mon. 10/1/49, p. 1. **The Canal and Coal Trade.** - The Alexandria Gazette, of last Saturday, after confirming our statement that the contractors on the Chesapeake and Ohio Canal have the means and ability to complete the work to Cumberland within the present year, says:

"Therefore, the coal trade on it may be certainly expected to commence in the Spring, or as soon as the weather will permit navigation after the Winter.

"We also learn that the arrangement for the accommodation of the Maryland Mining Company, for the shipment of their coal from the mouth of the Alexandria Canal, has been definitely agreed upon - and that the work will now proceed with energy.

"We also understand that the Frostburg, Allegany, and other companies, are making arrangements with the Alexandria Canal Company, for the same purpose."

Cumberland Coal. - The Navy Agent for Washington has issued proposals for the delivery at Kittery, Maine, of seven hundred tons of the best quality Cumberland coal, for the use of steamers, for which purpose it is highly esteemed.

Though this is not "taking coal to Newcastle," yet it is taking it to the neighborhood of Nova Scotia.

AG, Tue. 10/2/49, p. 3. **CANAL COMMERCE**
Cleared, October 1.

Boat Neptune, Hancock, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan, queensware from R. H. Miller and hardware from James A. English. Boat Henry Clay, Potomac Mills, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., and machinery from T. W. & R. C. Smith.

Sun, Wed. 10/3/49, p. 2. **Georgetown and the Canal** – The sense of the people of Georgetown will be taken on Thursday, the 11th instant, on the subject of whether they are willing to incur an additional debt of \$50,000, to accommodate the canal trade at that place, or whether they are unwilling to do so.

AG, Wed. 10/3/49, p 3. **CANAL COMMERCE**
Cleared, Oct. 2.

Boat Henry Clay, Harper's Ferry, sugar, &c., from Fleming & Douglass, and groceries for Clear Spring, from Wm. Bayne. Boat Henrietta, groceries, &c., for Leesburg, Va., from McVeigh, Bro. & Co.

AG, Thu. 10/4/49, p. 3. **CANAL COMMERCE**
Departed, Oct. 3.

Boat Hugh Smith, boots, shoes, hats, &c., for Senecaville, Ohio, via Cumberland, from McVeigh, Bro. & Co. Boat Rough & Ready, groceries, boots, shoes, hats, caps, &c., for Sharpsburg and Clearspring, Md., from McVeigh, Bro. & Co., queensware from R. H. Miller, and hardware from James A. English.

AG, Fri. 10/5/49, p. 3. **CANAL COMMERCE**
Departed, Oct. 4.

Boat Hugh Smith, groceries for Staunton, via Harper's Ferry, from Wm. Bayne.

CA, Sat. 10/6/49, p. 2. **CHESAPEAKE AND OHIO CANAL.** The President and Board of

Directors of the Chesapeake and Ohio Canal met on Wednesday in Baltimore. Messrs. Allen and Davis, the agents for the bond holders, and the contractors, were present. The Alexandria Gazette, says:

"We learn that the chief engineer of the Chesapeake and Ohio Canal contradicts the statement represented to have been made by him, relative to a delay in the time for the completion of the canal to Cumberland. The weather has been, and is now, most propitious for forwarding the work, and the contractors are confident in the opinion that it will be finished by the first of January next."

We learn that at the session of the directors, held at Barnum's Hotel, (the State agents, as well as those of the bond holders, being present,) a definite time was fixed for the early completion of the canal. That object was first expected to be accomplished in October, but the contractors, Messrs. Hunter & Harris, have been allowed till the 25th of December next therefore. They, with the chief engineer of the work now in the city with them, are quite confident that the whole work will be completed by that time. - *Balt. Sun.*

AG, Sat. 10/6/49, p. 3. **CANAL COMMERCE**
Departed, Oct. 5.

Boat Gen. Washington, Goose Creek, coal from J. L. Pascoe, plaster from Cazenove & Co., Spanish hides from D. F. Hooe, shingles from Waters & Zimmerman, hardware from J. A. English, and sundries from sundry persons.

Boat Wells A. Harper, groceries, boots, shoes, hats, caps, &c., for Staunton, Va., from McVeigh, Bro. & Co.

Sun, Mon. 10/8/49, p. 4. **Drowned.** - Miss Catherine Crowley, daughter of Mr. John Crowley, of Washington county, Md., was drowned in the Chesapeake and Ohio Canal, about a mile above Harper's Ferry, on Tuesday morning last. It is supposed she was attempting to cross the canal on a board near the lock, when she fell in, and having no assistance to extricate her, was drowned. She

was just 16 years of age. Her body was found a short time after. - *Charleston Free Press.*

AG, Wed. 10/10/49, p. 3. **CANAL COMMERCE**
Departed, Oct. 9.

Boat Ohio, Shepherdstown, lumber from James Green.

AG, Fri. 10/12/49, p. 3. **CANAL COMMERCE**
Arrived, Oct. 11.

Boat Henry Clay, New Industry, flour to Lambert & McKenzie.
Cleared, October 11.

Boat Henry Clay, groceries, boots, shoes, hats, &c., for Sharpsburg, Md., and Hardscrabble, Va., from McVeigh, Bro. & Co.; dry goods from Berkley & Harper and Gregory & Adams; hardware from Creighton & McNair; queensware from R. H. Miller.

AG, Sat. 10/13/49, p. 3. **CANAL COMMERCE**
Arrived, Oct. 12.

Boat Hugh Smith, Harper's Ferry, flour to Lambert & McKenzie.
Cleared, Oct. 12.

Boat Henry Clay, groceries for Hardscrabble, Va., from Wm. Bayne.

Boat Hugh Smith, groceries for Harper's Ferry, Va., from Wm. Bayne.

Boat John P. Garrott, groceries for Knoxville, Md., from Wm. Bayne.

AG, Mon. 10/15/49, p. 2. **CANAL COMMERCE**
Arrived, October 13th.

Boat Phineas Janney, Harper's Ferry, coal to D. B. Smith.

Boat John P. Garrott, Knoxville, tan bark to C. C. Smoot.

Cleared, [10/13]

Boat John P. Garrott, Knoxville, plaster from Fowle & Co., and sundries from sundry persons.

AG, Tus. 10/16/49, p. 2. **CANAL COMMERCE**
Arrived, October 15.

Boat Isabel, Honeywood Mill, 700 barrels flour to Lambert & McKenzie.

AG, Wed. 10/17/49, p. 3. **CANAL COMMERCE**
Arrived, October 16.

Boat Charlotte, Williamsport, whiskey to John B. Daingerfield.

Departed, October 15.

Boat Isabel, Honeywood Mill, sack salt from Lambert & McKenzie.

Boat Henrietta, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat P. Janney, Harper's Ferry, groceries, &c., for Cumberland, Md., from McVeigh, Bro. & Co.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

Boat Mermaid, Honeywood Mill, groceries, boots, shoes, hats, caps, &c., for Sharpsburg and Hancock, from McVeigh, Bro. & Co.

Boat Gazette, Williamsport, groceries from McVeigh, Bro. & Co.

Ibid, p. 4. A canal boat loaded with coal, in tow of the Steam Boat *Salem*, in going from Georgetown to the Navy Yard in Washington, on Monday, sunk, and is a total loss.

AG, Thu 10/18/49, p 3. **CANAL COMMERCE**
Departed, October 17.

Boat Charlotte, Williamsport, sack salt from Cazenove & Co., and sack salt from T. M. McCormick & Co.

Boat Virginia, Goose Creek, plaster from D. F. Hooe, sack salt from Geo. Kephart, groceries from Wm. Bayne, and hardware from James A. English.

Boat Isabel, Antietam Works, groceries from Fleming & Douglass.

Sun, Fri. 10/19/49, p. 4. **Flour by the Canal** - A day or two ago the Canal boat Horatio Allen brought down to Georgetown, D. C., 900 barrels of flour. This is one of the largest cargoes of flour ever brought down the Chesapeake and Ohio Canal in one boat.

AG, Fri. 10/19/49, p. 3. **CANAL COMMERCE**
Departed, October 18.

Boat Belle, Williamsport, plaster and sack salt from Cazenove & Co., sack salt from J. B. Daingerfield, lumber from Waters & Zimmerman, and groceries from Wm. Bayne.

Boat Virginia, Goose Creek, sack salt from Cazenove & Co., plaster from Wm. L. Powell & Son, sundries from Wm. Bayne and others.

AG, Sat. 10/20/49, p. 3. **CANAL COMMERCE**
Cleared, Oct. 19

Boat Jane Ann, Williamsport, Md., groceries, &c., from McVeigh, Bro. & Co.

AG, Mon 10/22/49, p 3. **CANAL COMMERCE**
Departed, October 20.

Boat Eagle, Hancock, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.; dry goods from Gregory & Adams and Brent & Bryan; queensware from Hugh Smith & Co., hardware from James A. English, and sack salt and plaster from Cazenove & Co.

Boat Old Zack, groceries for Harper's Ferry, Va., and Knoxville, Md., from Wm. Bayne.

AG, Tue. 10/23/49, p. 2. **Goose Creek Navigation** – Our enterprising fellow-citizens of Loudoun, in Virginia, are now engaged in projecting a small canal intended to develop the resources of that and the adjacent counties. We were gratified to learn that they were enabled to secure the services of Gen. Wm. Gibbs McNeill, as engineer for the work. His long experience in the army and in civil life, always recognized by those best capable of judging as the accomplished master of his profession, gives assurance that the work, when completed, will reflect credit on all concerned. The General, we have understood, has been engaged for some time past in this city and Baltimore in making out plans and estimates; and, having completed them, he has returned to Loudoun for the purpose of commencing it. If he has not lost much of the spirit and energy which characterized him in the corps, which he should never have left, the work will not be long in reaching its completion. – *Union*.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, Oct. 22.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

AG, Fri. 10/26/49, p. 3. **CANAL COMMERCE**

Arrived, October 25.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Cleared, [10/25]

Boat John Lambie, Williamsport and Sharpsburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.

CA, Sat. 10/27/49, p. 2. **STEAM ON THE**

CANAL. - The *Washington News* states that preparations are making to test the question as to whether steam can be properly and successfully used for the purposes of navigation upon the Chesapeake and Ohio Canal. A special partnership has been entered into between a gentleman living near Williamsport and the Canal Company with this object and the necessary machinery will soon ready to apply to the boat chosen for the experiment. If this should succeed to the satisfaction of the company, other boats will be built upon the same principle, and the ordinary method of towing by horses in a great measure superseded. The trip from Cumberland to the District, it is thought, would not occupy more than two days, and with sufficient power of engine half a dozen boats could be towed.

Maj. Thomas G. Harris, one of the enterprising contractors engaged in the completion of the Canal, is the gentleman referred to, who is about testing the experiment, and he is sanguine that it will be successful.

AG, Sat. 10/27/49, p. 3. **CANAL COMMERCE**

Departed, October 26.

Boat Neptune, Hancock, sack salt from D. B. Smith, plaster from Cazenove & Co., plaster from Fowle & Co., sundries from sundry personas, and groceries from McVeigh, Bro. & Co., hardware from James A. English.

AG, Mon. 10/29/49, p. 3. **CANAL COMMERCE**

Arrived, October 27.

Boat Col. Crockett, Harper's Ferry, coal to Fowle & Co.

Departed, October 27.

Boat Ohio, Shepherdstown, sack salt from Fowle & Co., coal and lumber from James Green, and sundries from sundry persons.

Boat Buena Vista, Harper's Ferry, groceries from Fleming & Douglass.

Sun, Mon. 10/29/49, p. 2. **A Railroad** is proposed from the Pennsylvania line to the Chesapeake and Ohio canal, below Clearspring, Md. The *Sentinel* says an improved road of some kind is greatly needed to carry produce to the canal.

AG, Thu. 11/1/49, p. 2. **CANAL COMMERCE**

Arrived, October 31.

Boat Hugh Smith, Harper's Ferry, coal to T. W. & R. C. Smith.

Departed, [10/31]

Boat Col. Crockett, Harper's Ferry, plaster from Fowle & Co.

AG, Fri. 11/2/49, p. 2. **CANAL COMMERCE**

Cleared, Nov. 1.

Boat Hugh Smith, Harper's Ferry, sack salt from Lambert & McKenzie; lumber from Waters & Zimmerman; groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.; and sundries from sundry persons.

Boat Susan, groceries for Mill Stone Point, from Wm. Bayne.

Sun, Mon. 11/5/49, p. 1. **Cumberland Coal**

Trade - Among the arrangements which are being made at Cumberland, for the proper accommodation of the coal trade connected with the Canal, the *Civilian* announces the following:

"The Mount Savage Iron Company have entered into a contract with the owners of the Rose Hill Estate, (the Lynn family,) by which that company is to construct a railroad from the point where the Maryland Mining Company's road intersects the Baltimore and Ohio Railroad, on the west side of Wills' creek, to the Potomac River,

reaching it a short distance above the dam where the natural channel of the river is deep and wide enough for a most extensive basin. The wharfs on the river are to be erected by the Messrs. Lynn, and the Mount Savage Company in conjunction, and will, we understand, extend for a distance along the river of nearly one thousand feet, with room, if necessary, for extensive docks. This route from the mines will be open to all the companies engaged in business in what is called the Frostburg region."

Ibid, p. 4. **Canal Steam Navigation.** - We learn from the Hagerstown News, that there exists no special partnership between Major Thomas G. Harris, *or any other person*, and the Chesapeake and Ohio Canal Company, for the purpose of testing the question of whether or not steam can be successfully used on this great work. The News, however, adds:

"A proposition was made to the Board of Directors by Mr. Charles Embrey, of Williamsport, to try the experiment for which he asked, in case of his succeeding, to be exempted from toll. The Board of Directors declined entering into the arrangement, not having the power to make a contract exempting anyone from toll.

"Major Thomas G. Harris is, however, upon his own responsibility, we understand, constructing a boat at Mercerville, in this county, with the object of testing the practicability of the matter. In this experiment the canal company are in no manner whatever connected with him."

 Georgetown, Nov. 3, 1849.

Having been favored with a perusal of the following able and interesting letter, which is of absorbing interest to every resident of the town and its vicinity, the Mayor has kindly permitted me to take a copy for insertion in your almost universally read journal.

On Monday evening, the Board of Aldermen and Board of Council will be convened for the purpose of taking the communication into consideration, and it is earnestly hoped that every

member will be present and prepared to act promptly thereon.

Yours, &c.

Mercury.

 Cumberland, 29th Oct. 1849.

To H. Addison, Esq., Mayor of Georgetown:

Sir: - In compliance with your request, I have the honor to submit the following views upon the improvements that may, in my opinion, be advantageously made in Georgetown for the accommodation of the canal trade.

Several of the canal bridges in town, are entirely too low. Above Georgetown the established height of bridges on the Chesapeake and Ohio Canal, is 17 feet in the clear, above water surface. (There are some, it is true, that are as near to the water as ten and twelve feet, but they are regarded as of a temporary character, and may be easily raised to a greater height whenever occasion requires.) While in Georgetown, some of the bridges are not more than 7, 8, 8¼ and 9 feet above the water, and the market house over the canal with the full depth of water in the canal, would not be more than 7¼ feet. Even now, with less than 5 feet water in the level above lock No. 4, there are boats in the canal that cannot, when unloaded, pass under some of the bridges in Georgetown. This evil should be remedied. No bridges in town should have a less height in the clear, above canal water surface, than ten feet, and the one over Rock Creek basin, that the city of Washington is now building, should have at least one-foot greater height, viz; 11 feet to allow for the occasional use of water in the canal.

The width of the canal through Georgetown is only about 45 feet at water surface. This is too little for the convenient loading and unloading of boats in town, and the free passage of boats up and down the line of the canal. And there is no place in town where boats that unload above lock No. 4, can turn. To do so, they must back up as far as the Alexandria aqueduct.

These inconveniences may be obviated in the following manner:

First, Move the place of changing the tow path from Frederick street, up to a point not far above the Alexandria aqueduct.

Second, Widen the canal on its North side, from the Alexandria aqueduct down to Frederick street, sufficiently to obtain for that distance, a width of canal at water surface, of from 60 to 65 feet.

Third, Widen the canal on its South side, from Frederick to Market street, to say 100 feet water surface at the former, and 120 feet at the latter.

Fourth, Widen the canal on its South side, for a distance of 120 feet from Market towards Potomac street, to a width of 75 feet at water surface.

Fifth, Widen the canal on its South side, between High and Congress streets, for a distance of 230 feet to an average width, at water surface, of about 135 feet.

In connection with these improvements above lock No. 4, there should be a street in place of the alley on the south side of the canal, between Frederick and Potomac streets; also, one on the south side of the proposed basin, in place of the alley, between High and Congress streets; and if the basin between Frederick and Market streets should not be used for the coal trade, there should also be a street along the south side of that basin.

These improvements would place the entire tow path through town on the north side of the canal and give ample room on the south side for the carrying on of a large business, without the slightest interference with the passage of boats up and down the canal - and the basins between Frederick and Market, and between High and Congress streets, would be convenient places for the turning of boats after unloading them.

There is another place where the canal could easily be widened, on its south side, about 15 feet, for some 2 or 300 feet in distance, between Potomac and High streets.

I would further propose that a basin should be made between lock No. 4, on Jefferson, and lock No. 3, on Washington street, having a width of 60 feet, and extending out at right angles to the

canal, a distance of about 300 feet. This basin would accommodate boats that now unload in the short level between the locks referred to, and which will be inadmissible with a large trade upon the canal.

The basin, besides, will be of service to the navigation generally, by enlarging the water surface between the locks, which are but a short distance apart.

Basins may also be made that would afford large accommodations to the canal trade, between Greene and Washington, and between Washington and Congress streets; but before proceeding to speak of them more particularly, I will briefly describe certain improvements that the canal company will probably make in Rock Creek basin, to get rid of the inconvenience occasioned by the heavy deposits made therein by the creek.

It is proposed to run a bank from Water street to the mole, in the direction of and in a line with Greene street extended, that shall rise above the highest waters of Rock creek, and that will exclude all deposits from the western part of the basin thereby cut off from the creek. Through this bank an opening will be left for the passage of boats, unless the basin south of Water street, to be spoken of, should be constructed; in that event the bank from Water street to the mole will be continuous, and the water surface of the part of the basin cut off by and lying west of it, will be raised, say four feet, and connected with the basin south of Water street. But, in either event, a tow-path will probably be made from lock No. 1, along the east margin of the creek to Water street, under Water street bridge, in front of its west abutment, and along the bank crossing the present basin from Water street to the mole, and thence to the tide lock.

There will, also, probably be made another bank on the Washington side of Rock creek, sufficiently far to the east of the one on the Georgetown side to allow room for a channel of uniform width for Rock creek to its mouth at the tide lock. This bank, also, will be raised above high water.

If these improvements should be made by the Canal Company, it is believed that most of the difficulties at present in the way of boats entering the river from the canal will be done away. If they are made, a basin may be constructed between Water street and the river, extending from Washington to Congress street, that will have a length of nearly 500 feet and an average width of say 135 feet, that may be connected with the part of Rock Creek basin cut off from the creek, by the canal company, in the manner described. This basin, may be entered through a branch canal, leaving the main canal between locks Nos. 1 and 2. This branch canal may be a part of the way between Greene street and Rock creek, and then cross, obliquely, that and Water streets, near the intersection of the two, where it may drop down by a lock of say four feet lift into the basin. Across the tail of this lock a bridge may be placed for the accommodation of Water street. The above plan of entering the basin south of Water street requires the discontinuing of a part of Greene street, next north of Water street. If discontinued, a cross street may be made from Greene to Washington street along the north side of the basin which may be made 100 feet wide from the branch canal to the latter street, the length of which basin would be about 220 feet. If Greene street is not, in part, discontinued, the connection between the canal and the basin may nevertheless be made, but upon an inferior plan and at greater cost. A basin south of Water street, upon the plan above described, would have its water surface four feet lower than that of the canal above lock No. 1, rendering necessary, of course, the lock of four feet lift, spoken of, at the crossing of Water street, to connect the two. Now, if the basin should be constructed and used for the accommodation of the coal trade, it may be worthy of consideration whether the basin should not be raised four feet higher, and the lock dispensed with. If the basin should not be used for the coal, but for the general trade, the lower level is the preferable one.

A few words now, in reference to the outlet locks. There are some, perhaps many, who advocate the construction of outlet locks from the

upper level of the canal, direct, or nearly so, to the river. I have given the subject some attention, but, as yet, no plan of outlet locks (as regards their lift and location) that could be constructed above lock No. 4, *at any reasonable cost*, has occurred to me, that the canal company would, in my opinion, be justified in approving of and agreeing to. Outlet locks would be admissible from either of the two lower levels of the canal in Georgetown, and if the basin south of Water street should be constructed, an outlet or tide lock might easily be constructed at or near its southwestern angle, at the foot of Congress street. The construction, however, of an outlet lock, even at that point, it might be well to postpone, until it shall have been ascertained, whether or not, the improvements of Rock Creek basin, to be made by the canal company, remove sufficiently the difficulties in the way of boats now entering the river, to render unnecessary the construction of an additional outlet or side lock.

One of the main objects, as I understand, of Georgetown, in taking up the subject of affording additional accommodations to the canal trade, at this time, is to have in readiness, upon the completion of the canal to Cumberland, such facilities as will accommodate a large coal trade. These facilities, the widening of the canal from the Alexandria aqueduct to Market street, at the western end of the town, and the construction of the basin south of Water, and east of Congress street, at the eastern end, are well calculated to afford.

The modes of transshipping coal at the two places would somewhat differ. At the former (between the aqueduct and Market street) railroads may be constructed from the canal to the river, over Water street, at no greater elevation than necessary to prevent obstructing the ordinary use of the street. This elevation, which will be several feet lower than that of the canal, may be made such as to suit the unloading of coal into vessels lying at the wharves, and the space between them and Water street that may be formed of the materials obtained in widening the Canal. Upon this plan the coal may be taken from the canal boat by machinery and *lowered* upon the railroad cars

standing within a few feet of the boat or may be transferred to them by means of chutes, and thence across Water street to the vessel, of to the coal yards if the vessel is not there to receive it.

At the basin south of Water street, the plan would be to raise the coal from the boat by machinery to cars standing upon a railroad immediately alongside, elevated some 12 feet or more, to such height as may be necessary to facilitate the dumping of coal into the vessel and upon the wharves.

In reference to both these plans there are many matters of detail, that cannot be entered into in a communication of this kind, nor until a precise location shall have been made upon the ground of the proposed improvements.

I would here, however, remark that, with a view to increase to the utmost extent the capacity of the space between Water street and the river, above Market street, to store coal, a wall should be built along the south line of Water street, raised to a height sufficient to sustain the river end of the railroad tracks over that street. Space, also, may be obtained in places to deposit coal on the north side of Water street, close alongside of and near to the canal.

A general view of the proposed improvements is presented on the accompanying map of a part of Georgetown. (This map, neatly framed, is placed in the mayor's office, subject to the inspection of every citizen.)

On tracing out these plans, upon the ground, it will, no doubt, be found that, in some of these details, they may, for various reasons, be modified and changed to advantage.

The estimate which follows, is merely an approximate one. It is based upon levels and measurements that, with many others, were taken and made by Mr. Bryan, for the purpose of enabling me to determine upon the general plan of the improvements that I could recommend. Additional levels and measurements, with special reference to those now recommended are necessary to the making out of a full and satisfactory estimate of their probable cost.

The proposed widening of the canal, on its south side, from the aqueduct to Frederick street, and a new tow path along the same; the basin, between Frederick and Market streets, and leveling off all the ground, between it and Water street, down to within two feet of canal water surface; the widening of the canal between Market and Potomac streets; the small basin between locks Nos. 3 and 4; also, inner walling along the whole extent of the widened canal, and of the sides of the basin and along the back of the new toe-path, I estimate at \$14,000.

The branch canal, between Greene street and Rock creek, from the canal to Water street; the basin, between Greene and Washington streets; also, the inner walling of both, I estimate at. \$5,500.

The basin, south of Water street; the lock at Water street; the bridges on Water and Washington streets; the raising and leveling off of the ground between the basin and the river; the basin and the grading of the new street south of the basin; between High and Congress streets, (the excavation from which will furnish a large part of the embankment required for the basin and other work south of Water street;) also, the inner walling of the tow basins, I estimate at \$26,000.
\$45,500.

No allowance is made for the purchase of property on which improvements are to be made.

I have made no estimate of the cost of the wharves, railroad tracks, &c., required for the accommodation of the coal trade. The little time I have been able to give the subject, I thought could best be used in arranging the plans and arriving at the probable cost of the basins and other improvements immediately connected with the canal, necessary to facilitate the transshipment of coal, and accommodate the coal trade generally.

I can now arrange, if it is desired, to have a more full and careful estimate made than the one now presented, of all the suggested improvements, to which I would add an estimate of the cost of the wharves that the coal trade may require. In preparing the latter, I thought it advisable to obtain

the assistance of some experienced wharf-builder, who should make careful examinations of the river bed and ground along which the wharves would be constructed.

The Railroads and fixtures that the transshipment of coal will require should also be provided for in an estimate of the entire expense of the works intended to accommodate the coal trade; but I do not think it would be desirable to adopt any general plan for them, for the present, at least. Shippers of coal will no doubt prefer this course, as they will then have, each for himself, an opportunity of adopting his mode of transshipment. The cost of raising the bridges, &c., is not estimated. It will be comparatively inconsiderable, and in most cases may be effected without any material or injurious changes in the grade of the streets.

Arrangements will have, of course, to be made with the Canal Company in relation to most, if not all, the suggested improvements. These, I have supposed, cannot be effected upon terms satisfactory to both Georgetown and the Company.

It may be asked, whether all the improvements spoken of, are necessary for the accommodation of the canal trade at Georgetown. They may not *all* be, for some years to come, but that they will, ultimately, I have not much doubt. The ground that most of them occupy is, now, comparatively, unoccupied. It may be otherwise hereafter, and therefore it is worthy of consideration, whether economy, in the end, would not be promoted by undertaking them all, at as early a day as practicable. But, whatever man be the decision upon this point, the making and construction of the following ought not, in my opinion, be postponed: 1st, the raising of the bridges in town; 2nd, the moving of the tow-path bridge up to a point above the aqueduct; 3rd, the widening of the canal from the aqueduct to Frederick street; 4th, the making of the basin between Frederick and Market streets; 5th, the widening of the canal between Market and Potomac streets; 6th, the making of the basin between locks No. 3 and 4; and 7th, the making of

the branch canal east of Greene street, and the basin between that and Washington streets.

Even if there should be no transshipment of coal above Market street, the advantage to the general trade of the canal and the business of Georgetown that would follow from the construction of the basin and widening of the canal above that street, would, in my opinion, amply compensate for their cost. - But, when it is considered that the enlargement of this part of the canal, in the manner proposed, would give a water front of about 800 feet - along which coal boats might unload - it can hardly be otherwise than that individuals, if the corporation of Georgetown should not, would construct the necessary wharves and railroads, and prepare the requisite fixtures to render the greater part available for the transshipment of coal.

The construction of the basin between High and Congress streets I would only advise, in case the basin is made south of Water street. The former would not be a costly basin if the latter were made, as nearly all the excavation of one would go into the embankment of the other. It would, otherwise, be an exclusive basin.

The basin south of Water street, would be well calculated to accommodate either the coal or the general trade of the canal, and even if appropriated mainly for the use of the coal trade, its northern margin elevated some three feet above Water street, would suit well for the unloading of boats engaged in the general trade, and especially when circumstances might not permit them to enter the river and run up alongside of the wharves.

In conclusion, I would express the opinion, that all of the improvements spoken of in this communication ought to be made at once, if means can be readily had for the purpose; but, if they cannot, I incline to think it would be best, for the present, at least, to postpone the construction of the basin south of Water street, and of that between High and Congress streets. The other improvements spoken of can be accomplished for a sum so small in comparison with the advantages that will result from them that I do *not* think there

should be any hesitation in undertaking them all, at the earliest practicable day.

With great respect, your ob't serv't.

(Signed) **Charles B. Fisk, Engineer.**

AG, Tue. 11/6/49 p. 3. **CANAL COMMERCE**

Arrived, November 5.

Boat Isabel, Honeywood Mill, flour to Lambert & McKenzie.

Boat Dan Gett, Harper's Ferry, coal for Cotton Factory.

Departed, [11/5]

Boat Dan Gett, Harper's Ferry, plaster from Fowle & Co.

Boat Isabel, Honeywood Mill, sack salt from Lambert & McKenzie and groceries, &c. from McVeigh, Bro. & Co.

Boat Henry Clay, Sharpsburg, groceries, &c., from McVeigh, Bro. & Co.

AG, Wed. 11/7/49, p. 2. **CANAL COMMERCE**

Arrived, Nov. 6.

Boat Old Zack, Harper's Ferry, coal to Lambert & McKenzie.

Sun, Thu. 11/8/49, p. 2. **Large Boat Load.** -

Among the arrivals by the Chesapeake and Ohio Canal on Monday last [11/5] was the boat Phineas Janney, Gibson, from Harper's Ferry, with nine hundred and eleven barrels of flour, all of which was delivered in perfect order in Georgetown. This the Intelligencer understands, is the largest boat load ever brought down the canal. The boat was built in Washington city by Capt. W. Easby.

AG, Fri. 11/9/49, p. 2. **CANAL COMMERCE**

Arrived, November 8.

Boat John Lambie, Honeywood Mill, flour to Lambert & McKenzie.

AG, Sat. 11/10/49, p. 3. **CANAL COMMERCE**

Departed, November 9.

Boat Old Zack, Harper's Ferry, plaster from Fowle & Co.

Ibid, p. 6. **CANAL COMMERCE**

Arrived, Nov. 10.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son.

Departed, [11/10]

Boat Virginia, for Leesburg, plaster from D. F. Hooe, lumber from James Green, queensware from R. H. Miller, drugs from Cook & Peel, and plaster from Cazenove & Co.

AG, Mon 11/12/49, p 4. **CANAL COMMERCE**

Arrived, Nov. 10.

Boat Virginia, Goose Creek, flour to Wm. L. Powell & Son.

Departed, [11/10]

Boat Virginia, for Leesburg, plaster from D. F. Hooe, lumber from James Green, queensware from R. H. Miller, drugs from Cook & Peel, and plaster from Cazenove & Co.

AG, Tue. 11/13/49, p. 2 **CANAL COMMERCE**

Arrived, Nov. 12.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

AG, Wed 11/14/49, p 3. **CANAL COMMERCE**

Arrived, Nov. 13.

Boat Hugh Smith, Harper's Ferry, flour to Fowle & Co.

Departed, [11/13]

Boat Neptune, Hancock, plaster and sack salt from Fowle & Co. and hardware from J. A. English.

Boat Payson, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Wells A. Harper, groceries, &c., for Keedysville and Cabell Town, from McVeigh, Bro. & Co., queensware, from R. H. Miller, and plaster from Fowle & Co.

AG, Thu. 11/15/49, p. 3. **CANAL COMMERCE**

Departed, Nov. 14

Boat Hugh Smith, Harper's Ferry, plaster, from Fowle & Co., and sundries from sundry persons.

Sun, Fri. 11/16/49, p. 1. **The Franklin Railroad.**

- The Hagerstown *News* says that there is a probability of the reconstruction and revival of business on the Franklin Railroad, from

Pennsylvania to that place. A company of Northern capitalists have the matter in contemplation, and if the necessary arrangements can be made, it will be carried into effect. Several gentlemen connected with this company have already traveled over and examined the road and expressed their satisfaction with its location and ability to do business. It will more than likely be extended to the Chesapeake and Ohio Canal at Williamsport, or to intersect the Baltimore and Ohio Railroad, at Hancock, if once in the hands of this company.

AG, Fri. 11/16/49, p. 3. **CANAL COMMERCE**
Arrived, Nov. 15.

Boat Union, Williamsport, apples to Master.
Departed, Nov. 15.

Boat Union, Williamsport, sack salt from Lambert & McKenzie.

AG, Sat. 11/17/49, p. 3. **CANAL COMMERCE**
Departed, Nov. 16.

Boat Ohio, Shepherdstown, plaster from Cazenove & Co.

AG, Tue. 11/20/49, p. 3. **CANAL COMMERCE**
Arrived, Nov. 19.

Boat Virginia, Leesburg, flour to master.

AG, Wed. 11/21/49, p. 3. **CANAL COMMERCE**
Arrived, Nov. 20.

Boat Phineas Janney, Harper's Ferry, 827 bbls. flour to Fowle & Co.

Boat J. P. Garrott, Knoxville, 1,500 bushels yellow corn to Fowle & Co.

Departed, Nov. 20.

Boat Virginia, Goose Creek, plaster from Cazenove & Co., and lumber from Waters & Zimmerman.

Boat Phineas Janney, Harper's Ferry, groceries, boots, shoes &c., for Pruntytown, Va., via Cumberland, from McVeigh, Bro. & Co., and plaster from Fowle & Co.

Sun, Fri. 11/23/49, p. 4. **Canal Trade** – Arrived – Boats Edward Payson, limestone; Boston,

firewood; Isabel, 630 barrels of flour, nails, &c.; T. Charlton, 710 bbls. flour and apples; Benj. Franklin, 782 barrels flour; William Jackson, flour & limestone; General Butler, limestone; Hornet, coal; Scow B, stone; Harrison, firewood; Experiment, corn, rye, wheat & oats; Susan Harris, large load of flour.

Sixteen boats have left, well loaded with plaster, lumber, salt, groceries, &c.

The condition of the canal is daily improving – vessels of 90 tons pass along easily.

AG, Fri. 11/23/49, p. 3. **CANAL COMMERCE**
Arrived, Nov. 22.

Boat Isabel, Dam No. 5, flour and nails to Lambert & McKenzie.

Cleared, Nov. 22.

Boat Isabel, Dam No. 5, plaster and sack salt from Lambert & McKenzie.

Boat E. Payson, Old Furnace, groceries, boots, shoes, hats, caps, &c., for Sharpsburg and Shepherdstown, from McVeigh, Bro., & Co.

Sun, Mon. 11/26/49, p. 4. **The Canal**. - The Alexandria Gazette says:

"The fine weather of the last few weeks, we understand, has materially contributed to advance operations on the line of the Chesapeake and Ohio Canal near Cumberland. We also learn that if the weather continues favorable, the water will not be drawn off from the Canal, probably, until early in January."

Steam on the Canal. - Mr. John H. King, of Harper's Ferry, writes us he has great confidence in having discovered the principle by which steam may be applied to the propulsion of boats on Canal. He has made a model to explain his plan, and thinks, if it is fairly tried, a boat can be made to travel from ten to twenty miles an hour. Not having the means to put his plan into operation, he proposes to any capitalist who will unite with him, to give one-fourth of the benefits to be derived from the discovery. - *Cumberland Civilian*.

We should presume Mr. King to be very far from his object, if he has not learned better than

to expect twenty or ten miles per hour on canal, as at present constructed. We have no doubt that steam will eventually be adopted for canal navigation, and if a speed of three or four miles per hour is obtained without injury to the banks, it will be quite sufficient for all practicable purposes.

AG, Tue. 11/27/49, p. 3. **CANAL COMMERCE**
Arrived, Nov. 26.

Boat Rough & Ready, Berlin, flour and corn to Fowle & Co.

AG, Sat. 12/1/49, p. 2. **CANAL COMMERCE**
Cleared, December 1.

Boat Rough & Ready, groceries for Berlin, from Wm. Bayne.

AG, Mon. 12/3/49, p. 3. **CANAL COMMERCE**
Arrived, December 1.

Boat Jane Ann, Williamsport, apples to T. M. McCormick & Co.

Boat Elizabeth, Cumberland, coal to James Green & Son.

Departed, [12/1]

Boat Virginia, lumber from James Green & Son.
Boat Jane Ann, Williamsport, groceries, &c., from McVeigh, Bro. & Co., and sundries from T. M. McCormick & Co.

Tue. 12/4/49, p. 2. **Steam on the Canal.** - We have recently paid a visit to Mr. Thomas G. Harris's busy and interesting establishment at Mercerville, Washington County, Md. - Our object was to learn from personal inspection what had been done towards maturing the enterprise so spiritedly undertaken by Mr. Harris in his effort to test the use of Steam on the Chesapeake and Ohio Canal. We found the boat chosen for the experiment in readiness to receive the engine, which is on the spot, having been lately brought down from the Cumberland foundry, where most of the necessary machinery was made. The engine is of six horse power, but the boilers would answer for an engine of double that force.

Not more than a week's work is required to put everything in order for the first trial, which is expected to come off about the 10th of next month.

The paddle-wheels of recent invention and but just patented - are placed within three feet of the stern, and are of very peculiar construction, each paddle entering and leaving the water perpendicularly.

The inventor and patentee is Mr. Horatio Blasdell, who is also the Machinist in this experiment, and shares with Mr. Harris the risks of the enterprise. Should the effort succeed, as we cordially hope it may, two very important improvements will have been made at once. The whole valley of the Potomac would quickly feel the effects of it in an increase of population, and a rise in the value and price of lands.

We remarked also, three large barges on the stocks and nearly ready for launching. They are of 125 tons burden each & are intended for the transportation of coal.

The aspect of affairs at Mercerville was very pleasing and shows how much the spirit and intelligent enterprise of one mind might effect, even in a comparatively short period.³

AG, Tue. 12/4/49, p. 2. **CANAL COMMERCE**
Arrived, December 3.

Boat John P. Garrott, Knoxville, corn to Fowle & Co.

Cleared, December 3.

Boat Payson, groceries, &c., for Shepherdstown, from McVeigh, Bro. and Co.

Boat Gazette, groceries, &c., for Elk Branch, from McVeigh, Bro. & Co.

Boat J. P. Garrott, groceries, for Weverton, from Wm. Bayne.

AG, Wed. 12/5/49, p. 3. **CANAL COMMERCE**
Arrived, Dec. 4.

Boat Dan Gett, Harper's Ferry, coal to Mount Vernon Factory.

Departed, [12/4]

Boat Col. Crockett, Harper's Ferry, sack salt, from D. B. Smith, groceries from McVeigh, Bro. & Co.,

³ *The Register*, Shepherdstown, Va.

and groceries from Wm. Bayne for Staunton via Harper's Ferry, Va.

Sun, Thu. 12/6/49, p. 2. **Recommendations of the Governor of Virginia - Alexandria** - In the message of Governor Floyd, he speaks approvingly of the munificence of the Legislature of the State towards Alexandria since its reannexation, by which the completion of the Chesapeake and Ohio Canal has been expedited, with a view of speedily bringing to that place the great Cumberland coal trade, which he thinks "will not only resuscitate her, but must give such impulse to all her interests as cannot fail to raise the city to a high degree of prosperity and advancement." He then declares deserving the patronage and support of the Commonwealth "the works undertaken and proposed by her enterprising citizens, leading into the interior."

AG, Thu. 12/6/49, p. 3. **CANAL COMMERCE**
Arrived, Dec. 5.

Boat P. F. Thomas, Elizabeth Mills, 358 bbls. flour to D. F. Hooe.

Boat Charles, Williamsport, 312 bbls. family and extra flour to T. M. McCormick & Co.

Departed, [12/5]

Boat Charles, Williamsport, groceries, &c., from McVeigh, Bro. & Co.

AG, Fri. 12/7/49, p. 3. **CANAL COMMERCE**
Arrived, Dec. 6.

Boat John Lambie, Williamsport, 600 bbls. flour to Lambert & McKenzie.

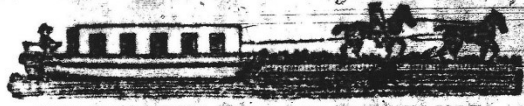
Boat Hugh Smith, Harper's Ferry, coal to Lambert & McKenzie.

Departed, [12/6]

Boat Charles, Williamsport, plaster from Fowle & Co., sack salt from Lambert & McKenzie, iron from James Dempsey, and sundries from sundry persons.

CA, Sat. 12/8/49, p. 3.

CUMBERLAND BOAT YARD.



TRANSPORTATION ON THE CANAL.

IN view of the opening of the Chesapeake & Ohio Canal in March next, the subscriber, some months since, opened a **BOAT YARD IN CUMBERLAND**, at the south end of Paca street, where he has already finished **FOUR LARGE SIZED FREIGHT BOATS** of a very superior order and substantial build, which are now ready for sale.

He is now engaged on several other boats, which will be ready against the opening of the Canal, for transportation purposes.

He is prepared for building any description of Boats that may be needed on the Canal. And the patronage of those who may intend to engage in the transportation business is solicited, as his experience will enable him to give satisfaction. Orders are requested.

He will always keep on hand a large quantity of LUMBER of the best descriptions, and will be prepared at all times to REPAIR BOATS, with great despatch.

JOHN YOUNG.
December 8, 1849—4m.

[Transcriber's Note: The above Ad first appeared on Dec. 8, 1849 and then ran weekly for 4 months, usually on page 3 but sometimes on page 1 or another page.]

AG, Sat. 12/8/49, p. 3. **CANAL COMMERCE**
Arrived, Dec. 7.

Boat Virginia, Thomas, Leesburg, flour to D. F. Hooe, Wm. L. Powell & Son and P. H. Hooff.

Departed, Dec. 7.

Boat John Lambie, Williamsport, plaster from Lambert & McKenzie.

Boat Hugh Smith, Harper's Ferry, boots, shoes, hats, &c., from McVeigh, Bro. & Co. for Elk Branch, lumber from James Green, and sack salt from -----.

AG, Mon. 12/10/49, p 2. **CANAL COMMERCE**
Departed, Dec. 8.

Boat Virginia, Leesburg, lumber from James Green & Son, and sundries from Wm. Bayne.

Boat Hugh Smith, Harper's Ferry, groceries from Wm. Bayne.

Sun, Fri. 12/14/49, p. 1. **Superiority of Cumberland Coal for Steamships** - The New York *Herald* of Wednesday says:

It appears from recent experiments made on the Camden and Amboy road, that Cumberland coal had fully sustained its character as a superior fuel for the use of railroads; and following the example of the Camden and Amboy, similar experiments are in progress on the Reading road. It has been ascertained that Cumberland coal will create more steam than any other species of coal, and when compared to wood, the difference in point of economy is not less satisfactory. The official reports of the Baltimore and Ohio and Camden companies have proved that a ton of Cumberland coal is equal to two and a half cords of wood; consequently, coal at six dollars would result in a saving of fifty percent, wood being at four dollars the cord. It is not, however, very probable that the Erie company will use Blossburg coal for several years, as wood will be abundantly supplied at a price not to exceed one dollar and twenty-five cents.

To the above we may also add, that E. K. Collins, Esq., has made several valuable experiments, with and without blowers, which have resulted in the conviction that Cumberland coal is the best fuel for steam purposes.

Sun, Mon. 12/17/49, p. 4. *Georgetown Affairs* - As the weather during the last night moderated, the ice on the canal, a considerable distance above, yielded to the exertions of the boatmen, and several canal boats arrived today, loaded with flour, grain, iron, &c. Mercury.

AG, Tue. 12/18/49, p. 3. **CANAL COMMERCE**
 Departed, December 17.
 Boat John P. Garrott, Knoxville, plaster, from Lambert & McKenzie, lumber from Waters & Zimmerman, and groceries from Wm. Bayne.
 Boat Rough & Ready, Goose Creek, groceries from Wm. Bayne.

Sun, Thu. 12/20/49, p. 4. *Georgetown Affairs* – Canal open, and weather fine. Arrived boats Hornet, coal; Frances, flour and offal; D. & H. Clagett, flour; Oregon, flour; Susan Harris, flour; Virginia, flour & wheat; Horatio Allen, 800 barrels

flour; Hugh Smith, flour & whiskey; Mill Boy, flour & offal; Harper, coal; C. Smith, wood; Glenn, flour & meal; General Washington, wheat & flour. Mercury.

AG, Thu. 12/20/49, p. 3. **CANAL COMMERCE**
 Arrived, December 18.

Boat Wells A. Harper, Harper's Ferry, coal to J. T. Johnson.

Departed, [12/18]

Boat Virginia, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Wells A. Harper, groceries, &c., for Elk Branch, Kearneysville and Lee Town, from McVeigh, Bro. & Co.

Sun, Sat. 12/22/49, p. 4. **Canal Trade**

Arrived, boats Johnson, Hayward, pork; Harrison, wood; Scow B, stone; Scow -, hay & pork; Experiment, corn & pork; P. F. Thomas, flour; General Jackson and Boston, wood; Allegany, coal. Twenty-three boats have left since Monday, freighted with fish, oysters, lumber, groceries and hardware. Mercury.

AG, Sat. 12/22/49, p. 3. **CANAL COMMERCE**
 Arrived, Dec. 21.

Boat John Glenn, Goose Creek, flour and corn meal to Wm. L. Powell & Son and D. F. Hooe.

Departed, [12/21]

Boat John Glenn, Goose Creek, plaster by D. F. Hooe, iron by James Dempsey, lumber and coal from James Green & Son.

Boat Wells A. Harper, furniture and lumber from James Green & Son for Harper's Ferry.

Boat Gazelle, groceries, &c., for Berlin, Harper's Ferry, Charles Town, Shepherdstown and Orleans, Md., from McVeigh, Bro. & Co.

AG, Tue. 12/25/49, p. 2. **CANAL COMMERCE**
 Arrived, December 24.

Boat P. F. Thomas, Goose Creek, 600 bbls. flour to D. F. Hooe.

Boat Rough & Ready, Goose Creek, flour to D. F. Hooe.

Boat Isabel, Honeywood Mill, flour and nails to Lambert & McKenzie.

Cleared, Dec. 24.

Boat Isabel, groceries, boots, shoes, &c., for Kearneysville and Honeywood Mill, Va. and Antietam, Sharpsburg, Bakersville and Mercerville, Md., from McVeigh, Bro. & Co.

AG, Thu. 12/27/49, p. 3. **CANAL COMMERCE**
Cleared, December 26.

Boat Gazette, groceries, &c., for Sharpsburg, Md., from McVeigh, Bro. & Co.

Sat. 12/29/49, p. 2. **Steam on the Canal.** - We are informed upon the best authority that an experiment has recently been made on the Chesapeake and Ohio Canal, near Shepherdstown, has proven to the satisfaction of all the parties concerned that canal boats may be propelled by steam. The experiment was made upon a boat of the largest class belonging to Major Thomas G. Harris, and bearing his own name, and the name of the operator is Blasdell. We have it not in our power to describe the character of the wheel which has been thus employed, but upon the authority of a letter now before us, we are enabled to publish the following particulars. The boat was propelled at the rate of one mile in seventeen minutes, or three and a half miles per hour, and in regard to the action of the wheels the inventor has expressed himself as perfectly satisfied. It is said not to displace any water, or rather causes no swell upon the banks of the canal, which is undoubtedly the important feature of the invention. The power of the engine is rated at that of six horses, the boat draws three feet of water, and in making the distance of eighteen miles the quantity of wood consumed, and that of poor quality, was less than half a cord. A gentleman who witnessed the experiment alluded to, but was at the time a disbeliever, is now so sanguine of the practicability of propelling boats by steam on the Chesapeake and Ohio Canal that he would willingly wager upon it his reputation as a scientific man. It is confidently believed that with

an engine of 29 horsepower, five boats, drawing four feet of water, could be made to travel at the rate of three and a half miles per hour.

In chronicling the above experiment, it may not be considered out of the way to mention, that, within six miles of the place where it occurred, James Rumsey, in the year 1782, made his first experiments, whereby he endeavored to prove to the world that boats could be propelled by the power of steam, and that fragments of the boat with which he operated are now preserved as relics in Shepherdstown. [*National Intelligence*].⁴

AG, Sat. 12/29/49, p. 3. On Monday morning last, one or two of the sleepers of the warehouse of Messrs. W. H. Elgin & Co., at Harper's Ferry, gave way under the weight of a large quantity of salt which was stored in the warehouse, precipitating the salt into the canal below. Before the water could be drawn off, about 300 sacks were dissolved.

GA, Tue. 1/1/50, p. 3. **Canal Trade**

Belle, 73 miles, flour and cement.

Hugh Smith, 61 miles, flour.

Scow B, 23 miles, flour.

Boston, 10 miles, wood.

20 boats have departed since the last report.

We read the following advertisement:

“**NOTICE** – Proposals will be received until the 15th day of January next for building twenty canal boats, to be delivered in the District of Columbia, or at Cumberland, Maryland, on or before the 15th of March next.

“Specifications will be furnished by personal application, or by letter, at the office of Hunter, Harris & Co., Cumberland, Maryland.

THOS. G. HARRIS

“Agent and General Superintendent of the Chesapeake and Ohio Canal Transportation Company.

“Cumberland, Maryland, Dec. 24, 1849.

⁴ See also, *The Register*, Shepherdstown, Va.

“(National Intelligencer, Alexandria Gazette, Baltimore American and Baltimore Sun will publish until the 10th January next.)

“Dec 27 – dt 10 Jan.”⁵

[Transcriber’s Note: This ad actually first appeared on 12/27/1849 and then ran daily in the newspapers until January 10, 1850.]

GA, Tue. 1/3/50, p. 2. **The Canal** – The last few days would have closed the Canal with ice, which might have proved of some inconvenience, if it had not been already known that it was determined to draw off the water at this period for the purpose of repairs, which, we hope will be thoroughly made, so that when the Canal be again opened, it may be ready for the Cumberland Trade. A thorough repair to the whole canal will be of essential advantage in every point of view.

Sun, Mon. 1/14/50, p. 2. **Petitions to the Legislature.** - A petition to the General Assembly of Maryland, to grant a charter to construct a macadamized or plank road from the Pennsylvania line to the Chesapeake and Ohio Canal, is being signed at Clearspring, Md. Also, one in favor of the chartering of a Savings Institution in Clearspring.

Sun, Wed. 2/6/50, p. 4. *Messrs. A. S. Abell & Co.:* As your valuable paper is the medium of the great mass of news that transpires in our State, and indeed the country generally, I have no doubt that you would be glad to be informed, from time to time, of any circumstances of moment, even from the most obscure section.

Several fatal accidents and affrays have of late taken place within the limits of this election district, of which I have seen no published account, and were it not in hopes that the exposure of the horrible consequences of the use of ardent spirits might do some good, as a warning to others, I should be glad that they should forever remain unknown.

At Edward's Ferry, on the Potomac, about six miles from the village of Poolesville, and the same distance from Leesburg, Virginia, there is being kept one of the country shops where small wares are sold, but principally for the sale of *whiskey*, and where those in the immediate vicinity so disposed meet to drink, gamble and frolic. Some six weeks ago, two of the ferry-men, named Newman, who lived on the Virginia shore, came over to this shore in company with two or three others to procure whiskey; and, after getting pretty well drunk, started about sunset for home, and in their drunken frolic, awful to relate, overturned the boat and two of them (Newman and Nicholson) were drowned - the other very narrowly escaping with their lives.

At this same Edward's Ferry, on Sunday evening, some three weeks since, during the heavy fall of snow, a general melee occurred between four Irishmen employed on the repairs now being done on the Chesapeake and Ohio Canal, and several negroes belonging to the neighboring farmers. No serious injury appears to have been done to either whites or negroes in the affray; but on their way home, near the mouth of Seneca, two of the Irishmen *froze to death* during the night. A jury of inquest was held over their bodies and resulted in a verdict of "Death from intemperance and exposure."

One week later, *on Sunday*, a negro man belonging to Mr. Coleman Offutt, residing near Bakersville, whilst riding across the Monocacy, on the aqueduct of the Canal, on the upper wall, was thrown over, together with the horse, and drowned immediately. His body has not yet been recovered. The horse swam out. The crossing on horseback, on this upper wall of the aqueduct, a distance of some 450 feet, only about 4 or 5 feet wide, without railing on either side, and some 25 feet above the water, is a most dangerous and foolhardy act, and it is to be hoped this fatal result will be sufficient to deter others from it. It is to be greatly regretted that others, in their fits of

⁵ *Daily Union*, Washington, DC, newspaper, Wednesday, 1/2/1850, p. 2.

intemperance, have set the horrid example by performing this desperate feat.

Potomac.

Sun, Sat. 2/9/50, p. 1 **Chesapeake and Ohio Canal.** - The Cumberland *Civilian* says that upon the few unfinished portions of the Chesapeake and Ohio Canal, the Messrs. Harris, Hunter & Co. have as many hands at work as can be employed to any advantage; and, had there been good weather, the work would have been ready for letting in the water by this time. With a favorable season, it says, the canal will be ready for navigation by the first of April, beyond a doubt.

Sun, Wed. 2/27/50, p. 1. **Chesapeake and Ohio Canal Navigation.** - A letter from Harper's Ferry to the Shepherdstown *Register*, says:

"I have learned from Mr. Elgin that the water will be let in the canal at this place on the 1st proximo, without fail; but it will be the 8th probably before boats can pass to Georgetown.

"The Shenandoah is in fine navigating order, and nearly every day I notice the arrival of from 500 to 800 barrels of flour in flat boats, in addition to the large quantity per railroad for Winchester."

Tue. 3/5/50, p. 3. **The Tunnel.** - The great Tunnel - some three fourths of a mile in length - on the Chesapeake and Ohio Canal is completed. The arching is closed, the side walls finished, and the only masonry remaining to be done, is a small portion of the tow-path, which will be done in eight days. The deep cut at the east end of the Tunnel is rapidly progressing to completion. The way the work progresses leaves no doubt of its being ready for navigation by the 1st of April. - *Cum. Civilian.*⁶

AG, Wed. 3/6/50, p. 3. **Advertisement.**
NEW STAGE LINE FROM ALEXANDRIA TO WINCHESTER VIA LEESBURG. - The subscriber will, on Monday next, commence running a two-horse STAGE from Alexandria, to

unite at Dranesville with the line of fine four-horse coaches he is now running from Washington to Winchester.

Leave Alexandria on Tuesdays, Thursdays and Saturdays, at 3½ o'clock, A. M.

Arrive at Leesburg by 12 o'clock, M., and at Winchester by 7 o'clock, P. M. Office at the Marshall House, kept by Mr. Sanders.

The public may rest assured that on this line they will find good, comfortable coaches, and the most careful and accommodating drivers.

C. F. FADELEY.

Leesburg, Va.

[Transcriber's Note: This advertisement ran regularly and shows the competition for passenger service before the trains.]

CA, Sat. 3/9/50, p. 2. **Launch** - Two beautiful Canal Boats, built for the Chesapeake & Ohio Canal, by our enterprising citizen, Mr. John W. Clark, were launched on Thursday last, in fine style. The first launch of the season.

AG, Mon. 3/11/50, p. 2. **Advertisement.**

NOTICE - *The Stockholders of the Goose Creek and Little River Navigation Company*, are notified that the regular annual meeting of the said Company, will be held at the Hotel of W. F. Adam, in the town of Aldie, on Saturday the 30th of March, instant. A general attendance in person or by proxy, is particularly requested, as the officers of the Company for the next twelve months are to be chosen and other business of much importance transacted. By order of the Board of Directors.

B. P. NOLAND.
Clerk.

Sun, Wed. 3/13/50, p. 4. *At Georgetown*, the water was let in on that level on Sunday night, starting everything in the shape of machinery, in full operation.

I understand that Mr. Parker, of Norfolk, Va., proposes to put on, as soon as the canal is open to Cumberland, two steam-propelling vessels, each capable of drawing ten boats from 90

⁶ *The Register*, Shepherdstown, Va.

to 100 tons, or the full capacity of the canal. Also, that Mr. Thos. G. Harris, of Mercerville, has already launched a steamer for the same purpose.

F. M. Engineer Fisk expresses the opinion that the canal to Cumberland will be in navigable order between the 1st and 15th April next.

Mercury.

CA, Sat. 3/16/50, p. 2. **The Canal Prospects.** -

There has been no little excitement in our community, during the past week, in consequence of the announcement that the defeat of the bill by the Legislature, to authorize a further waiver of the State's liens on the Canal, in favor of Messrs.

Hunter & Harris, the Contractors for the completion of the work, put it out of the power of these gentlemen to meet, for the present at least, their outstanding obligations for the work done.

When the work was undertaken by those gentlemen, as our readers are aware; Messrs. Hall, Allen and Davis, of Mass., were appointed to disburse the funds received from the sale of bonds, authorized for the completion of the work - they retaining a certain amount of each estimate to secure a fulfillment of the contract. It now appears that the proceeds of the bonds will be insufficient to pay for the work already done, and still required to be done to complete the Canal. Under these circumstances, the contractors have made an assignment of their horses, carts, fixtures, &c., to the said Trustees; who will go on and complete the work - they having as we are informed, retained in their hands, a sufficient sum to do so. The postponement of the payment of claims for work done, has created an uneasiness along the line, which may and probably will postpone the completion of the work for a short time.

The credit of the Canal was at so low a point, when it was taken hold of by the present Contractors, that a considerable loss was necessarily sustained upon the bonds - and it is said that they were required to do much work not contemplated in the contract.

Whether Messrs. Harris & Hunter may or may not ultimately be able to meet their outstanding obligations, out of the contract, we are not

prepared to say. But the energy, zeal and perseverance they have displayed, and the excitement and labor endured by them, in the prosecution of the work - all will admit have richly entitled them to a *handsome profit* instead of *ruinous losses*.

GA, Sat. 3/16/50, p. 3. **CANAL TRADE**

Gondola, 61 miles, 160 bbls. flour

Gondola, 61 miles, 140 bbls. flour.

Gondola, 61 miles, 118 bbls. flour.

Gondola, 61 miles, 112 bbls. flour.

John Glenn, 22 miles, 325 bbls. flour.

Gen. Washington, 22 miles, 525 bbls. flour.

Wm. C. Johnson, hay.

Col. H. Clay, 61 miles, 550 bbls. flour.

Gen. Taylor, 61 miles, 825 bbls. flour.

Ph. Janney, 61 miles, 788 bbls. flour.

Edward Payson, 62 miles, limestone.

Dan. Webster, 61 miles, 708 bbls. flour.

Virginia, 31 miles, flour.

Hornet, 61 miles, 550 bbls. flour.

Boston, 10 miles, wood.

11 boats have departed with cargoes of plaster, lumber, hardware, &c., for various points along the canal.

Sun, Mon. 3/18/50, p. 4. *Georgetown, D. C., Saturday Night* - Up to this morning, twelve boats from various points on the canal reached here, bringing 4,952 barrels of flour. Today, eleven more arrived, eight of these have reported an additional 3,372 barrels. The other three have probably on board 1,000 barrels more, making in all upwards of 9,000 barrels. These boats are returning well loaded with plaster, lumber, oysters, dry goods, and various other descriptions of merchandize, from which your readers may judge that there is no small amount of activity in the trade of the town.

AG, Mon. 3/18/50, p. 3. **CANAL COMMERCE**

Arrived, March 16.

Boat Virginia, Leesburg, flour to master.

Tuesday, 3/19/50, p. 2.⁷ - I understand that Mr. Parker, of Norfolk, Va. proposes to put on, as soon as the canal is open to Cumberland, two steam-propelled vessels, each capable of drawing ten boats from 90 to 100 tons, or the full capacity of the canal. Also, that Thos. G. Harris, of Mercerville, has already launched a steamer for the same purpose. - *Sun's Corr. 'Mercury.'*

Sun, Tue. 3/19/50, p. 4. *Georgetown, D. C., Monday afternoon.* - My canal report of Saturday night showed receipts during two days of 9,324 barrels of flour, besides other merchandize. The following boats from various points along the canal, have reported today:

Lady of North Bend, 600 barrels; O. M. Linthicum, 368 barrels and 75 barrels whiskey; Star, firewood; W. H. Harrison, ditto; Belle, 400 barrels; Oregon, 702 barrels and 16 barrels whiskey; Susan Harris, 750 barrels; A. D. Smith, 405; Louisa, 557; T. Charlton, 685; W. Altenfer, 56; John Hetzer, 675; Potomac, 600; Oliver Twist, 700; Ohio, 20 barrels and 2,300 bushels wheat; J. Lambie, 562 bbls., 100 bbls. whiskey; Capt. Walker, [69 miles], limestone; Horatio Allen, 850 barrels; R. Hall, 250 ditto; D. & H. Claggett, 706 barrels and apples; Charlotte, [108 miles], 650; B. Franklin, 752; Union, 650, 38 barrels whiskey; Experiment, 461 barrels and oats; John C. Calhoun, 100 barrels; General Butler, limestone; Wm. Jackson, 240 barrels; Hugh Smith, 771; Reel, 450 - total, 12,975 barrels of flour; several other boats in sight, making our receipts of flour since last Thursday about 25,000 barrels!! besides other articles of trade. Four gondolas loaded with iron.

I am happy to learn that recent alleged difficulties between the Canal Company and the Contractors will not interrupt the progress of the work, but that it will continue to be prosecuted with the utmost vigor. The weather is cloudy, damp and anything but agreeable. Mercury.

GA, Tue. 3/19/50, p. 3. **CANAL TRADE**

Jacob Snively, 60 miles, 981 bbls. flour.

Frances, 23 miles, 550 bbls. flour, 250 bu. bran.

Gondola, 31 miles, 110 bbls. flour & wheat.
Gen. Jackson, 22 miles, wood.
2 Gondolas, 61 miles, 250 bbls. flour.
J. P. Garrott, 57 miles, hay.
Charles, 100 miles, 590 bbls. flour.
Mill Boy, 31 miles, 621 bbls. flour.
Diana.
J. C. Calhoun, 62 miles, 100 bbls. flour & limestone.

Wm. Jackson, 62 miles, 240 bbls. flour & limestone.

Gen. Butler, 62 miles, 55 perches limestone.

B. Franklin, 100 miles, 752 bbls. flour.

Experiment, 31 miles, 461 bbls. flour, wheat, &c.

Gondola, 61 miles, flour.

Wm. H. Harrison, 20 miles, 30 cords wood.

Star, 20 miles, 24 cords wood.

Reel, 108 miles, 450 bbls. flour.

Charlotte, 108 miles, 650 bbls. flour.

Union, 100 miles, 650 bbls. flour, 38 bbls. whiskey.

D. & H. Claggett, 81 miles, 706 bbls. flour and apples.

Capt. Walker, 69 miles, 60 perches limestone.

Susan Harris, 81 miles, 750 bbls. flour.

Oregon, 77 miles, 702 bbls. flour, 16 bbls. whiskey.

Conococheague, 100 miles, 405 bbls. flour.

John Hetzer, 100 miles, 675 bbls. flour.

T. Charlton, 100 miles, 685 bbls. flour.

John Lambie, 107 miles, 562 bbls. flour & 100 bbls. whiskey.

Horatio Allen, 31 miles, 850 bbls. flour.

Oliver Twist, 100 miles, 700 bbls. flour.

Belle, 73 miles, 800 bbls. flour.

Lady of N. Bend, 106 miles, 600 bbls. flour, Ohio, 73 miles, 2,300 bus. wheat.

O. M. Linthicum, 107 miles, 365 bbls. flour & 75 bbls. whiskey.

Louisa, 89 miles, 552 bbls. flour, rags, &c.

W. A. Harper, 61 miles, 560 bbls. flour.

Hugh Smith, 61 miles, 771 bbls. flour.

Potomac, 100 miles, 600 bbls. flour.

⁷ *The Register*, Shepherdstown, Va.

15 boats have departed since the last report with cargoes of plaster, lumber and groceries for various points along the canal.

AG, Tue. 3/19/50, p. 3. **CANAL COMMERCE**
Arrived, March 18.

Boat Benj. Franklin, Williamsport, Md., 600 bbls. flour to T. M. McCormick & Co.

Sun, Wed. 3/20/50, p. 4. **GEORGETOWN.**

The Board of Control yesterday determined *not* to make the tow-paths under the bridges at Four-and-a-half, Seventh and Twelfth streets, but decided to narrow the canal, between Sixth and Seventh streets, 36 feet, on a line with the northern abutment.

In Common Council, resolution was adopted, instructing the joint committee appointed to attend to the interests of this corporation in the Chesapeake and Ohio Canal, to inform, at an early day, what steps have been taken, if any, in relation to cleaning out, and rendering navigable, the basin of said canal, at Georgetown.

Georgetown, D. C., Tuesday Afternoon. - The wind prevents the arrival of vessels at our wharves.

I have nothing additional to report in reference to the Canal trade, further the remark that the quantity of flour received is rather over my estimate. The boats are now returning, laden with various articles of merchandise for the interior. From rough calculation, I imagine that the receipts at the Canal office, during the last two days, cannot be less than one thousand dollars.

Mercury.

Sun, Thu. 3/21/50, p. 2. **Chesapeake and Ohio Canal.** - The *Georgetown Advocate*, referring to the announcement at Cumberland of the failure of the contractors for the completion of the Chesapeake and Ohio Canal, says:

"Upon inquiring at the office of the company, here, we learn that arrangements are already making to continue the work, and that there will be but little if any delay in the completion of the canal."

Ibid, p. 4. *Georgetown, D. C., Wednesday afternoon.* - Our citizens are in fine spirits on the passage of a bill yesterday, in the Senate, authorizing them to make sundry improvements, with a view to the accommodation of the coal trade. It is thought that it will pass through the House of Representatives at a very early day.

Canal Trade - Arrived, Gen. Scott, 504 bbls. flour; Elizabeth, limestone; Gondola, 120 bbls flour. Mercury.

AG, Thu. 3/21/50, p. 3. **CANAL COMMERCE**
Departed, March 19.

Boat Ben. Franklin, for Williamsport, Md., plaster and mackerel, &c., from T. M. McCormick & Co.

AG, Fri. 3/22/50, p. 3. **CANAL COMMERCE**
Cleared, March 21.

Boat Hugh Smith, groceries, &c., for Harper's Ferry, Charles Town and Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Gazette, groceries, boots, shoes, &c., for Williamsport, Md., and groceries, &c., for Elk Branch, Va., from McVeigh, Bro. & Co.

CA, Sat. 3/23/50, p. 2. **The Work on the Canal** is rapidly progressing to completion, under the direction of Messrs. Hale, Allen and Davis, who are the trustees of the bond-holders and assignees of Messrs. Hunter & Harris. Under the new arrangement, the laborers are paid every Saturday evening.

Preparations for the Coal Trade

In reference to the "New York and Maryland Steamship Company" - an act to incorporate which was passed by the Maryland Legislature, at its recent session, - the N. Y. Post has the following:

An act to incorporate a company under the title of the New York and Maryland Steamship Company, with a capital of \$500,000, has been obtained from the Legislature of the state of Maryland, during its recent session, by Horace B. Tibbetts and others, prominent merchants of this

city, for the purpose of establishing a line of steam propellers from Baltimore and Alexandria, via Norfolk, to New York and Boston. These ships are to be one thousand tons register, their estimated cost fifty thousand dollars each, and to be built in the best manner for large cargoes of freight of every description.

The main object of this line is to meet the growing demand of the Atlantic and Pacific lines of steamships for the Cumberland coal. When in operation, the company expects to be able to supply vessels in New York, Boston and Baltimore directly from the boats, without the expense of storage and incidental wear and tear, or of demurrage at market. They will also be able to furnish the eastern railroads with this favorite coal upon far more favorable terms than they can now be supplied with that or other kinds.

The Post adds that contracts will be immediately entered into for the building of the ships.

Sun, Sat. 3/23/50, p. 4. **Canal Trade.** - Arrived, P. F. Thomas, corn & oats; Henry Clay, 600 bbls. flour; General Jackson, wood; Mill Boy, 625 bbls. flour & offal; Frances, 600 bbls. flour; De Witt Clinton, 637 bbls. flour; John L. Pasco, flour, clover seed, &c.; Gen. Washington, 565 bbls. flour; Rambler, wheat & oats; Wm. H. Harrison, wood; Star, wood; total flour 3,027 bbls.

Twenty boats have departed, freighted with lumber, plaster, hardware - one boat took 50 bbls. molasses, fish, &c.

Mercury.

GA, Sat. 3/23/50, p. 3. **CANAL TRADE** –
 P. F. Thomas, 31 miles, corn, oats, &c.
 Elizabeth, 69 miles, limestone.
 Col. H. Clay, 86 miles, 600 bbls. flour.
 Gen. Jackson, 22 miles, wood.
 Mill Boy, 31 miles, 625 bbls. flour & offal.
 Frances, 23 miles, 600 bbls. flour & offal.
 D. W. Clinton, 100 miles, 637 bbls. flour.
 J. L. Pasco, 61 miles, flour, clover seed, &c.
 Gen. Washington, 31 miles, 565 bbls. flour.

Rambler, 42 miles, wheat, oats, &c.
 W. H. Harrison, 20 miles, wood.
 Star, 20 miles, wood.

20 boats have departed since the last report with cargoes of lumber, plaster and merchandise for various points along the canal.

AG, Sat. 3/23/50, p. 3. **CANAL COMMERCE**
 Departed, March 22.

Boat Hugh Smith, Harper's Ferry, plaster from Fowle & Co., and lumber from Smoot & Uhler.
 Boat Virginia, Leesburg, groceries from Wm. Bayne and sundries from sundry persons.

AG, Mon. 3/25/50, p. 2. **News of the Day.**

The Goose Creek Canal, destined to prove of great value to a large portion of Loudoun county, is in rapid process of completion, we are pleased to learn, and from the vigor with which it is carried on, will no doubt be speedily completed.

Ibid. p. 3. **CANAL COMMERCE**
 Arrived, March 23.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Tue. 3/26/50, p. 3. ⁸ **The Canal.**

The people of Alleghany seem to be very unfortunate. From the earliest recollection to the present moment, they have been constantly meeting with severe losses. Firstly, they were swindled upon a large scale, in the matter of Canal Scrip. Secondly, they were robbed to the extent of thousands, by the Kreb's failure. Thirdly, they were plunged into difficulty by the bankruptcy of the original Mount Savage Company, and also by the sudden explosion of the Forbes' speculation. We are now called upon to lament another and no less serious pecuniary disaster. We understand, that Hunter, Harris & Co., who contracted and undertook at a recent date, to complete the unfinished portion of the Canal to this place, have thrown up the work and appointed a Trustee. We also understand that this result was brought about by imposing upon these gentlemen the necessity of

⁸ *The Register*, Shepherdstown, Va.

doing a vast quantity of extra work - work not embraced by their contract - and that, therefore, they are not to be blamed for the step which they have taken. We apprehend evil consequences to many, from this course of action, no matter how it may have been produced, for we know the fact that acceptances to the amount of \$90,000 at least, are held by our citizens, and cannot now be paid. We are therefore, extremely sorry that the Legislature refused to make some provision to relieve these gentlemen from the unpleasant dilemma in which they were unjustly placed, and thus enable them to reap the fruits and to realize the benefits which their vast undertaking and grand and noble enterprise entitled them to expect, and we hope that their exertions to finish this great work will not forever go unrewarded. - *Cumb. Mountaineer*.

Tue. 3/26/50, p. 1. **The Canal** – The Chesapeake and Ohio Canal was opened on Wednesday from Hancock to Georgetown. Several boats left Williamsport on that day, heavily laden with flour for Georgetown.

GA, Tue. 3/26/50, p. 3. **CANAL TRADE**

Gondola, 61 miles, 171 bbls. flour.
 Edward Payson, 62 miles, limestone.
 John Glenn, 31 miles, flour & wheat.
 Henrietta, 31 miles, 221 bbls. flour, 1,730 bu. of wheat.
 Texas, 71 miles, flour.
 Susan Harris, 81 miles, 750 bbls. flour.
 Oregon, 77 miles, 730 bbls. flour & whiskey.
 Charles, 100 miles, 500 bbls. flour.
 Capt. Walker, 69 miles, limestone.
 P. F. Thomas, 89 miles, 519 bbls. of flour, 387 bu. wheat.
 Ph. Janney, 61 miles, 600 bbls. flour.
 Gondola, 61 miles, lumber.
 H. Allen, 31 miles, 850 bbls. flour.
 12 Boats have departed since the last report with cargoes of lumber, plaster, &c., for various points along the Canal.

AG, Tue. 3/26/50, p. 3. **CANAL COMMERCE**
 Departed, March 25.

Boat Rough & Ready, Goose Creek, lumber from James Green & Son.

Boat Gen. Washington, Leesburg, lumber from James Green & Son, and for Goose Creek with plaster from Lambert & McKenzie, and lumber from Waters & Zimmerman.

AG, Wed. 3/27/50, p. 3. **CANAL COMMERCE**
 Cleared, March 26.

Boat [Henry] Clay, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

GA, Thu. 3/28/50, p. 3. **CANAL TRADE**

Isabel, 124 miles, 2,500 bu. wheat, etc.
 John Hetzer, 100 miles, 100 bbls. flour.
 Charlotte, 108 miles, 636 bbls. flour.
 Henrietta, 100 miles, 700 bbls. flour.
 Susan, 119 miles, 500 bbls. flour & lumber.
 Star, 20 miles, wood.
 Union, 100 miles, 600 bbls. flour & whiskey.
 Gondola, 31 miles, wheat & flour.
 Frances, 23 miles, 500 bbls. flour & offal.
 D. & H. Clagett, 81 miles, 717 bbls. flour & apples.

Gen. Butler, 62 miles, limestone.
 Wm. Jackson, 62 miles, flour & limestone.
 Diana, 80 miles, 570 bbls. flour.
 Ph. Janney, 61 miles, 600 bbls. flour.

Boats have departed since the last report with cargoes of fish, plaster, &c., for various points along the Canal.

Sun, Fri. 3/29/50, p. 4. *Canal News* – Arrived Mill Boy, 631 bbls. flour; Gondola, flour; Gondola, wheat; Boston, wood; Tip & Tyler, wood; Harper, 500 bbls. flour; Gondola, 98 bbls. flour.

Mercury

GA, Sat. 3/30/50, p. 3. **CANAL TRADE**

Scow, 8 miles, wood.
 W. A. Harper, 61 miles, 500 bbls. flour.
 Gondola, 61 miles, 98 bbls. flour.
 Boston, 10 miles, wood.
 Col. Crocket, 61 miles, coal.
 B. Franklin, 100 miles, 788 bbls. flour.
 Scow B, 23 miles, stone.

2 Gondolas, 22 miles, flour, &c.
Wm. Jackson, 62 miles, stone & flour.
Tip & Tyler, 20 miles, wood, etc.
Gen. Jackson, 22 miles, wood & corn.
Mill Boy, 31 miles, 631 bbls. flour & offal.
13 boats have departed since the last report with cargoes of salt, plaster, lumber, etc.

AG, Sat. 3/30/50, p. 3. **CANAL COMMERCE**
Arrived, March 29.

Boat Benjamin Franklin, Capt. Newson, six hundred and twenty bbls. flour to T. M. McCormick & Co.

AG, Mon. 4/1/50, p. 2. **CANAL COMMERCE**
Cleared, March 30.

Boat Ben. Franklin, groceries, &c., Williamsport, Md., from McVeigh, Bro. & Co.

GA, Tue. 4/2/50, p. 2. **CANAL TRADE**

Hornet, 61 miles, coal.
Hugh Smith, 61 miles, 527 bbls. flour, 500 bu. chop, &c.
O. Twist, 100 miles, 700 bbls. flour.
D. W. Clinton, 100 miles, 600 bbls. flour, &c.
J. Lambie, 100 miles, 613 bbls. flour.
Potomac, 100 miles, 600 bbls. flour.
Oregon, 77 miles, 687 bbls. flour.
Ohio, 73 miles, 259 bbls. flour, 1,100 bu. wheat.
Capt. Walker, 49 miles, limestone.
Catocin, 54 miles, flour, &c.
1 gondola, 55 miles, wheat and corn.
Gen. Cass, 57 miles, hay, &c.
John Glenn, 31 miles, flour and wheat.
Gen. Washington, 31 miles, 530 bbls. flour.
Gen. Scott, 45 miles, corn, &c.
Wm. H. Harrison, 22 miles, wood.
Star, 20 miles, wood.
Henrietta, 31 miles, 800 bbls. flour.
Susan Harris, 81 miles, 700 bbls. flour.
13 boats have departed since the last report with cargoes of plaster, &c., for various points along the canal.

Sun, Wed. 4/3/50, p. 4. *Canal Trade* –

Yesterday and today about twenty boats from different points have arrived, heavily laden with flour, wheat and other produce, and several have returned with merchandize. Mercury.

AG, Wed. 4/3/50, p. 3. **CANAL COMMERCE**
Arrived, April 2.

Boat Gen. Washington, from Elizabeth Mills, 500 bbls. flour to D. F. Hooe.

GA, Thu. 4/4/50, p. 3. **CANAL TRADE**

O. M. Linthicum, 107 miles, flour & whiskey.
Lady of North Bend, 107 miles, 620 bbls. flour.
Frances, 23 miles, 425 bbls. flour, 700 bu. offal.
Horatio Allen, 31 miles, 850 bbls. flour.
J. Snively, 61 miles, 90 tons hay.
Gondola, 31 miles, wheat & offal.
J. L. Pasco, 61 miles, flour, coal &c.
Charles, 108 miles, 574 bbls. flour.
Tip & Tyler, 20 miles, 45 tons hay.
Jane Ann, 108 miles, merchandize.
Dan Webster, 62 miles, limestone.
Gen. Butler, 62 miles, limestone.
Scow B, 23 miles, stone.
Mill Boy, 31 miles, 625 bbls. flour & offal.
18 boats have departed since the last report with cargoes of salt, fish, plaster &c., for various points along the canal.

AG, Thu. 4/4/50, p. 3. **CANAL COMMERCE**
Cleared, April 3.

Boat Isabella, groceries, boots, shoes, hats, &c., for Rock Hill, Va., from McVeigh, Bro. & Co.
Boat Enterprise, groceries, boots, shoes, caps, &c., for Sharpsburg and Shepherdstown, from McVeigh, Bro. & Co.

AG, Fri. 4/5/50, p. 2. Weverton, Shepherdstown and Harper's Ferry are said to be thriving and exhibiting the good effects of manufacturing establishments.

Ibid, p. 3. **CANAL COMMERCE**
Arrived, April 4.

Boat Charles, Washington County, Md., 162 bbls. flour to T. M. McCormick & Co.

Departed, April 4.

Boat Gen. Washington, Goose Creek, plaster from Cazenove & Co.

Boat John P. Garrott, groceries for Weverton, Md., from Wm. Bayne.

Sun, Sat. 4/6/50, p. 4. Georgetown, D. C., Friday, 4½ o'clock, P. M. - A party of Baltimoreans, some 30 or 40 in number, came on this morning, and, with a band of music, proceeded on board the fine boat General Taylor, thence started on an excursion to the Great Falls. A boat just in met the party at Barrett's Lock, some nine miles distant, about noon - all in fine spirits, despite of the incessant rain.

Canal News Today - Arrived, boat Boston, wood; Charlotte, [108 miles], 600 bbls. flour; Gondola, wheat, rye and corn; Gondola, flour, corn and oats; Edward Payson, limestone; Gen. Taylor, 2,100 bushels wheat; Rough & Ready, flour, wheat, corn and offal; Virginia, wheat, corn, oats, Bacon, &c.; Star, wood and lumber; Gondola, corn; John Hetzer, (just in) 725 bbls. flour, T. Charlton, (arrived 4 P. M.,) 725 barrels of flour.

Mercury.

GA, Sat. 4/6/50, p. 2. **CANAL TRADE** [4/5]

Virginia, 34 miles, corn, wheat & oats.
 Rough & Ready, 55 miles, flour, corn & offal.
 Gen. Taylor, 55 miles, 2,100 bu. wheat.
 Ed. Payson, 62 miles, limestone.
 Gondola, 31 miles, flour & corn.
 Boston, 10 miles, wood.
 Star, 20 miles, wood.
 Gondola, 31 miles, corn.
 Gondola, 31 miles, wheat & corn.

9 boats have departed since the last report with cargoes of fish, plaster, salt, &c.

AG, Sat. 4/6/50, p. 3. **CANAL COMMERCE**

Cleared, April 5.

Boat Virginia, Leesburg, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.
 Boat Charles, Clearspring, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., and lumber from James Green, for Williamsport.

Sun, Mon. 4/8/50, p. 4. Georgetown, D. C., Saturday Evening - The excursion party from Baltimore, referred to in my last, returned about 11 o'clock last night, much the worse for their watery jaunt.

But three canal boats, with small cargoes, have arrived today. Mercury.

GA, Tue. 4/9/50, p. 2. **CANAL TRADE** [4/8]

Susan Harris, 81 miles, 600 bbls. flour.
 H. Allen, 81 miles, 650 bbls. flour.
 Eagle, 124 miles, 2,000 bu. wheat, hoop poles.
 Isabel, 124 miles, 2,500 bu. wheat, flour, &c.
 Virginia, 23 miles, 400 bbls. flour.
 W. A. Harper, 61 miles, empty barrels
 Phineas Janney, 61 miles, 80 tons of coal.
 Martha Frances, 62 miles, limestone.
 Capt. Walker, 61 miles, limestone.
 Gondola, 31 miles, flour.
 Tip & Tyler, 20 miles, wood.
 Henrietta, 31 miles, 600 bbls. flour and 400 bu. offal.

Hugh Smith, 61 miles, 700 bbls. flour.
 Belle, 73 miles, 800 bbls. flour.
 Oregon, 77 miles, 712 bbls. flour.
 Rambler, corn, oats and hay.

14 boats have departed since the last report with cargoes of fish, salt, plaster, &c., for different points along the canal.

AG, Wed. 4/10/50, p. 2. **CANAL COMMERCE**

Arrived, April 9.

Boat Isabel, Hancock, wheat to Lambert & McKenzie.
 Boat P. Janney, Harper's Ferry, coal to T. W. & R. C. Smith.
 Boat Wells A. Harper, Harper's Ferry, coal to T. W. & R. C. Smith.
 Boat Hugh Smith, Harper's Ferry, flour to Fowle & Co.

GA, Thu. 4/11/50, p. 2. **CANAL TRADE** [4/10]

O. Twist, 100 miles, 700 bbls. flour.
 Potomac, 100 miles, 600 bbls. flour.
 Union, 100 miles, 650 bbls. flour.

Star, 14 miles, wood.

Wm. H. Harrison, 20 miles, wood.

Gen. Butler, 62 miles, limestone.

D. W. Clinton, 100 miles, 620 bbls. flour.

Ben. Franklin, 100 miles, 800 bbls. flour.

11 boats have departed since the last report with cargoes of fish, salt, plaster, groceries, &c., &c.

AG, Thu. 4/11/50, p. 2. **CANAL COMMERCE**
Cleared, April 10.

Boat Belle, Shepherdstown, Va., groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Boat Virginia, groceries, &c., for Charles Town, Va., from McVeigh, Bro. & Co.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

AG, Fri. 4/12/50, p. 2. **CANAL COMMERCE**
Cleared, April 11.

Boat Gazette, groceries, boots, shoes, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan, hardware from James A. English, and queensware from H. Smith & Co., for Hancock.

Boat Printer, groceries, boots, shoes, &c., from McVeigh, Bro. & Co., dry goods from Berkley & Harper and Brent & Bryan, hardware from James A. English, and queensware from R. H. Miller, for Shepherdstown, Va.

GA, Sat. 4/13/50, p. 2. **CANAL TRADE** [4/12]
Susan, 119 miles, 227 bbls. flour, 1,800 bu. wheat.

J. C. Calhoun, 62 miles, flour & limestone.

Gen. Butler, 62 miles, limestone.

Wm. Jackson, 62 miles, limestone.

Wm. C. Johnson, 45 miles, hay.

O. Twist, 100 miles, 700 bbls. flour, &c.

D. W. Clinton, 100 miles, 620 bbls. flour.

Hornet, 61 miles, 500 bbls. flour.

Frances, 23 miles, 400 bbls. flour, 250 bu. offal.

Gen. Scott, 48 miles, corn, offal, &c.

Ohio, 73 miles, wheat & flour.

Gen. Washington, flour.

Scow B, 23 miles, stone.

9 boats have departed since the last report with cargoes of fish, salt, plaster, grain, &c., for various points along the canal.

AG, Sat. 4/13/50, p. 2. **CANAL COMMERCE**
Arrived, April 12.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Cleared, April 12.

Boat Phineas Janney, groceries for Harper's Ferry and Front Royal, from Wm. Bayne.

AG, Mon. 4/15/50, p. 3. **CANAL COMMERCE**
Cleared, April 13.

Boat Gen. Washington, groceries for Leesburg, from Wm. Bayne.

Sun, Tue. 4/16/50, p. 2. **Coal Trade on the Chesapeake and Ohio Canal.** - We learn from the Washington Republic that a number of canal boats, recently employed on the Schuylkill Canal, are now waiting for the coal trade to commence on the Chesapeake and Ohio Canal to begin operations to the District of Columbia.

GA, Tue. 4/16/50, p. 2. **Chesapeake and Ohio Canal** – The impression that this improvement will be completed by the 1st of July next grows stronger every day. The Hagerstown *News* says: - It is the intention of the chief engineer, we understand, to recommend to the Board of Directors the drawing off of the water on or about the 18th of May, for the purpose of making the necessary repairs for the summer trade, and to accommodate the large trade anticipated after the opening of the line through to Cumberland.

Ibid, p. 3. **CANAL TRADE** [4/15]

Col. H. Clay, 62 miles, limestone.

M. Francis, 62 miles, limestone.

Capt. Walker, 69 miles, limestone.

Scow B, 23 miles, stone.

D. & H. Claggett, 81 miles, 601 bbls. flour.

Tip & Tyler, 22 miles, wood.

P. F. Thomas, 109 miles, 619 bbls. flour.

Virginia, 31 miles, meal, flour, &c.

Dan Webster, 62 miles, limestone.
E. Payson, 62 miles, limestone.
Jane Ann, 73 miles,
Susan Harris, 81 miles, 630 bbls. flour.
Henrietta, 31 miles, 600 bbls. flour & 1600 bu.
offal.
T. Charlton, 100 miles, 735 bbls. flour.
J. Hetzer, 100 miles, 725 bbls. flour.
5 boats have departed since the last report with
cargoes of salt, plaster, fish, &c. for various points
along the canal.

AG, Tue. 4/16/50, p. 2. **CANAL COMMERCE**
Departed, April 13.

Boat Gen. Washington, Leesburg, lumber from
James Green & Son.
Boat Hugh Smith, Harper's Ferry, lumber from
James Green & Son.
Boat Experiment, Leesburg, lumber from James
Green & Son.

AG, Wed. 4/17/50, p. 3. **CANAL COMMERCE**
Arrived, April 16.

Boat Virginia, Leesburg, flour to sundry persons.
Cleared, April 16.
Boat Ohio, groceries, boots, shoes, hats, caps, &c.,
for Charles Town and Shepherdstown, Va., from
McVeigh, Bro. & Co.

AG, Thu. 4/18/50, p. 3. **CANAL COMMERCE**
Arrived, April 17.

Boat William, Williamsport, 333 bbls. flour to T.
M. McCormick & Co.
Cleared, [4/17]
Boat William, groceries, boots, shoes, hats, &c.,
for Clearspring and Cumberland, Md., from
McVeigh, Bro. & Co., and drugs and paints from
Wm. Stabler & Bro.
Boat Gen. Taylor, Berlin, shingles and laths from
Waters & Zimmerman.
Boat Rough & Ready, Berlin, lumber and shingles
from Waters & Zimmerman.
Boat Hornet, Harper's Ferry, lumber and shingles
from Waters & Zimmerman.

Sun, Fri. 4/19/50, p. 1. **Shenandoah Steamboat
Company** - The river Shenandoah, which empties
from the Virginia side into the Potomac at Harper's
Ferry, it seems, is to be navigated by steamers. A
company has been formed called the Shenandoah
Steamboat Company, and at a meeting of
stockholders on the 8th instant, its president, James
Castleman, Esq., was appointed to collect the
subscriptions, and to contract for a steamboat to be
run on the Shenandoah. The Winchester Virginian
says:

"What kind of boat it is to be, or on what
portion of the river it is to run, we are not
informed. If built east of Harper's ferry it will
have to be a propeller or fitted with a stern wheel,
as the locks of the canal are but sixteen feet wide.
A steamer can be built to carry a considerable load
without drawing more water than the river will
afford for eight or nine months of the year. A
flour boat from Warren [Co.] went to Harper's
Ferry the other day, carrying two hundred barrels
of flour, and drawing fourteen and a half inches."

AG, Fri. 4/19/50, p. 2. **CANAL COMMERCE**
Cleared, April 18.

Boat William, groceries for Clear Spring, Md.,
from Wm. Bayne.
Boat Virginia, groceries for Leesburg, Va., from
Wm. Bayne.

Sun, Sat. 4/20/50, p. 4. *Alexandria, Va., April 19.*
- A large quantity of flour in canal boats was this
morning brought down by the Salem.

Georgetown, D. C., Friday Afternoon - A
new boat, (not yet named,) built and owned by Mr.
Otho Baker, of Mercerville, Washington county,
Md., arrived here today - first trip - with 1,112
barrels of flour, being the largest load ever brought
down the canal. This boat is 125 tons burthen and
draws less than five feet of water. Mr. B has two
more of the "same sort" for sale. Canal trade
lively.

Our townsman, Mr. J. Newton Harper, has
just invented a new boat, which, with its admirably
adapted fixtures, can navigate the Chesapeake and
Ohio Canal with ease. His model is 22 feet long, 3

feet 8 inches beam, and 14 inches in depth. The steam engine is also a very pretty contrivance.

GA, Sat. 4/20/50, p. 3. **CANAL TRADE** [4/19]

Virginia, 31 miles, corn, &c.
 Gen. Jackson, 22 miles, wood.
 Scow B, 23 miles, stone.
 Mill Boy, 31 miles, flour & offal.
 Star, 20 miles, wood.
 Hugh Smith, 61 miles, 700 bbls. flour.
 B. Franklin, 100 miles, 650 bbls. flour.
 John Glenn, 31 miles, flour.
 Sarah Ellis, 48 miles, hay.
 D. W. Clinton, 100 miles, 600 bbls. flour.
 Ph. Janney, 61 miles, 800 bbls. flour.
 Gondola, 61 miles, coal.
 Frances, 23 miles, 420 bbls. flour, 800 bu. offal,
 &c.

11 boats have departed since the last report with cargoes of salt, fish, plaster, lumber, &c., for various points along the Canal.

AG, Sat. 4/20/50, p. 3. **CANAL COMMERCE**

Arrived, April 19.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

Departed, [4/19]

Boat Ohio, Charles Town, lumber from James Green & Son.

Boat Virginia, Leesburg, lumber from James Green & Son.

AG, Mon. 4/22/50, p. 2. **CANAL COMMERCE**

Arrived, April 20.

Boat Benj. Franklin, Williamsport, 600 bbls. flour to T. M. McCormick & Co., and 50 bbls. flour to R. G. Violet.

Departed, [4/20]

Boat Benj. Franklin, for Williamsport, plaster, herring, &c., from T. M. McCormick & Co.

Boat John Glenn, Leesburg, lumber from James Green & Son, and groceries for Leesburg and Elizabeth Mill, from Wm. Bayne.

GA, Tue. 4/23/50, p. 2. **CANAL TRADE** [4/22]

Whale, 81 miles, 112 bbls. flour.

Capt. Walker, 69 miles, 60 perches limestone.

Experiment, 31 miles, 1,200 bu. corn, etc.

John L. Pasco, 61 miles, 509 bbls. flour.

Rambler, 42 miles, corn, oats, etc.

W. C. Johnson, 62 miles, hay & corn.

J. C. Calhoun, 62 miles, flour & limestone.

O. Twist, 100 miles, 725 bbls. flour.

M. Francis, 62 miles, limestone.

Henry Clay, 86 miles, 640 bbls. flour.

13 boats have departed since the last report with cargoes of fish, plaster, salt, &c., for various points along the canal.

Sun, Wed. 4/24/50, p. 4. *Canal Trade* [4/23]

Arrived, boat Wm. H. Harrison, 20 miles, stone and wood; Tonoloway, 102 miles, lime; John Hetzer, Williamsport, 750 bbls. flour; Thomas Charlton, 100 miles, 775 bbls. flour; Henry Clay, 86 miles, 640 bbls. flour & sundries.
 Mercury.

GA, Thu. 4/25/50, p. 3. **CANAL TRADE** [4/24]

Col. Crockett, 61 miles, 550 bbls. flour.

Isabel, 107 miles, flour.

Tonoloway, 102 miles, lime.

Wm. H. Harrison, 20 miles, wood.

John Hetzer, 100 miles, 750 bbls. flour.

T. Charlton, 100 miles, 775 bbls. flour.

Diana, 127 miles, 400 bbls. cement.

E. Payson, 62 miles, limestone.

Gen. Butler, 62 miles, limestone.

Belle, 73 miles, flour & wheat.

Scow B, 23 miles, stone.

Mill Boy, 31 miles, flour.

Several boats have departed since the last report with fish, plaster, salt, groceries, etc., etc., for various points along the Canal.

Thu. 4/25/50, p. 4.⁹ **A Large Load** – A friend informs us that there arrived in Georgetown on Saturday last a canal boat, named “The Whale,” laden with eleven hundred and twelve barrels of flour. This is said to be the largest cargo ever conveyed to market on the Chesapeake and Ohio

⁹ *Daily National Intelligencer*, Washington, D.C.

canal. The boat in question was built by Mr. *Otho Baker*, at Mercerville, Maryland, and with the above cargo drew four feet of water. It is said that Mr. Baker has recently completed a boat which will carry fourteen hundred barrels of flour or one hundred and fifty tons of coal.

AG, Thu. 4/25/50, p. 3. **CANAL COMMERCE**
Arrived, April 24.

Boat Experiment, Conrad's Ferry, corn to Fowle & Co.

Boat Col. Crockett, Port Republic, flour to Lambert & McKenzie.

Boat John L. Pasco, Harper's Ferry, flour to Fowle & Co.

AG, Fri. 4/26/50, p. 3. **CANAL COMMERCE**
Departed, April 25.

Boat Henry Clay, groceries, for Hardscrabble, Va., from William Bayne.

GA, Sat. 4/27/50, p. 2. **CANAL TRADE** [4/26]

Tip & Tyler, 69 miles, limestone.

W. Jackson, 62 miles, limestone.

Star, 22 miles, wood.

Elizabeth, 69 miles, limestone.

Oregon, 77 miles, flour.

Lady of North Bend, 108 miles, flour and whiskey.

P. F. Thomas, 88 miles, 550 bbls. flour and wheat.

Hornet, 61 miles, coal.

Hugh Smith, 61 miles, 700 bbls. flour, &c.

8 boats have departed since the last report, with cargoes of fish, salt, plaster, lumber, &c., for different points along the Canal.

AG, Sat. 4/27/50, p. 2. **CANAL COMMERCE**
Departed, April 26.

Boat Henry Clay, dry goods, for Shepherdstown and Hardscrabble, Va., from Gregory & Adams and Berkley & Harper, and tinware from Enoch Grimes.

Boat Belle, Shepherdstown, Va., groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co., dry goods from Berkley & Harper, and Gregory &

Adams, queensware from R. H. Miller, and hardware from James A. English.

GA, Tue. 4/30/50, p. 2. **CANAL TRADE** [4/29]

Neptune, 124 miles, bark

Scow B, 23 miles, stone.

Union, 100 miles, 763 bbls. flour, &c.

Susan, 119 miles, flour & lumber.

Hornet, 61 miles, 560 bbls. flour.

Gondola, 61 miles, 100 bbls. flour.

Charlotte, 108 miles, 650 bbls. flour.

P. F. Thomas, 109 miles, 675 bbls. flour.

Gondola, 31 miles, corn & wheat.

Virginia, 31 miles, 102 bbls. flour, 1120 bu.

corn, etc.

J. C. Calhoun, 62 miles, limestone.

Mill Boy, 31 miles, 514 bbls. flour, 600 bu.

offal.

Capt. Walker, 69 miles, limestone.

William, 107 miles, pig iron & lumber.

M. Francis, 62 miles, limestone.

D. W. Clinton, 100 miles, flour & castings.

10 boats have departed since the last report with cargoes of fish, plaster, lumber, salt, etc., etc., for various points along the canal.

AG, Wed. 5/1/50, p. 2. **CANAL COMMERCE**
Arrived, April 30.

Boat Neptune, Hancock, tan bark to C. C. Smoot.

Boat Gen. Washington, Goose Creek, flour to Fowle & Co.

Boat Virginia, Goose Creek, corn to Cazenove & Co., and flour to R. G. Violett.

GA, Thu. 5/2/50, p. 2. **CANAL TRADE** [5/1]

Gen. Butler, 62 miles, limestone.

Col. H. Clay, 73 miles, flour & cement.

H. Allen, 31 miles, 700 bbls. flour.

B. Franklin, 100 miles, 800 bbls. flour.

Gen. Cass, 57 miles, hay.

P. Janney, 61 miles, 786 bbls. flour.

Gondola, 61 miles, flour.

Scow B, 23 miles, stone.

12 boats have departed since the last report.

AG, Thu. 5/2/50, p. 3. **CANAL COMMERCE**

Cleared, May 1.

Boat Virginia, Leesburg, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., and groceries for Leesburg and Pleasant Dale, from Wm. Bayne.

Boat Gen. Washington, groceries for Leesburg and Bluemont, Loudoun County, Va., from Wm. Bayne, hardware from J. A. English, dry goods from Brent & Bryan, lumber from James Green & Son.

Boat Neptune, groceries, boots, shoes, hats, &c., for Hancock and Williamsport, Md., from McVeigh, Bro. & Co., and plaster, salt, &c., from Fowle & Co.

AG, Fri. 5/3/50, p. 2. **CANAL COMMERCE**
Departed, May 2.

Boat Virginia, Goose Creek, lumber from Waters & Zimmerman, and fish by Master.

Sun, Sat. 5/4/50, p. 4. *Georgetown, May 3, 1850.* - Arrived by canal boat Belle, 73 miles, 850 barrels flour; Thomas Charlton, 100 miles, 775 bbls. flour; John Hetzer, Williamsport, 750 bbls. flour; Ohio, of Shepherdstown, loaded at Harper's Ferry, where there were several boats loaded with limestone.
Mercury.

CA, Sat. 5/4/50, p. 2. **Preparations for Coal Trade** - The Alexandria Gazette, says: - "We have already announced that the Allegany and Frostburg Mining Companies had leased from the Alexandria Coal Company, all their land north of the outlet lock at this place, for the purpose of building extensive wharves to accommodate the coal and other tonnage brought down the Chesapeake & Ohio and Alexandria Canals. We now have the [illegible] Company, one of the wealthiest and most extensive Mining Companies in the Frostburg Valley have recently united with the other companies in this arrangement. The timber and other materials for constructing the works, are now collected, and the contract for building the wharves will be closed on the 1st of May, as advertised."

Disturbances on the Canal.

Sheriff Barnard, in compliance with a demand upon him, on Saturday morning last summoned a posse, and repaired to the Great Tunnel on the canal to suppress a riot. In the evening the Sheriff's posse returned with twenty-five of the alleged rioters. Twenty-three of them had an immediate hearing before the County Court and were severally required to give security in the sum of \$250, for their good behavior, in default of which they were committed to jail. Subsequently they gave the required security. The remaining two had a hearing on Monday and were acquitted.

It appears that the parties held to bail, had been laborers on the Canal, under the late Contractors, against whom they held claims for work done. - They imagined that by refusing to work themselves, and by persuading and deterring others from working, they would secure payment of their claims; and hence their riotous conduct, which extended no further, we believe, than to excite alarm among those disposed to work, and thereby postpone the period of the completion of the Canal. Whilst most persons sympathize with the laborers, on account of their losses, no friend of good order can approve their mode of asking redress.

We learn that the work on the unfinished portions of the Canal is again progressing.

Sun, Sat. 5/4/50 p. 4. It is now said that the water is to be let into the Chesapeake and Ohio Canal in June, and that it is to be in navigable order for boats propelled by steam, from Cumberland to Georgetown and Alexandria, early in July next. Some arrangements have been made for coal depots at Alexandria, where shipments will be made to the North and East - in propellers. I do not see what Washington is to gain by the Canal, as there is no depot here. There might be one, it is said, at Greenleaf Point, where there is sufficient water.
Ion.

GA, Sat. 5/4/50, p. 2. **CANAL TRADE** [5/3]
Star, 20 miles, wood.
Wm. Jackson, 62 miles, limestone.

E. Payson, 62 miles, limestone.
Dan Webster, 62 miles, limestone.
Tip & Tyler, 62 miles, limestone.
Elizabeth, 62 miles, limestone.
Diana, 77 miles, 610 bbls. flour.
Oregon, 77 miles, 615 bbls. flour.
Belle, 73 miles, 850 bbls. flour.
John Hetzer, 100 miles, 750 bbls. flour.
Thomas Charlton, 100 miles, 775 bbls. flour.
14 boats have departed since the last report with cargoes of fish, plaster, etc., for various points along the Canal.

Sun, Mon. 5/6/50, p. 4. *Georgetown, D. C.* [5/5]
Cargo of wheat by the boat Isabel, from Hancock, Md. - say 300 bushels of white and 2,100 red - of prime quality, exchanged hands this evening at \$1.20 round.

Canal Arrivals - Scow B, 23 miles, stone; Gondola, wood; Experiment, from Edward's ferry, corn; John Lambie, 107 miles, pig iron; W. A. Harper, Harper's Ferry, flour, coal, &c., and Harrison, wood.

The water will be drawn off on the 18th inst. and will remain out a month, or at farthest, six weeks, at the expiration of which time the navigation will be opened all the way to Cumberland. Mercury.

GA, Tue. 5/7/50, p. 2. **CANAL TRADE** [5/6]
Gen. Taylor, 55 miles, wheat & corn.
Isabel, 107 miles, wheat.
2 Gondolas, 61 miles, pig iron.
Mill Boy, 31 miles, flour, corn & bran.
M. Francis, 62 miles, limestone.
Charles, 69 miles, limestone.
P. F. Thomas, 31 miles, hay.
W. H. Harrison, 20 miles, wood.
W. A. Harper, 61 miles, flour, corn, etc.
John Lambie, 140 miles, pig iron.
Experiment, 31 miles, corn.
Ohio, 73 miles, wheat.

11 boats have departed since the last report with various articles of merchandise for different points along the Canal.

AG, Tue. 5/7/50, p. 6. **CANAL COMMERCE**
Arrived, May 6.

Boat Experiment, Edward's Ferry, corn to Fowle & Co.

Departed, [5/6]

Boat Experiment, Conrad's Ferry, plaster from Fowle & Co., lumber from James Green & Son, and lumber from Waters & Zimmerman.

AG, Wed. 5/8/50, p. 2. **CANAL COMMERCE**
Arrived, May 7.

Boat Wells A. Harper, Cumberland coal to James Green & Son.

GA, Thu. 5/9/50, p. 2. **CANAL TRADE** [5/8]

Eagle, 130 miles, wheat, &c.

D. & H. Clagett, 81 miles, 639 bbls. flour.

Lady of North Bend, 107 miles, flour, &c.

Gen. Butler, 62 miles, limestone.

Union, 100 miles, 810 bbls. flour and whiskey.

Scow B, 22 miles, stone.

15 boats have departed since the last report, with cargoes, of various articles of merchandise for different points along the canal.

AG, Fri. 5/10/50, p. 2. **CANAL COMMERCE**
Cleared, May 9.

Boat Wells A. Harper, groceries, &c., for Charles Town and Kearneysville, Va., from McVeigh, Bro. & Co., lumber from James Green and Waters & Zimmerman.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c. from McVeigh, Bro. & Co.

Sun, Sat. 5/11/50, p. 4. *Georgetown, D. C., Friday Afternoon* - Canal News - Arrived [5/10] Thomas Charlton, Williamsport, 775 barrels flour; Ben. Franklin, Williamsport, 325 barrels flour; Gondola, Harper's Ferry, flour; Wm. Henry Harrison, 17 miles, wood; Scow B, 23 miles, stone.

During the week 35 boats have left for various points along the canal, with merchandise, &c. Mercury.

GA, Sat. 5/11/50, p. 3. **CANAL TRADE** [5/10]

Wm. Jackson, 62 miles, flour & limestone.
Frances, 23 miles, flour & offal.
Phin. Janney, 61 miles, 550 bbls. flour & 35 tons coal.
Hornet, 61 miles, 544 bbls. flour.
Potomac, 100 miles, 638 bbls. flour.
Sarah Ellis, 69 miles, nails & iron.
W. H. Harrison, 20 miles, wood.
T. Charlton, 100 miles, 775 bbls. flour.
B. Franklin, 100 miles, flour.
Gondola, 61 miles, flour.
Scow B, 23 miles, stone.
7 boats have departed since the last report with cargoes of salt, plaster, fish, &c., &c., for different points along the Canal.

AG, Sat. 5/11/50, p. 2. **CANAL COMMERCE**

Arrived, May 10.

Boat Ben Franklin, Williamsport, 800 bbls. flour to Lambert & McKenzie.

Departed, [5/10]

Boat Eagle, Hancock, plaster, mackerel and sack salt from Fowle & Co.

Sun, Mon. 5/13/50, p. 2. **The Canal.** - The Cumberland *Civilian* says that it is regarded as certain that the Chesapeake and Ohio Canal will be fully open for navigation about the 1st of July.

CA, Tues. 5/14/50, p. 3. **Steam on the Canal.**

Correspondence of the Cumberland Civilian

Alexandria, April 25, 1850.

Mr. Editor. - Much has been said lately with regard to new inventions to propel boats by steam on Canals. Several projects have been tried lately in various places, but none seem to fasten conviction on the mind, and to their practicality, and, therefore, are not put into practical use. It has been the studied purpose of inventors to produce a boat to answer every wish desired in navigating our Canals.

The time is now approaching when such a power could be applied upon the waters of the Chesapeake and Ohio Canal, successfully affording facilities for travel and transportation, or

towing, which would not fail to pay well upon the investment. Without dilating upon this subject further, I would call the attention of your readers to an invention, which for simplicity of construction would astonish the most skeptical at the result attained by recent experiments. I refer to a boat invented and patented by a young man of Alexandria, a working model of which I have seen exhibited and tried with infinite success. This gentleman has spent much time on his invention, and will no doubt receive the rich reward of his genius. The plan of his boat consists in the usual simple construction of a Canal boat, with a well in or near the center of the boat, in which is inserted a wheel of the usual construction. The wheel does not reach the bottom of the boat, but is elevated sufficiently to clear all obstructions, such as sand bars, logs, &c., which may be in the Canal.

The working model exhibited here is propelled by clock work, upon a scale of $\frac{3}{8}$ inches to the foot. The boat is 30 inches long, 5 inches wide, $1\frac{3}{4}$ inches deep, and the artificial canal 10 feet long, 11 inches wide and 3 inches deep. The experiments have been so far successful as to induce the inventor to construct a boat 22 feet long to be propelled by steam.

This is to make an experimental trip up the Canal, as soon as completed. The motion of the water produced by the paddles is confined to the well or chamber, and the boat in passing over tends to smooth it, thereby preventing the ripple usually in steam vessels. I trust this notice may elicit the attention of capitalists, and those interested in the commerce of our Canal. Any information respecting it, will be cheerfully given by the patentee, Mr. J. Newton Harper, of Alexandria. R. W. W.¹⁰

It has been given out in this neighborhood that the water is to be let out of the Canal on Saturday next, the 18th inst., but by a communication in yesterday's *Baltimore Sun* it seems probable that it will be deferred to some more distant day, of which due notice will of course, be given.

¹⁰ *The Register*, Shepherdstown, Va.

GA, Tue. 5/14/50, p. 2. **CANAL TRADE** [5/13]

D. W. Clinton, 127 miles, flour & cement.

Buena Vista, 69 miles, limestone.

P. F. Thomas, 31 miles, hay.

Gen. Scott, 45 miles, offal.

Elizabeth, 69 miles, limestone.

Henrietta, 31 miles, flour & chop.

J. P. Garrott, 57 miles, flour & hay.

H. Allen, 31 miles, 870 bbls. flour.

Gen. Washington, 31 miles, 3000 bu. corn.

Texas, 71 miles, timber.

Col. H. Clay, 100 miles, 600 bbls. flour.

John Hetzer, 100 miles, 760 bbls. flour, &c.

8 boats have departed since the last report with fish, plaster, lumber, salt, &c.

AG, Tue. 5/14/50, p. 3. **CANAL COMMERCE**

Departed, May 13.

Boat Edward Payson, Berlin, lumber from James Green & Son.

Boat Ben Franklin, drugs, paints, oil and window glass, from Wm. Stabler & Bro., and lumber from James Green & Son, and groceries for Williamsport and Clear Spring, Md., from Wm. Bayne.

AG, Wed. 5/15/50, p. 3. **CANAL COMMERCE**

Departed, May 14.

Boat Ben Franklin, for Williamsport, Md., fish and groceries from T. M. McCormick & Co.

GA, Thu. 5/16/50, p. 2. **CANAL TRADE**

John Glenn, 31 miles, flour & meal.

John Lambie, 107 miles, 70 tons pig iron.

Charlotte, 108 miles, 660 bbls. flour.

Virginia, 31 miles, flour, wheat, corn, etc.

Star, 20 miles, wood.

D. & H. Clagett, 81 miles, 800 bbls. flour.

Geo. Town, 100 miles, 687 bbls. flour, 21 bbls.

whiskey.

Gen. Taylor, 55 miles, wheat.

John L. Pasco, 61 miles, flour, etc.

Susan, 119 miles, 500 bbls. flour, 1000 bu.

wheat.

Scow B, 23 miles, stone.

21 boats have departed since the last report with cargoes of fish, salt, lumber, plaster, etc., for various points along the Canal.

AG, Thu. 5/16/50, p. 2. **CANAL COMMERCE**

Arrived, May 15.

Boat General Taylor, Berlin, flour to R. H. Miller.

Boat Virginia, Leesburg, flour and corn to Wm. L. Powell & Son.

Departed, [5/15]

Boat Susan, groceries, boots, shoes, hats, &c., for Sharpsburg, Md., and Shepherdstown, Va. from McVeigh, Bro. & Co.

AG, Fri. 5/17/50, p. 2. **CANAL COMMERCE**

Arrived, May 16.

Boat Gen. Washington, Loudoun County, flour to D. F. Hooe.

Departed, [5/16]

Boat Gen. Taylor, Berlin, lumber from Waters & Zimmerman.

GA, Sat. 5/18/50, p. 2. **CANAL TRADE** [5/17]

Gondola, 31 miles, flour, wheat, etc.

Mill Boy, 31 miles, 500 bbls. flour, 428 bu.

wheat.

Capt. Walker, 69 miles, 60 perches limestone.

Ohio, 73 miles, 2300 bu. wheat.

Wm. Jackson, 62 miles, 60 perches limestone.

Gen. Butler, 62 miles, 55 perches limestone.

J. C. Calhoun, 62 miles, flour & limestone.

Diana, 73 miles, 600 bbls. flour.

Col. Crockett, 61 miles, flour.

Oregon, 77 miles, flour & whiskey.

Belle, 73 miles, 887 bbls. flour, etc.

Isabel, 124 miles, 678 bbls. flour.

Potomac, 100 miles, 457 bbls. flour.

T. Charlton, 100 miles, 780 bbls. flour.

Col. H. Clay, 73 miles, flour, wheat & whiskey.

Hugh Smith, 61 miles, 668 bbls. flour, etc.

Virginia, 31 miles, wheat, oats, corn, etc.

Rambler, 42 miles, hay, bark, etc.

Gen. Cass, 48 miles, flour.

19 boats have departed since the last report with lumber, plaster, fish, salt, etc., for different points along the Canal.

AG, Sat. 5/18/50, p. 3. **CANAL COMMERCE**

Arrived, May 17.

Boat Isabel, Honeywood Mill, flour to Lambert & McKenzie.

Boat Col. Crockett, Harper's Ferry, flour to R. H. Miller.

Departed, [5/17]

Boat Virginia, Leesburg, lumber from James Green & Son.

Boat Gen. Washington, Leesburg, lumber from James Green & Son.

Boat Col. Crockett, Harper's Ferry, lumber from James Green & Son.

Sun, Mon. 5/20/50, p. 4. Georgetown (D. C.)

Saturday Night. - Canal Trade - Arrived – [5/18]

Wiley, Harper's Ferry, 511 bbls. flour; Frank Thomas, 89 miles, 240 bbls. flour and 1,550 bushels wheat; Scow B, 23 miles, stone; Gondola, Harper's Ferry, sundries; Louisa, 89 miles, 408 bbls. flour and 1,000 bushels wheat; Daniel Webster, dam No. 3, limestone.

A telegraphic dispatch today confirms my statement of last Tuesday, that "the water above Harper's Ferry will be drawn off on Sunday. On this side it may remain until the first of June."

AG, Mon. 5/20/50, p. 3. **CANAL COMMERCE**

Arrived, May 18.

Boat Gen. Cass, Harper's Ferry, flour to Wm. L. Powell & Son.

GA, Tue. 5/21/50, p. 2. **CANAL TRADE** [5/20]

Louisa, 89 miles, flour & wheat.

Francis Thomas, 89 miles, 234 bbls. flour, 1700 bu. wheat.

Dan Webster, 62 miles, limestone.

Scow B, 23 miles, stone.

W. A. Harper, 61 miles, flour.

Gondola, 61 miles, empty hhds.

Susan Harris, 81 miles, 600 bbls. flour.

P. F. Thomas, 31 miles, wheat, etc.

Experiment, 31 miles, corn, etc.

E. Payson, 62 miles, limestone.

Henrietta, 31 miles, 763 bbls. flour.

Lady of N. Bend, 107 miles, flour & whiskey.

John Glenn, 31 miles, wheat, etc.

Gen. Jackson, 22 miles, wheat, etc.

15 boats have departed since the last report.

AG, Tue. 5/21/50, p. 3. **CANAL COMMERCE**

Departed, May 20.

Boat Gen. Cass, Harper's Ferry, lumber from James Green & Son.

AG, Wed. 5/22/50, p. 2. **CANAL COMMERCE**

Departed, May 21.

Boat Wells A. Harper, Harper's Ferry, sack salt from Lambert & McKenzie and shingles from Waters & Zimmerman.

AG, Thu. 5/23/50, p. 3. **CANAL COMMERCE**

Arrived, May 22.

Boat Experiment, Conrad's Ferry, corn to Wm. Fowle & Co.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

Boat General Jackson, Edward's Ferry, flour to D. F. Hooe.

Departed, [5/22]

Boat Experiment, Conrad's Ferry, plaster form Fowle & Co., and lumber from Waters & Zimmerman.

AG, Fri. 5/24/50, p. 3. **CANAL COMMERCE**

Departed, May 23.

Boat Experiment, Leesburg, lumber from James Green & Son.

Boat General Jackson, Leesburg, lumber from James Green & Son.

Boat John Glenn, Goose Creek, groceries from Wm. Bayne.

CA, Sat. 5/25/50, p. 2. **Cumberland Coal.**

A correspondent of the New York Journal of Commerce, says:

"All the papers notice the trip of the Washington steamer, as being a clever performance for her, but omit to state the true reason. While they give credit to the engine

builders, they give none to the *fuel*, which was the Cumberland coal.

"The *Cunarders* always take this coal.

Hence the regularity of their movements. When the machinery of our steamers is adapted to the use of this fuel, the same results will, in my opinion, follow."

From Boston they write: "A seller who sells half of all retailed in Boston, says that 2,240 lbs. of Cumberland coal is worth as much as a children of Pictou, which will weigh 2,800 lbs."

GA, Sat. 5/25/50, p. 2. **CANAL TRADE**

The Canal – One of the lock gates of the Canal having broken and being now in course of repair, prevents any boats from coming down. It will be finished in a few days at furthest.

On the first of June, the water will be let out for repairs, and by about the middle of July, it is earnestly hoped that the whole Canal will be navigable.

CANAL TRADE [5/24]

Buena Vista, 69 miles, limestone.
Gondola, 61 miles, 135 bbls. flour.
Hornet, 61 miles, 481 bbls. flour.
J. L. Pasco, 61 miles, 501 bbls. flour.
Wm. Jackson, 62 miles, flour & limestone.
Gen. Butler, 62 miles, limestone.
Gen. Scott, 45 miles, hay & offal.
Mill Boy, 31 miles, 612 bbls. flour.
Star, 20 miles, wood.
W. C. Johnson, 45 miles, corn & hay.
Tip & Tyler, 62 miles, limestone.
W. H. Harrison, 20 miles, wood.
Scow B, 23 miles, stone.
H. Allen, 81 miles, 633 bbls. flour.
P. Janney, 61 miles, 826 bbls. flour.
Hugh Smith, 61 miles, 720 bbls. flour & whiskey.

Gen. Washington, 23 miles, flour & wheat.

Frances, 23 miles, flour, offal, etc.

11 boats have departed since the 25th inst. with cargoes for different points along the Canal.

AG, Wed. 5/29/50, p. 2. **CANAL COMMERCE**

Arrived, May 27.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Departed, [5/27]

Boat Phineas Janney, Harper's Ferry, plaster and sack salt from Lambert & McKenzie, and sack salt from Charles Wilson.

GA, Thu. 5/30/50, p. 2. **CANAL TRADE [5/29]**

Boston, 11 miles, wood.

Allegany, 61 miles, coal.

Gondola, 31 miles, wheat & corn.

Henrietta, 31 miles, 750 bbls. flour.

Scow B, 23 miles, stone.

W. A. Harper, 61 miles, 550 bbls. flour.

M. Francis, 62 miles, limestone.

Jacob Snively, 61 miles, flour & iron.

14 boats have departed since the last report with cargoes of lumber, plaster, fish and various articles of merchandize for different points along the canal.

AG, Thu. 5/30/50, p. 3. **CANAL COMMERCE**

Arrived, May 30.

Boat Col. Crockett, Harper's Ferry, flour to R. H. Miller.

Boat Jacob Snively, Antietam, nails to Lambert & McKenzie, and bloom iron to Fowle & Co.

Cleared, [5/30]

Boat Experiment, groceries, &c., for Smithfield, Va., from McVeigh, Bro. & Co.

Boat Virginia, Leesburg, groceries, boots, shoes, hats, &c., for Bluemont, from McVeigh, Bro. & Co.

AG, Fri. 5/31/50, p. 2. **CANAL COMMERCE**

Arrived, May 30.

Boat John Glenn, Loudoun County, flour to D. F. Hooe.

Departed, [5/30]

Boat Gen. Washington, Leesburg, lumber and furniture from James Green & Son.

Boat John Glenn, Leesburg, lumber from James Green & Son.

Boat Phineas Janney, Harper's Ferry, lumber and furniture from James Green & Son.

Boat Edward Payson, Harper’s Ferry, lumber from James Green & Son.

GA, Sat. 6/1/50, p. 2. **The Canal** – On today the water is to be let off of the Canal for the purpose of repairs which will probably occupy a month or six weeks. When it is again opened, we hope that our trade will reach as far as Cumberland.

CANAL TRADE [5/31]

Rambler, 45 miles, hay, wood, etc.
E. Payson, 62 miles, limestone.
Col. H. Clay, 62 miles, flour, cement, etc.
Hornet, 61 miles, flour & coal.
Gondola, 61 miles, wheat.
John Glenn, 31 miles, flour.
Gondola, 31 miles, flour & wheat.
W. H. Harrison, 20 miles, wood.
Gondola, 23 miles, wheat & corn.
6 Gondolas, 61 miles, 75 tons pig iron.
Star, 20 miles, corn staves, etc.
Virginia, 31 miles, flour, corn, etc.
J. L. Pasco, 61 miles, 508 bbls. flour.
Mill Boy, 31 miles, flour wheat, etc.
Boston, 11 miles, wood.
12 boats have departed since the last report with cargoes of fish, salt, plaster, lumber, etc. for different points along the Canal.

AG, Fri. 6/7/50, p. 3. **CANAL COMMERCE**

Arrived, June 6.

Boat Virginia, Leesburg, flour and corn to master.

CA, Sat. 6/8/50, p. 2. **The Canal.** - We understand that the water will be let into the first level of the Canal - extending from this place to the Narrows, some seven miles - on Monday next. In a few weeks, we hope to have the pleasure of announcing that the water has been let into the Canal its entire length.

"WATER FIRST LET INTO THE CANAL.

"On June 11, 1850, water was first let into the canal at Cumberland. At 5 o'clock p.m., Mr. Chas. B. Fisk, the chief engineer, opened the wickets and

the feed-gates and the waters of the Potomac River rushed into the canal. Crowds of people gathered at the locks to witness the ceremony.

"When the canal was filled, a crowd went to Mr. J. H. Clark's boat yard at Will's Creek, above the Baltimore street bridge, and secured a canal boat in which they floated down to the canal lock. Here Mayor Thos. G. Harris was requested to name the boat. The Mayor responded in a short speech and named the boat "Cumberland." Amid great enthusiasm, the "Cumberland" was passed through the lock into the canal, the first boat to enter from the Potomac. Several thousand people were present on this occasion."¹¹

Sat. 6/8/50, p. 4. **PROGRESS OF THE CANAL**

– The Cumberland *Civilian* of Friday says: “On Monday next it is understood the water will be let into the Canal for the distance of some seven or eight miles – the length of the first level, commencing at this place – with the view of trying the bank. In a short time, the experiment will be continued further down the line until the water communication becomes continuous to dam No. 6. This is, indeed, an earnest of speedy completion! We have also been informed, since the above was written, that on tomorrow (Saturday) the water will be let in on the levels near locks 69, 70, & 71, in the neighborhood of Oldtown.”

The water has been let off the lower part of the Canal, for the purpose of repairs, which will probably occupy some five or six weeks. When it is again opened, we hope that the trade will extend as far as Cumberland.

The *Civilian* also says that, in anticipation of the completion of the Canal, there is an unusual activity among the Mining Companies of the Cumberland Coal field. All the companies are preparing to do a large business, and many which heretofore have had but limited facilities for transportation to market, are making extensive arrangements for the opening of the regular coal trade.

¹¹ *The Evening Times*, Cumberland, Md.

CA, Sat. 6/15/50, p. 2. **The Canal.** - On Tuesday evening last, the passage of the first boat from the basin, through the locks into the Canal, was witnessed by a number of our citizens. The event was hailed as satisfactory evidence that the long hoped for completion of the great work is at hand. We understand that the water now passes through the upper eight miles of the Canal, and that all is "O. K." thus far.

Canal Appointment. - We learn that Mr. A. L. Wilkins has been appointed lock-keeper on the Canal, for the locks at Cumberland.

Sun, Sat. 6/15/50, p. 2. **Water in the Canal.** - The Cumberland *Civilian* chronicles the letting off of the waters of the Potomac, for the first time from the head of navigation, into the Chesapeake and Ohio Canal, which was performed on Tuesday by Charles B. Fisk, Esq., chief engineer of the work. A large number of citizens had assembled at the lock, and when the wicket was turned, and the pure stream started on its downward career, there was an expression of exultation and gratification in every face that certainly told the rapid approach of those "better times," that have been so long and so patiently waited for by the people of this region.

CA, Sat. 6/22/50, p. 2. **Death by Drowning.** - On Saturday afternoon last, Mr. D. H. Klein, of this city, was drowned in the Canal, near the Locks. He was bathing in company with another young man, and, though a swimmer suddenly sank near the shore. It is supposed he was seized with cramp. Some time elapsed before the body was recovered; when the usual means to restore animation were resorted to, but it was too late - the vital spark had fled.

This should be a warning to all - particularly the youth - during the bathing season. The water in the Canal, as well as in the Basin, is deep - at some points 8, 10 and 12 feet.

Sun, Sat. 6/29/50, p. 2. **Opening of the Canal** - On Monday last, says the Cumberland *Civilian*, that water was let into the canal as far as Oldtown,

a distance of *fifteen* miles from Cumberland. In a few days it will be continued on to Town Creek, a distance of five miles further. If nothing occurs to retard the present rate of progress of the unfinished work, the whole line will be opened to Dam No. 6 by the 15th of July, at which time the water will be again let into the lower portion of the canal. Navigation will then be continuous from Cumberland to Alexandria.

Damage by Storm - At Cumberland, Md., on Thursday evening, during a thunder storm, the back building of the large new hotel at the railroad depot, which has been carried up to the rafters, was blown entirely down, falling upon the depot and crushing it in for some distance. A brick house, on what is called the island, opposite the canal locks, was deprived of its roof and had a portion of its walls blown down. The family inhabiting it took refuge in the cellar and were uninjured. The house belonged to Colonel Thomas J. McKaig.

Sun, Mon. 7/8/50, p. 4. The Cumberland coal trade attracts great attention. Great activity now prevails at Cumberland and Frostburg, in preparation for sending coal down the Canal, which will be opened on the 20th. The demand for Cumberland coal exceeds the supply at least ten-fold. The locomotives in the Eastern states alone, will afford a market for all the coal that can be supplied by Frostburg. Ion.

Sun, Wed. 7/17/50, p. 4. Paw Paw, July 13
Messrs. Editors - Having a leisure hour at hand, I know not a better or more profitable way to employ it than to give you a short description of the great tunnel through which the Chesapeake and Ohio Canal passes at this time. The tunnel line was selected in preference to a very heavy rock section of about four miles in length, and it being less than a mile long, you will at once perceive the great advantage derived by selecting the tunnel line, producing not only a saving in a financial, but also in the more important item of time.

The tunnel is approachable at either end by heavy deep cuts, the lower or northern one being

about three-quarters of a mile long, and from 50 to 110 feet in depth. The tow-path in this cut will be constructed of timber bolted down to the rock and will be 4½ feet wide at its narrowest point; the whole will be capped by a heavy wooden railing. This work is now in the course of erection and will be completed in about three weeks.

The upper cut is a great deal shorter, it being only 200 feet long and 75 in depth.

So much for its approaches, now let us take a view of the tunnel. The portals are constructed of the most durable sandstone, and are built after the most approved plans, having two pilasters supported by a beam faced and capped with a durable water table. The key stones are of the best Baltimore county marble and are ornamented with the names of the president and engineer of the company. The stone arching extends under about 25 feet, which precaution I suppose is necessary to prevent the exposure of the bricks to the sun. The total length of the tunnel is 3,118 feet, is 24 feet in diameter, and will have a boat-way in the clear of 17 feet. The tow-path is to be 5 feet wide and will be surmounted by an iron railing 4 feet high, running the entire length of the tunnel.

When completed, this will be the largest tunnel in America, and, for good and substantial workmanship cannot be surpassed by any similar work of art in the world. It has been from its commencement, and still continues to be under the management of Jos. Piper, Esq., who deserves great credit for the able manner in which he has prosecuted the work to this stage of its completion. When this important link of communication between Cumberland and Georgetown is completed, and the boats commence their regular trips, carrying the black diamonds of the noble Alleghenies to market, and returning laden with the products of foreign countries, will it not prove a rich harvest to the mercantile as well as the farming portion of our country; and my wish is that the noble citizens of Baltimore, who have contributed so largely to the completion of this work, may have a full share of the blessings of coal trade.

Z.

CA, Sat. 7/20/50, p. 2. **The First Canal Trip.** - On Wednesday last, a party of our citizens, took an excursion some six miles down the Canal, in Messrs. Wheeler & Mong's canal boat, in pursuit of pleasure and blackberries. The party returned in the evening, delighted with the trip; and if we may judge from the over supply of the fruit in market on Thursday morning, they found berries as well as pleasure.

Sun, Mon. 7/22/50, p. 1. **The Canal.** - The Alexandria Gazette has the following, but whether it refers to any damage done by the late storm, we cannot say:

"We understand from reliable authority, that the interruption of the work on the line of the Chesapeake and Ohio Canal, for a few days, will cause but little delay in its completion, as the work is now going on under the direction of a most energetic and responsible contractor. The work to be done is reduced to a small amount, with ample means in hand to complete it."

Sun, Sat. 8/3/50, p. 2. **The Canal.** The amount which the Board of Directors of the Chesapeake and Ohio Canal have agreed to give Mr. Michael Byrne for finishing the work is \$23,000. As Mr. Byrne is an old and experienced contractor, and possessed of ample means, there can be little doubt that the work will be finished at the time designated, 1st of September.

Sun, Thu. 8/8/50, p. 4. On a brief visit, yesterday afternoon, to Alexandria, I obtained the following: The new canal wharf, except the draw, is now completed. It extends from the shore 392½ feet; an additional platform, which connects as the south side, is 140 feet. Within a short distance Messrs. Crampton & Bradshaw are vigorously at work in the construction of a new wharf for the Frostburg Mining Company. Everything looks brisk in the way of preparation for the coal trade.

Mercury.

AG, Thu. 8/8/50, p. 2. **Chesapeake and Ohio Canal** – A commencement was made on Monday

night to let the water into this canal for the season; and yesterday several of the levels were filled. It will perhaps this week be in boating condition as far as Harper's Ferry, and we suppose that early next week we shall have many boats from the different depots along this line. Flour will probably come down in great abundance; after which the new wheat may be looked for. In October, we believe, the connection will be made with Cumberland, and then the coal business will commence – an auspicious event in the history of this canal. – *Republic*.

AG, Fri. 8/9/50, p. 3. **CANAL COMMERCE**

Cleared, August 8.

Boat Atlantic, groceries from McVeigh, Bro. & Co., lumber from James Green, and guano from Fowle & Co., for Leesburg, Va.

Boat Hugh Smith, groceries, boots, shoes, &c., for Knoxville, Burkittsville and Jefferson, Md., Harper's Ferry, Charles Town, Shepherdstown and Martinsburg, Va., from McVeigh, Bro. & Co., castings from T. W. & R. C. Smith, and sack salt from Charles Wilson.

AG, Sat. 8/10/50, p. 2. **CANAL COMMERCE**

Departed, August 9.

New Boat Atlantic, Leesburg, 65,000 shingles, 25,000 laths, 13,000 feet lumber, from James Green & Son.

Sun, Wed. 8/14/50, p. 4. *Georgetown, D. C., Tuesday Afternoon* - The large canal boat "Atlantic," built in Alexandria, and there heavily laden with merchandize, arrived yesterday, and today is in the canal, *up-country bound*. She reflects credit on the Alexandria mechanics. But little produce as yet received by canal. *Mercury*.

AG, Sat. 8/17/50, p. 2. **CANAL COMMERCE**

Arrived, August 16.

Boat Phineas Janney, Harper's Ferry, flour to Wm. L. Powell & Son, and coal to Fowle & Co.

Boat E. Payson, limestone to Thomas & Dyer.

Cleared, August 16.

Boat Henry Clay, groceries, &c., for Knoxville, Burkittsville and Weverton, from McVeigh, Bro. & Co.

Mon. 8/19/50, p. 4.¹² The *Alexandria Canal* has been thoroughly repaired by deepening it and raising and widening its banks. It will admit a depth of six feet of water when the Chesapeake and Ohio Canal shall be in a situation to supply it. The coal wharves at the outlet of the canal, constructed for the use of the Maryland Mining Company, are complete, with the exception of a draw, which will require but a short time to construct. The works for the accommodation of the coal trade, now being constructed by the Alleghany, Frostburg and Borden Mining Companies, are in a state of forwardness.

The water will be let into the Alexandria Canal on Tuesday, the 20th instant, and we anticipate a brisk produce trade this fall. Should *the Chesapeake and Ohio Canal* be completed to Cumberland at as early a date as expected, we shall also have considerable receipts of coal this season. *Alexandria Gazette*.

CANAL COMMERCE

Arrived, August 17.

Boat Rough & Ready, Berlin, flour to R. H. Miller.

GA, Tue. 8/20/50, p. 2. **The Canal.**

The breach in the Canal at what is known as the Nine-mile level, near Seneca, does not entirely obstruct the navigation, as the boats there pass out into the river and thus come down, although not fully loaded. The culvert which has there given way, was considered as one of the best on the Canal, but it got out of order when the water was drawn off.

Up to the 18th of August, the Canal has been out of order this year, just six months; that is as far as Dam No. 6. But from Seneca to Georgetown, a distance of 22 miles, there has been an additional month or two of navigation.

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

This long interruption has quite dispirited some of our business men who rely principally on the Canal trade.

AG, Thu. 8/22/50, p. 4. **CANAL COMMERCE**

Arrived, August 21.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

CA, Sat. 8/24/50, p. 2. **The Canal.** - A Correspondent of the Patriot, writing from Frederick, August 17th, says: - "Mr. Byrne is going on well with the work, and expects to have the Canal ready for the admission of water about the 1st of September. It will have to be filled slowly, however, the whole fifty miles receiving its water from the Cumberland dam, and probably may not be navigable before the middle of September. It will take at least ten days or two weeks to fill it judiciously."

AG, Sat. 8/24/50, p. 3. **CANAL COMMERCE**

Cleared, August 23.

Boat Rough & Ready, Berlin, groceries, &c., for Petersburg, Jefferson and Burkittsville, Md., from McVeigh, Bro. & Co., plaster from Fowle & Co., and lumber from Waters & Zimmerman.

AG, Mon. 8/26/50, p. 2. **CANAL COMMERCE**

Cleared, August 24.

Boat P. Janney, Harper's Ferry, groceries, &c., for Kearneysville, Hedgesville and Pruntytown, Va., from McVeigh, Bro. & Co., salt from Charles Wilson, plaster from Lambert & McKenzie, and iron from James Dempsey.

Boat Hugh Smith, groceries for Weverton, Md., from Wm. Bayne.

AG, Fri. 8/30/50, p. 3. **CANAL COMMERCE**

Arrived, Aug. 29.

Boat De Witt Clinton, Williamsport, flour to Thomas & Dyer.

Boat Belle, Shepherdstown, flour to J. B. Daingerfield.

Cleared, Aug. 29.

Boat Belle, Shepherdstown, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co. Boat De Witt Clinton, groceries, &c., for Bedington, Bakersville, Williamsport and Clear Spring, from McVeigh, Bro. & Co., and groceries from Wm. Bayne.

GA, Sat. 8/31/50, p. 2. **CANAL TRADE** [8/30]

Experiment, 31 miles, corn, oats & wheat.

D. W. Clinton, 100 miles, 500 bbls. flour & 80 bbls. cement.

Union, 100 miles, 600 bbls. flour & 67 bbls. whiskey.

O. Twist, 100 miles, 706 bbls. flour.

T. Charlton, 100 miles, 680 bbls. flour.

Belle, 73 miles, 754 bbls. flour.

Oregon, 77 miles, 600 bbls. flour.

Potomac, 100 miles, 600 bbls. flour.

B. Franklin, 100 miles, 715 bbls. flour, 20 bbls. whiskey.

Wm. Jackson, 62 miles, 28 bbls. flour & 60 perches limestone.

Gen. Butler, 62 miles, 52 bbls. flour & 55 perches limestone.

Charlotte, 100 miles, 650 bbls. flour.

W. A. Harper, 61 miles, 535 bbls. flour.

John L. Pasco, 61 miles, 50 tons coal.

John Lambie, flour, cooper stuff, &c.

John Hetzer, 100 miles, 650 bbls. flour.

William, 108 miles, 600 bbls. flour.

Capt. Walker, 69 miles, 60 perches limestone.

M. Francis, 62 miles, 57 perches limestone.

W. C. Johnson, 45 miles, wood.

P. F. Thomas, 89 miles, wheat.

North Bend, 107 miles, 550 bbls. flour.

Boston, 11 miles, wood & oats.

E. Payson, 62 miles, limestone.

Rambler, 42 miles, bark, oats, corn, &c.

Scow B, 23 miles, stone.

17 boats have departed since the 29th instant with cargoes of fish, plaster, lumber and various articles of merchandise for different points along the canal.

AG, Sat. 8/31/50, p. 3. **CANAL COMMERCE**

Cleared, August 30.

Boat Belle, Shepherdstown, groceries from Wm. Bayne.

Boat Wells A. Harper, Harper's Ferry, sack salt from Charles Wilson and Lambert & McKenzie.

AG, Mon. 9/2/1850, p 3. **CANAL COMMERCE**
Cleared, August 31.

Boat E. Payson, Shepherdstown, groceries, &c., from McVeigh, Bro. & Co.

Tue. 9/3/50, p. 3.¹³ **Chesapeake and Ohio Canal.**

- The last report of the President and Directors of the Chesapeake and Ohio Canal (June 3rd, 1850) shows a considerable increase of revenue. The tolls during the year ending on the 21st of December last amounted to \$61,823.17, exceeding those of the preceding year by the sum of \$7,676.96. Articles equivalent to 102,041 tons were transported during the year; being an increase of 15,601 tons over the tonnage of 1848, and of 30,601 tons over the tonnage of 1847. The report says:

"The total ordinary revenues amounted to \$65,438.03, and the total expenses incurred, apart from those appertaining to the completion of the canal and the repairs under the Virginia act, amounted, according to the treasurer's statement to \$50,899.03, showing a surplus of revenue over ordinary expenses during the year to the amount of \$14,497.75. The company has never before been able to present so favorable a result as this. -
Georgetown Advocate.

AG, Thu. 9/5/50, p. 2. **CANAL COMMERCE**
Cleared, September 4.

Boat Neptune, groceries for Hancock, from William Bayne.

AG, Fri. 9/6/50, p. 3. **CANAL COMMERCE**
Arrived, September 4.

Boat Neptune, from Hancock, tan bark to C. C. Smoot.

Departed, September 5.

Boat Neptune, for Shepherdstown, Williamsport, Bath and Hancock, with plaster and sack salt from

Fowle & Co., groceries, &c., from McVeigh, Bro. & Co., and dry goods from Brent & Bryan, and sundries from sundry persons.

Sun, Sat. 9/7/50, p. 4. Georgetown, D. C., Friday Afternoon - On the canal, twelve boats have arrived with flour, grain, limestone, &c. Several have returned loaded with groceries and other merchandize.

At Alexandria, - Last evening two canal boats, the "H. G. Phelps" and "L. A. Phelps," completely iron bound, and 120 tons each, in tow of the propeller "Virginia," arrived here from New York, and proceeded at once to the canal wharves.
Mercury.

Cumberland, Sept. 4, 1850.

Messrs. Editors: This town, within the last few days, has presented quite a busy aspect, owing to the great number that are preparing to attend the several camp-meetings now being held near this place. On last Sabbath morning, notwithstanding the heavy and continued rain, two or three boats, crowded with passengers, left for the meeting near Oldtown. One of the boats (I learned upon inquiry) was the Jenny Lind – a handsome packet, owned in this place, and is intended as a passenger boat to ply between Cumberland, Georgetown and the intermediate points, when the canal is completed, which I suppose will not be a great while, for, on Monday, the water was up nearly to its proper height as far down as the tunnel, which is thirty miles below this place.

Through the politeness of a friend, I was invited to accompany him upon a short visit to the large and commodious wharf now building on the Potomac, for the accommodation of the coal trade. The coal will be conveyed down from the mines to the wharf by the railroad, where it will be transferred to boats, and thence to the District cities. The wharf is constructed of wood, and all appears very firm to the eye with the exception of the earth-filling back of the timbers, which appears gradually to sink – caused, I suppose, by the late rains. As a casual observer, it struck me that the

¹³ *The Register*, Shepherdstown, Va.

sinking might be obviated by placing broken slate next to the timber and decreasing the slate in size as the distance is increased from the timbers.

Yours
Z.

GA, Sat. 9/7/50, p. 2. **CANAL TRADE** [9/6]

Whale, 81 miles, 890 bbls. flour.
Gen. Butler, 62 miles, flour & limestone.
Wm. Jackson, 62 miles, flour & limestone.
W. H. Harrison, 20 miles, wood.
Eagle, 124 miles, limestone, hoop poles, &c.
Gen. Jackson, 22 miles, wood & oats.
M. Francis, 62 miles, limestone.
Edward Payson, 62 miles, limestone.
Hugh Smith, 61 miles, 776 bbls. flour.
Frances, 23 miles, 424 bbls. flour, 200 bu. corn.
Rambler, 40 miles, corn & wheat.
Rough & Ready, 55 miles, 2900 bu. wheat.
Margaret Moore, 22 miles, wood & etc.
William, 100 miles, 600 bbls. flour.
Potomac, 100 miles, 600 bbls. flour.

10 boats have departed since the last report with cargoes of fish, salt, plaster, guano, &c., for various points along the canal.

AG, Sat. 9/7/50, p. 3. **CANAL COMMERCE**

Arrived, September 6.

Boat Whale, Mercerville, flour to Thomas & Dyer.

Cleared, September 6.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., plaster, &c., from Fowle & Co., queensware from Hugh Smith & Co., hardware from James A. English, and dry goods from Brent & Bryan and Gregory & Adams.

Sun, Mon. 9/9/50, p. 4. The new wharves, now in course of construction for the "Frostburg Mining Association," are attracting considerable notice. From the water's edge, to an extent of 200 feet in length and 230 in width, there will be a firm foundation formed by closely driven piles and filling in. The main projecting pier is 330 feet in length and is now ready for the plank. From the south side of this pier there will be two slips projecting each 147 feet in length. Messrs.

Bradshaw & Crampton have already proved themselves workmen of a superior order.

Captain D. B. Smith is building a new canal boat, of large dimensions, for the coal trade. There is a probability that the same gentleman will soon have several more on the stocks.

Canal Trade - Arrived today, boats Tom Charlton, 100 miles, 675 bbls. flour; John Hetzer, Williamsport, 650 bbls. flour; Margaret Moore, Seneca, wood; Scow B, 23 miles, stone; Mill Boy, 31 miles, flour; and Tip & Tyler, 62 miles, limestone. Ten boats left today for various sections of the canal. Mercury

GA, Tue. 9/10/50, p. 2. **CANAL TRADE**

Scow B, 23 miles, stone.
D. W. Clinton, 100 miles, 635 bbls. flour.
Mill Boy, 31 miles, flour.
P. F. Thomas, 89 miles, flour & wheat.
Atlantic, 31 miles, 500 bbls. flour, meal, &c.
Henry Clay, flour.
Maryland, 124 miles, lumber, &c.
John Hetzer, 100 miles, 650 bbls. flour.
Thos. Charlton, 100 miles, 675 bbls. flour.
Margaret Moore, 22 miles, wood, &c.
Rambler, 42 miles, corn, wheat, &c., &c.
Virginia, 31 miles, corn, tobacco, &c.
Capt. Walker, 69 miles, limestone & lime.
P. F. Thomas, 31 miles, tobacco, & wheat.
John Lambie, 107 miles, 620 bbls. flour.
Buena Vista, 69 miles, limestone.
W. A. Harper, 61 miles, 550 bbls. flour.
Tip & Tyler, 62 miles, limestone.

14 boats have departed since the last report with cargoes of fish, &c., for different points along the Canal.

AG, Wed. 9/11/50, p. 3. **CANAL COMMERCE**

Arrived, September 10.

Boat Ben. Franklin, Williamsport, 400 bbls. flour to T. M. McCormick & Co.

Cleared, [9/10]

Boat Ben. Franklin, drugs, &c., from Wm. Stabler & Bro.

GA, Thu. 9/12/50, p. 2. **CANAL TRADE** [9/11]

Maryland, 124 miles, lumber, hay, &c.
 John Lambie, 107 miles, 620 bbls. flour.
 John Van Lear, 100 miles, flour.
 B. Franklin, 100 miles, flour.
 Jacob Snively, 62 miles, limestone.
 Col. H. Clay, 73 miles, 400 bbls. cement.
 Scow B, 23 miles, stone.
 John P. Garrott, 45 miles, hay, &c.
 Star, 20 miles, wood.
 Wm. H. Harrison, 20 miles, wood.
 Gen. Jackson, 22 miles, corn & wood.
 Charlotte, 108 miles, flour.
 Oregon, 77 miles, flour, whiskey, &c.

Boats have departed since the last report with cargoes of fish, plaster, lumber, guano, &c., various articles of merchandize for different points along the Canal.

AG, Thu. 9/12/50, p. 3. **CANAL COMMERCE**
 Arrived, September 11.

Boat Atlantic, Loudoun Valley, 550 bbls. flour to D. F. Hooe.

Departed, [9/11]

Boat Ben Franklin, groceries, &c., for Sharpsburg, Reedysville and Williamsport, from McVeigh, Bro. & Co.; groceries for Sharpsburg from Wm. Bayne; plaster from Cazenove & Co., and plaster for Williamsport from T. M. McCormick.

Boat Gen. Washington, groceries, &c., for Leesburg, from McVeigh, Bro. & Co.; plaster from Fowle & Co.; and groceries for Bluemont, from Wm. Bayne.

CA, Sat. 9/14/50, p. 2. **The Canal**, we understand, will be filled with water throughout its entire length, in the course of the next week. Some days have been spent in repairing a recent slide between this place and the Tunnel.

GA, Sat. 9/14/50, p. 2. **CANAL TRADE**

Lady of North Bend, 107 miles, flour & whiskey.

Charlotte, 108 miles, 601 bbls. flour.
 W. H. Harrison, 20 miles, wood.
 Star, 20 miles, wood.

M. Francis, 62 miles, limestone.
 Wm. Jackson, 62 miles, flour & limestone.
 Gen. Butler, 62 miles, limestone & wood.
 Edward Payson, 62 miles, limestone.
 Rambler, 45 miles, corn.
 D. & H. Clagett, 81 miles, 641 bbls. flour.
 Susan McCoy, 119 miles, 400 bbls. flour, 1300 bu. wheat.
 J. C. Calhoun, 62 miles, limestone.
 Rough & Ready, 55 miles, 2500 bu. wheat
 Belle, 73 miles, 835 bbls. flour.
 Union, 100 miles, 700 bbls. flour.
 Phineas Janney, 61 miles, 841 bbls. flour.
 14 boats have departed since the last report with cargoes of salt, fish, plaster, guano, for different points along the Canal.

AG, Sat. 9/14/50, p. 2. **CANAL COMMERCE**
 Cleared, September 13.

Boat John Van Lear, groceries, &c., for Charles Town, Shepherdstown and Williamsport, from McVeigh, Bro. & Co., and salt from Fowle & Co., and groceries from Wm. Bayne.

Boat Gazette, Noland's Ferry, salt from Fowle & Co., and groceries from McVeigh, Bro. & Co.

Boat John P. Garrott, groceries for Oakland Mills, from Wm. Bayne.

CA, Tue. 9/17/50, p. 2.¹⁴ **For Cumberland, Md.** - The steam tow boat *Virginia*, brought round from New York, a few days ago, via the Canals, the Canal boats *H. G. Phelps* and *L. A. Phelps*. These boats are intended for the coal trade on the Chesapeake and Ohio Canal, and will take their departure for Cumberland, it is expected, as soon as they take in their cargoes of plaster and sundries, which they are now doing.

The steam tow boat *Virginia* will tow up the Canal, and if found to answer, will be regularly employed in that business. We shall welcome heartily the first direct arrivals at this port of the '**BLACK DIAMONDS**' from the Cumberland region, and hope soon that a successful and prosperous business will commence. - *Alex. Gazette*.

¹⁴ *The Register*, Shepherdstown, Va.

Ibid, p. 3. **The Canal.** - It gives us great pleasure to have it in our power to state that the water is now passing through the great tunnel, and that in the course of 8 or ten days, it will be in the entire line from Cumberland to Dam No. 6. - *Clearspring Whig*.

GA, Tue. 9/17/50, p. 2. **CANAL TRADE** [9/16]
 Potomac, 100 miles, flour.
 Diana, 127 miles, cement.
 Pennsylvania, 124 miles, 60 cords bark.
 Neptune, 124 miles, 48 cords bark.
 Capt. Walker, 69 miles, limestone.
 Henrietta, 31 miles, flour, &c.
 T. Charlton, 100 miles, 700 bbls. flour.
 John Hetzer, 100 miles, 675 bbls. flour.
 Star, 20 miles, wood.
 M. Moore, 22 miles, wood & rails.
 Tonoloway, 102 miles, lime.
 W. A. Harper, 61 miles, flour & pig iron.
 John L. Pasco, 61 miles, coal & fish
 18 boats have departed since the last report, with cargoes of salt, plaster, guano, &c., &c., for different points along the Canal.

Sun, Tue. 9/17/50, p. 4. *Georgetown, D. C., Monday Afternoon* - We understand that the first canal boat, loaded with coal for this town, left Cumberland this morning.

Arrived [9/16] Canal boat Potomac, Williamsport, 581 bbls. flour, iron, &c.; Pennsylvania, Hancock, 60 cords bark; Neptune, do.; 48 do.; Captain Walker, 69 miles, limestone; Henrietta, 31 miles, flour and corn; Tom Charlton, Williamsport, 700 bbls. flour; John Hetzer, do., 675 do.; Star, 20 miles, wood; Margaret Moore, Seneca, wood; Tonoloway, 102 miles, lime; W. A. Harper, Harper's Ferry, flour and pig iron; John L. Pasco, same, coal. Mercury.

AG, Tue. 9/17/50, p. 2. **CANAL COMMERCE**
 Arrived, September 16.
 Boat Pennsylvania, from Hancock, tan bark to C. C. Smoot.

Boat Neptune, from Hancock, tan bark to C. C. Smoot.

AG, Wed. 9/18/50, p. 3. **CANAL COMMERCE**
 Cleared, September 17.

Boat Neptune, plaster and salt from Fowle & Co. and groceries, &c., for Clear Spring and Hancock, from McVeigh, Bro. & Co.

Boat Pennsylvania, plaster and salt from Fowle & Co., and groceries, &c., for Williamsport and Harper's Ferry, from McVeigh, Bro. & Co.

Boat Wells A. Harper, plaster from Lambert & McKenzie, and groceries for Harper's Ferry from McVeigh, Bro. & Co.

AG, Thu. 9/19/50, p. 4. **CANAL COMMERCE**
 Arrived, September 18.

Boat Whale, Mercerville, 672 bbls. flour to Lambert & McKenzie.

Sun, Mon. 9/23/50, p. 2. **Celebration of the Completion of the Canal.** - We learn from the *Cumberland Civilian* that the celebration of the opening of the Chesapeake and Ohio Canal will probably take place early in October. It is expected that the State's Agents, the Canal Directors, and a large number of distinguished gentlemen, will come up the line from Dam No. 6 to Cumberland. The 9th of October will probably be the day.

The *Civilian* suggests to its fellow citizens the propriety of holding a town meeting this week, to determine in what manner they will receive their distinguished guests.

Ibid, p. 4. *Georgetown, D. C., Saturday Night* - Canal boat Charlotte, from Clearspring, and Belle, from Shepherdstown, with flour and wheat, arrived today. Mercury.

AG, Mon. 9/23/50, p. 2. **CANAL COMMERCE**
 Arrived, September 21.

Boat Ben Franklin, Williamsport, 400 bbls. flour to T. M. McCormick & Co.

Departed, [9/21]

Boat Gazette, E. Payson, groceries, &c., from McVeigh, Bro. & Co., for Shepherdstown.

AG, Tue. 9/24/50, p. 2. **CANAL COMMERCE**

Arrived, September 23.

Boat Gen. Washington, flour and leather to D. F. Hooe and flour to Fowle & Co.

Departed, September 23.

Boat Ben Franklin, groceries and shoes from McVeigh, Bro. & Co., for Burkittsville, Williamsport, (Md.) and Winchester, Va., and for Williamsport (Md.) with sack salt from T. M. McCormick & Co.

AG, Wed. 9/25/50, p. 3. **CANAL COMMERCE**

Arrived, September 24.

Boat Mill Boy, Goose Creek, corn to Fowle & Co.

Boat Gen. Washington, Goose Creek, corn to Fowle & Co.

Departed [9/24]

Boat Gen. Washington, with plaster and salt from Fowle & Co., hardware from James A. English, lumber from Waters & Zimmerman, Smoot & Uhler and James Green, groceries, boots and shoes from McVeigh, Bro. & Co., groceries from J. Newton Harper, queensware from Robert H. Miller, dry goods from Berkley & Harper for Leesburg, Va., groceries from Wm. Bayne, for Pleasant Valley and Elizabeth Mill.

Boat Phineas Janney, Harper's Ferry, salt from Fowle & Co., castings from T. W. & R. C. Smith, lumber from Waters & Zimmerman, and groceries from McVeigh, Bro. & Co.

AG, Thu. 9/26/50, p. 2. **CANAL COMMERCE**

Departed, September 25.

Boat Mill Boy, groceries, for Wheatland, from Wm. Bayne.

Sun, Sat. 9/28/50, p. 1. **Opening of the Canal.** -

The Cumberland *Civilian* says that its citizens are making arrangements for a proper participation in the ceremonies of the formal opening of the Chesapeake and Ohio Canal, on the 9th of October. A large number of distinguished gentlemen,

including the President of the United States and the Governors of Virginia and Maryland, have been invited by the Canal Board to be present, and it is confidently expected that the majority of them will attend. The *Civilian* adds:

"The Canal, so far as navigation is concerned, *is completed!* The water was started from this place for Dam No. 6 five days ago. The process of filling will be completed in the course of a few days."

The First Coal by Canal - We learn from the Cumberland *Civilian* that the canal boat Southampton, belonging to the transportation line of Messrs. McKaig & Agnew, is now loading with coal from the mines of the Frostburg Coal Company at the wharf of the Maryland Mining Company, and will depart for Alexandria in a few days.

CA, Sat. 9/28/50, p. 2.¹⁵ **Steam on the Canal.** - On Friday last, the *steam* boat Virginia, having in tow three other boats, containing about three hundred tons of Merchandize, left Alexandria for Cumberland via the Chesapeake & Ohio Canal. - A correspondent of the Baltimore Sun, writing from Alexandria on that day, thus describes the important advent of a steamer on the Chesapeake & Ohio Canal:

During the afternoon, a large concourse of citizens assembled on the canal wharves, to witness the first departure for Cumberland. At seven o'clock, the steam tow boat Virginia, ahead of canal boats, C. J. [L. A.] Phelps, H. G. Phelps, and Atlantic, of Alexandria, moved off from the basin in fine style, amid the cheers of the spectators. The three boats contain about three hundred tons of merchandize, such as groceries, limestone, fish, &c., and the whole is under charge of Capt. McCaffery, a skillful and persevering gentleman, admirably qualified for the service. These boats will stop for a brief period at Harper's Ferry, on their upward trip. Availing myself of an invitation to proceed a few miles in the Virginia, I was struck by the interest and curiosity evinced by

¹⁵ See also, *The Register*, Shepherdstown, Va.

the residents along the line, and, indeed, for some miles remotely, to see the operation of the *first* steamboat drawing such immense burdens - so quietly - so smoothly, and with such rapidity - on the placid bosom of their canal. The movements of the cattle, too, evinced that they had "an idea" that there was *something strange*, as they beheld the dark smoke-pipe moving along. Their first impulse was to advance - then they would look at each other knowingly, and by a simultaneous movement, would run off, cutting a variety of antics, to the great amusement of the boatmen.

The whole of this gratifying spectacle was by moon-light; nevertheless, my observation was attracted to the increased interest and beauty of that section of country within a few years. Along the line of the canal are many neat and pretty cottages, and some residences of large dimensions; all of which are surrounded with well cultivated grounds.

GA, Sat. 9/28/50. p. 2. **CANAL TRADE** [9/27]

Scow B, 23 miles, stone.

M. Moore, 22 miles, wood.

W. J. Knott, 62 miles, limestone.

Gen. Butler, 62 miles, limestone.

D. & H. Clagett, 81 miles, flour.

M. Francis, 62 miles, limestone.

Wm. H. Harrison, 20 miles, wood.

W. A. Harper, 61 miles, flour, &c.

Oregon, 77 miles, flour.

John Lambie, 107 miles, 650 bbls. flour.

John Hetzer, 100 miles, 675 bbls. flour.

Thomas Charlton, 100 miles, 750 bbls. flour.

Experiment, 31 miles, flour, wheat, corn, &c.

E. Payson, 62 miles, limestone.

Lady of N. Bend, 107 miles, flour, &c.

14 boats have departed since the 20th instant with cargoes of fish, plaster, guano, salt, &c., for different points along the canal.

AG, Mon. 9/30/50, p. 2. **CANAL COMMERCE**

Arrived, September 28.

Boat John Glenn, Goose Creek, flour to D. F.

Hooe and Wm. L. Powell & Son.

Departed, September 28.

Boat Wells A. Harper, groceries, boots, shoes, hats, caps, &c., for Weverton, Petersville, Burkittsville and Knoxville, Md., Harper's Ferry and Leetown, Va., from McVeigh, Bro. & Co., and groceries for Harper's Ferry, and Oak Hill, Page County, Va., from Wm. Bayne.

Opening of the Canal.

The Cumberland *Civilian* says that its citizens are making arrangements for a proper participation in the ceremonies of the formal opening of the Chesapeake and Ohio Canal, on the 9th of October. A large number of distinguished gentlemen, including the President of the United States and the Governors of Virginia and Maryland, have been invited by the Canal Board to be present, and it is confidently expected that the majority of them will attend. The *Civilian* adds: "The Canal, so far as navigation is concerned, *is completed!* The water was started from this place for Dam No. 6, five days ago. The process of filing will be completed in the course of a few days."

We learn, also, from the *Civilian* that the canal boat Southampton, belonging to the transportation line of Messrs. McKaig & Agnew, is now loading with coal from the mines of the Frostburg Coal Company, at the wharf of the Maryland Mining Company, and will depart for Alexandria in a few days.

We shall hail with great pleasure the opening of the coal trade on the Canal. We think and believe that the advantages presented at this port, make it quite certain that Alexandria will be the principal *depot* of this important trade. Here are already commodious accommodations for a large supply of coal, and here vessels can arrive and receive their cargoes with every facility and without detention. We hope to see a thriving business commenced at once, and that it may continue to increase and improve, as each year will open and develop the mineral treasures in the upper country.

Tue. 10/1/50, p. 2.¹⁶ **Completion of the Canal.** - This great work is now completed, and Boats are now being laden with Coal for transportation to the District and Alexandria. We may soon expect to see them on their downward trip.

The Canal Board were in session in Cumberland last week, and the question of a reduction of tolls was before them. We have not heard the results of their deliberations. There is much room for the proposed reduction. They are far above the tolls paid on the Erie Canal, N. Y., and other Northern works.

Canal Celebration at Cumberland.

We learn from the Cumberland papers, that the event of the opening of the Canal to that place will be marked by a grand celebration, &c. The completion of the Canal to the Mountain City has been looked forward to with a great deal of anxiety by its citizens, and we doubt not a degree of joy commensurate with that anxiety, will be exhibited on the interesting occasion. The celebration, we believe, will not take place until after the Gubernatorial Election.

AG, Wed. 10/2/50, p. 3. **CANAL COMMERCE**
 Arrived, October 1.

Boat Julia A. Elgin, Harper's Ferry, flour to Fowle & Co.

Cleared, October 1.

Boat John Glenn, groceries for Bluemont, Pleasant Dale and Elizabeth Mills, from Wm. Bayne.

Sun, Thu. 10/3/50, p. 1. **The Canal.** - The formal opening of the Chesapeake and Ohio Canal, it is now stated by the Frederick Examiner, is fixed for the 10th of the present month.

AG, Thu. 10/3/50, p. 3. **CANAL COMMERCE**
 Cleared, Oct. 2

Boat Julia A. Elgin, Harper's ferry, groceries, boots, shoes, hats, &c., for Berlin, Knoxville, Petersburg, Keedysville, Burkittsville, Weverton, Md., from McVeigh, Bro. & Co.; plaster from Cazenove & Co.; window glass, putty, &c., for

Point of Rocks, from Wm. Stabler & Bro.; and groceries for Harper's Ferry from Fleming & Douglass.

AG, Fri. 10/4/50, p. 2. **CANAL COMMERCE**
 Cleared, October 3.

Boat Pennsylvania, Hancock, groceries, boots, shoes, hats, &c., for Williamsport and Clearspring, from McVeigh, Bro. & Co., queensware from R. H. Miller, and hardware from J. A. English.

GA, Sat. 10/5/50, p. 2. **CANAL TRADE** [10/4]
 Star, 20 miles, wood.

Edward Payson, 62 miles, limestone.

M. Moore, wood.

M. Francis, 62 miles, limestone.

Gen. Butler, 62 miles, limestone.

Wm. Jackson, 62 miles, flour, &c.

Ohio, 73 miles, wheat.

8 boats have departed since the last report with assorted cargoes for different points along the Canal.

AG, Sat. 10/5/50, p. 3. **CANAL COMMERCE**
 Cleared, October 4.

Boat Pennsylvania, groceries, for Clarksburg, Williamsport and Hancock, from Wm. Bayne.

Sun, Mon. 10/7/50, p. 2. **Cumberland Coal.** -

The Alexandria *Gazette* is informed that no coal boats will leave Cumberland for Alexandria before the 9th instant. On that day several boats will depart and may be expected on the 12th.

AG, Tue. 10/8/50, p. 3. **CANAL COMMERCE**
 Arrived, October 7.

Boat Ben Franklin, Williamsport, flour to T. M. McCormick & Co.

Sun, Wed. 10/9/50, p. 1. *Celebration at Cumberland* - The celebration of the opening of the Chesapeake and Ohio Canal from Cumberland to tide water, will take place at Cumberland on tomorrow. The Independent Blues' Band, Capt. Holland, has been engaged on the occasion, and

¹⁶ *The Register*, Shepherdstown, Va.

will leave for their destination in the cars this morning. They will give the mountain folks some choice specimens of music.

AG, Wed. 10/9/50, p. 4. **CANAL COMMERCE**

Arrived, October 8.

Boat Gen. Taylor, Berlin, flour to Lambert & McKenzie.

Departed, October 8.

Boat Ben. Franklin, for Williamsport, Md., sack salt from T. M. McCormick & Co.

Sun, Thu. 10/10/50, p. 2. **The Canal.** - This day the opening of the Chesapeake and Ohio Canal to Cumberland will be celebrated at Cumberland.

GA, Thu. 10/10/50, p. 2. **CANAL TRADE** [10/9]

Henrietta, 31 miles, flour & wheat.

Frances, 23 miles, flour, oats, corn & mill offal.

Gen. Washington, 31 miles, flour, wheat, corn, meal & oats.

H. Smith, 61 miles, flour.

Union, 100 miles, flour & whiskey.

Scow 5, 9 miles, flour & paper.

J. L. Pasco, 61 miles, flour & paper.

Scow B, 23 miles, stone.

M. Moore, 22 miles, corn, oats & wood.

Wm. H. Harrison, 20 miles, oats & wood.

Mill Boy, 31 miles, flour.

Belle, 73 miles, flour & wheat.

Diana, 127 miles, cement.

J. Hetzer, 100 miles, flour.

Thomas Charlton, 100 miles, flour.

AG, Thu. 10/10/50, p. 2. **CANAL COMMERCE**

Arrived, Oct. 9.

Boat Gen. Washington, Goose Creek, flour to D. F. Hooe.

Departed, Oct. 9.

Boat Hugh Smith, Harper's Ferry, lumber from James Green & Son.

Boat Gen. Washington, groceries for Leesburg, from Wm. Bayne.

Boat Gen. Taylor, groceries for Berlin, from Wm. Bayne.

AG, Fri. 10/11/50. p. 3. **CANAL COMMERCE**

Departed, October 10.

Boat Hugh Smith, groceries, boots, shoes, hats, &c., for Burkittsville, Md., from McVeigh, Bro. & Co.

Boat Rough & Ready, groceries, boots, shoes, &c., for Berlin, Md., from McVeigh, Bro. & Co.

Boat Gen. Washington, groceries, boots, shoes, &c., for Leesburg, Va., from McVeigh, Bro. & Co.

CA, Sat. 10/12/50, p. 2. **The Chesapeake & Ohio Canal.**

- This great work, commenced nearly a quarter of a century ago, is at length so far completed, as to be in a navigable condition from Cumberland to tide-water. The opening was celebrated in our city on Thursday last.

On Wednesday evening, the President and Directors of the Canal Company, the State's Agents, and a number of guests from several counties of Maryland, Virginia and the District cities, accompanied by the Independent Blues' Band of Baltimore, arrived in our city, via the Rail-road, to participate in the opening ceremonies.

On Thursday morning at 8 o'clock, Col. Davidson's Company of Light Artillerists from the Eckhart Mines, arrived; and about one hour after, a Procession - made up of the Military, the Canal Board and guests, the corporate authorities and citizens - was formed in Baltimore Street, under the direction of Col. Pickell, of Baltimore, and marched to the head of the Canal. On arriving at this point, and after the firing of a salute by the Artillerists, William Price, Esq. on behalf of the corporate authorities and citizens, in a neat speech, welcomed the Canal Board and their guests, and congratulated them upon the occurrence of the event so long looked for - the opening of the Canal to Cumberland. Gen. James M. Coale, President of the Canal Company, responded in appropriate terms; and embraced the occasion to briefly review the history of the progress of the work.

About 11 o'clock, the several boats fitted up for the occasion, pretty well crowded, proceeded down the Canal in the following order:

Way's excursion boat, *Jenny Lind*, having on board the Canal Board and their guests from abroad;

The *Charles B. Fisk*, with the Baltimore Band and a large number of citizens;

Mr. Clarke's boat, with the Eckhart Artillerists and the Mechanics' Band of Cumberland;

These were followed by *Southampton*, *Delaware* and *Ohio*, (of Messrs. McKaig & Agnew's Merchant's Line,) and *Freeman Rawdon* (of the Cumberland Line) all bound for Alexandria, laden with coal; and Mr. Mong's *Elizabeth*, with coal for Harper's Ferry.

The Canal Board and their guests landed about nine miles below Cumberland, where they partook of an abundant collation, prepared for the occasion, on board the *Charles B. Fisk*. The company returned to Cumberland about 8 o'clock in the evening, delighted with the excursion.

The proceedings of the day closed with a Supper and Ball in the evening, given by citizens, at Heffelfinger's Hotel.

GA, Sat. 10/12/50, p 3. **CANAL TRADE** [10/11]

Union, 100 miles, flour & whiskey.
 Henrietta, 31 miles, flour.
 Scow B, 23 miles, stone.
 W. H. Harrison, 20 miles, wood.
 M. Moore, 22 miles, wood.
 Boston, 12 miles, wood.
 Star, 20 miles, wood.
 Rough & Ready, 55 miles, corn.
 Scow No. 2, 9 miles, stone.
 Neptune, 124 miles, bark.
 Tip & Tyler, 69 miles, limestone.
 Martha Francis, limestone.
 E. Payson, limestone.
 John Lambie, 107 miles, flour.
 Virginia, 31 miles, wheat.

AG, Mon. 10/14/50, p. 3. **CANAL COMMERCE**

Departed, October 14.

Boat Pacific, for Cumberland, salt, plaster and sundries from D. B. Smith; groceries for Green Spring Depot from Wm. Bayne.

Sun, Tue. 10/15/50, p. 4. *Washington*, Oct. 14, 1850 - We've been talking and writing about Alexandria and Georgetown, in connection with the Cumberland coal, but the First Ward of Washington is equally prompt in her arrangements. I have just seen a letter, announcing that the boat Ohio - one of the very first - deeply laden with screened coal, comes to William T. Dove, Esq., merchant, First Ward.
 Mercury.

Tue. 10/15/50, p. 2.¹⁷ **The Steam Tow-Boat Virginia** - Passed this place last week *en route* for Cumberland, for the purpose of towing Coal Boats on the Canal, in which trade it will hereafter engage. It will ply between Cumberland and Alexandria.

GA Tue. 10/15/50, p 3. **CANAL TRADE** [10/14]

P. Janney, 61 miles, flour, &c.
 Belle, 73 miles, flour, wheat, &c.
 Col. H. Clay, 73 miles, flour.
 Susan Harris, 81 miles, flour.
 Mill Boy, 31 miles, flour, offal, &c.
 Capt. Walker, 69 miles, limestone.
 Five boats have departed today with cargoes of fish, salt, plaster and various articles of merchandize for different points along the Canal.

AG, Tue. 10/15/50, p. 3. **CANAL COMMERCE**

Cleared, October 14.

Boat Neptune, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., salt and plaster from Fowle & Co., dry goods from Brent & Bryan, queensware from R. H. Miller and hardware from James A. English.

Sun, Wed. 10/16/50, p. 1. **The Cumberland Coal Trade** - The National Intelligencer, in noticing the formal opening of the Chesapeake and Ohio Canal, says:

"Already the coal of the mountains has reached the tide-water, in boats averaging probably each one hundred tons burden; one of which at

¹⁷ *The Register*, Shepherdstown, Va.

least was constructed, as we learn, of timber from trees which were in full vigor of growth on the top of the mountain not more than five weeks before the boat was under way in the canal, laden with coal.

"These facts announce the spring of enterprise at the *entrepot* of the coal region, and the arrival there of practical builders and boatmen, who have been taught their vocation on the New York canals, through whose labors we may expect to see our canal alive with boats this fall for a period of navigation prolonged for weeks beyond the time when the canals of the North are closed by the earlier winter in that region.

AG, Wed. 10/16/50, p. 3. **CANAL COMMERCE**
Arrived, Oct. 15.

Boat Phineas Janney, from Page County,
Shenandoah flour to Fowle & Co.

GA Thu. 10/17/50, p.3. **CANAL TRADE** [10/16]

Maryland, 124 miles, wheat.

D. W. Clinton, 100 miles, flour.

Tonoloway, 102 miles, lime.

Scow B, 23 miles, stone.

Frances, 23 miles, flour, offal, &c., &c.

Five boats have departed since the last report.

Sun, Fri. 10/18/50, p. 2. Washington, Oct. 17 – 9 P. M. - *First Arrivals of Cumberland Coal* - The canal boats Freeman Rawdon and Southampton, laden with Cumberland coal, passed Georgetown for Alexandria at 6 o'clock this evening. At 8 o'clock their arrival at that city was announced by salutes of artillery and a brilliant display of fireworks.

The boats Ohio and Delaware are momentarily expected. These arrivals produced considerable excitement at Georgetown and Washington. Mercury.

AG, Fri. 10/18/50, p. 3. **CANAL COMMERCE**
Departed, October 18.

Boat Belle, groceries from McVeigh, Bro. & Co.
and Fleming & Douglass; hardware from

Creighton & McNair; queensware from R. H. Miller; and dry goods from Berkley & Harper.

Sun, Sat. 10/19/50, p. 4. *Georgetown, D. C., Friday Afternoon*. - No other canal boats have arrived. Mercury.

Cumberland Coal Wharves - The *Cumberland Civilian* states that the Mount Savage Iron Company have completed their railroad to the extensive wharves which, in connection with the Messrs. Lynn, they have recently erected on the banks of the Potomac. The road is a solid structure and is laid with the new rail which the company have been manufacturing at their rolling mill at Mount Savage. These wharves are sufficiently extensive to accommodate the largest amount of trade that can be offered by the coal companies of the county. They present over 3,000 front feet and are constructed in the most superior style.

A Race on the Canal - We learn from the *Clearspring Whig* that two canal boats, the "Southampton" and "Freeman Rawdon," started from Dam No. 6, at five o'clock on Tuesday last, on a trial of speed to Georgetown, (131 miles) both running with double sets of horses. They will run day and night and are expected to be in Georgetown sometime today. They are Cumberland boats - one built on the Pennsylvania plan, the other after the New York model. It is said that from two to five hundred dollars has been bet on the race.

GA Sat. 10/19/50, p. 2. **CANAL TRADE** [10/18]

Star, 20 miles, wood.

Susan McCoy, 119 miles, flour, wheat & bark.

M. Moore, 22 miles, wood.

Wm. Jackson, 62 miles, limestone.

Gen. Butler, 62 miles, limestone.

M. Francis, 62 miles, limestone.

Charlotte, 108 miles, flour, whiskey & apples.

Tip & Tyler, 69 miles, limestone.

Freeman Rawdon, Cumberland coal.

Southampton, Cumberland coal.

J. Hetzer, 100 miles, flour & apples.
Thomas Charlton, 100 miles, flour & apples.
J. P. Garrott, 58 miles, corn.

AG, Sat. 10/19/50, p. 3. **CANAL COMMERCE**

Arrived, October 18.

Boat Freeman Rawdon, Cumberland, coal to
Waters & Zimmerman.

Boat Southampton, Cumberland, coal to D. B.
Smith.

Sun, Mon. 10/21/50, p. 4. *Georgetown, D. C.,
Saturday night*. - The westerly wind, which has
prevailed all day, prevents any arrivals. Our canal
trade, however, has been active, as may be
imagined from the fact that no less than three
thousand barrels of flour have today been
inspected. Other boats from Cumberland are
hourly looked for.

Mr. Robert Hunter is constructing a new,
large canal boat, and everybody is fully alive to the
prospective prosperity.

Our enterprising citizens, Messrs. Hunter
& Dowling, have the following canal boats - M. P.
Davidson, Eckhart, Mount Vernon and Colyer,
laden at Cumberland with coal from the Eckhart
mines - Mr. John Dickson also has a cargo. Their
arrival is hourly looked for, and all are ready to
give them an enthusiastic welcome.

Alexandria, Va., Saturday night. - Well!
the boat Freeman Rawdon, freighted with every
description of groceries and other merchandize,
sailed today for Cumberland and the intermediate
points. Mercury.

Mon. 10/21/50, p. 2. **COMMUNICATED**

You neglected to state in your notice of the
arrival of the Coal boats, that the "Freeman
Rawdon" entered the Canal basin about one hour
ahead of the "Southampton," with flags flying,
(which were presented by citizens of Cumberland)
firing of cannon from on board and a display of
fireworks. Efforts were made at Georgetown to
induce her to stop there; but as she was bound
here, her commander refused to make any stop.

As she crossed the aqueduct, however, she gave a
few rounds with her cannon and sent up some
rockets. The "Freeman Rawdon" belongs to
Ward's Cumberland line. The timber in her was
cut out of the wood, and the boat built in thirty-six
days. This great dispatch shows the energy and
enterprise of Mr. Ward, who has had great
experience in boating on the Northern Canal.¹⁸

AG, Mon. 10/21/50, p 3. **CANAL COMMERCE**

Departed, October 19.

Boat Freeman Rawdon, Cumberland Line,
groceries from McVeigh, Bro. & Co., Fleming &
Douglass, William Bayne and Stephen Shinn; salt
from Fowle & Co.; drugs from Cook & Peel.

Sun, Tue. 10/22/50, p. 1. **Navigation of the
Canal**. - The difficulties attending the filling of the
new Canal, *for the first time*, will be properly
appreciated by those who are conversant with such
matters. It is calculated, for instance, that it
requires as much water to fill the various levels
between Cumberland and Dam No. 6 - a distance
of 50 miles - as would be needed for seventy miles
of Canal of uniform width and depth. Such being
the fact, it may readily be conceived that the
opening of navigation on the Chesapeake and Ohio
Canal has been attended with many difficulties and
embarrassments. In the first place the original
plan of the work always contemplated a dam
across the Potomac river below the Great Tunnel,
and a feeder at the South Branch. In fact, the law
under which it has been completed, provides for
these improvements, and gives the Company the
power to construct them with the revenues of the
Canal. As yet, however, they have not been
constructed, and while the Dam at Cumberland is
No. 8, there is at this time no dam No. 7 in
existence. In the absence of these facilities for
supplying the Canal with water, it was necessary at
the opening of navigation to rely on the supply
obtained at Cumberland. Even this, in
consequence of the unusual low state of water in
the Potomac, from a long continuance of dry

¹⁸ *Alexandria Gazette*, Alexandria, Va.

weather, had to be used with the greatest care and precaution. *Cumberland Civilian.*

GA Tue. 10/22/50, p 2. **CANAL TRADE** [10/21]

Gen. Washington, 31 miles, wheat & offal.
Experiment, 31 miles, flour & wheat.
Henrietta, 31 miles, flour, corn & offal.
J. L. Pasco, 61 miles, flour & apples.
Gen. Scott, 62 miles, wood, corn, &c.
Star, 20 miles, wood.
Buena Vista, 69 miles, limestone.
Capt. Walker, 69 miles, limestone.

AG, Tue. 10/22/50, p. 3. **CANAL COMMERCE**

Arrived, October 21.

Boat Ben Franklin, flour and lumber to T. M. McCormick & Co.
Boat John Glenn, Goose Creek, flour and lumber to D. F. Hooe.

Departed, [10/21]

Boat Southampton, Cumberland, by D. B. Smith and groceries for Clear Spring, Md., from Wm. Bayne.
Boat Ben Franklin, for Williamsport, plaster and sack salt from T. M. McCormick & Co.
Boat Freeman Rawdon, groceries from Wm. Bayne for Luray, Honeyville and Newport, Page Co., Va.; Mount Solen, Rockbridge, Co., and Dayton, Rockingham, Co., Va.

AG, Wed. 10/23/50, p 4. **CANAL COMMERCE**

Departed, October 22.

Boat Frank Thomas, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.; and lumber from James Green & Son.
Boat John Glenn, groceries, from Wm. Bayne for Bluemont, Philmont and Pleasant Dale; groceries from McVeigh, Bro. & Co.; hardware from J. A. English; queensware from R. H. Miller.
Boat Wm. Cost Johnson, lumber from James Green & Son.
Boat Gen. Washington, lumber, coal and furniture from James Green & Son.

Sun, Thu. 10/24/50, p. 4. That the cleaning and improvement of the canal below Third street

should be suspended so long is a matter of general regret. With the favorable weather of the last few months, that work could have been completed, and then our Navy yard neighbors also could have had some specimens of the Cumberland coal, besides the facilities to many in conveying their produce to our markets. *Mercury.*

GA Thu. 10/24/50, p 3. **CANAL TRADE** [10/23]

J. P. Garrott, 57 miles, corn.
P. F. Thomas, 89 miles, wheat.
Rough & Ready, 55 miles, 2,500 bu. wheat, 800 bu. corn.
William, 100 miles, flour.
Hugh Smith, 61 miles, flour, &c.
Texas, 71 miles, bark, &c.
Eagle, 124 miles, wheat & lumber.
Gondola, 61 miles, bark.
Scow B, 23 miles, stone.
M. Francis, 62 miles, limestone.
Margaret Moore, 22 miles, wood.
10 boats have departed since the last report with cargoes of plaster, lumber, salt and merchandize for different points along the Canal.

AG, Thu. 10/24/50, p. 3. **CANAL COMMERCE**

Arrived, October 23.

Boat John P. Garrott, Knoxville, corn to Fowle & Co.

Cleared, [10/23]

Boat John Glenn, groceries and fish from Creighton & Bodkin, for Goose Creek.

Sun, Fri. 10/25/50, p. 1. **The Effect - Cumberland Coal** - The Hagerstown News, of yesterday, says:

"The completion of the Canal to Cumberland has had the effect of materially reducing the price of coal, and consequently of greatly increasing its use. A few months since the price paid at Williamsport was sixteen cents per bushel, now it can be had at that place for ten or twelve cents per bushel. Many persons in this place have almost entirely dispensed with the use of wood as a fuel, and commenced the use of coal, finding it much cheaper and of less trouble as well as being attended with less danger."

CA, Sat. 10/26/50, p. 2. **Opening of the Canal.** - The arrival of the boats "Freeman Rawdon" and "Southampton" at Alexandria, on the evening of the 17th instant, via. the Chesapeake & Ohio Canal, laden with coal - was made the occasion of considerable public rejoicing. Cannon were fired in commemoration of the event, and there was a display of fireworks. The Alexandria *Gazette*, in noticing the event, remarks:

"For many years we have had our attention steadfastly directed to the completion of this work, as the sure harbinger of better and more prosperous days, and have watched with anxious eye, its slow but steady progress to its western terminus, and now that we are privileged to chronicle its completion in connection with an arrival direct from the mines, we shall be excused if in the buoyancy of our hopes and expectations we yield to the excess of our joy. For many years we have labored faithfully in behalf of this great work, and whenever doubt or uncertainty have attended the operations of the Company, we have never failed to lend our feeble efforts in support of its claims. But all doubt and uncertainty must now give way. This great Giant has stretched forth his long arm and unlocked the long-buried treasures of the mountains and laid them at our feet. It now becomes us to unite in making the best disposition possible, of the advantages secured to us by its completion. The great Potomac Valley, with the Agricultural and Mineral resources with those immense and inexhaustible Coal drifts on the eastern slope of the Alleghenies, are now spread out before us and brought within our reach. Let us, then, in view of these great advantages, "go forward and possess the land." Let us band together in a united effort, and our word for it, the hum of active trade will soon be heard again in our streets, and the long prostrate energies of our citizens be re-invigorated. It is not enough that these new avenues of trade are open to us - they will fail without our aims and efforts are judiciously directed. We must enter the lists with our more active neighbors, and like them *unitedly* labor for our common good. Then, and not till

then, shall we reach that point of commercial prosperity to which we have a right to aspire, in view of our local advantages. We say then in conclusion, to our fellow-citizens, let us join in hand and heart, and unitedly labor *Shoulder to shoulder* in every enterprise. Let us imitate the example set us by our sister cities and leave 'no stone unturned' to reach the full and entire consummation of our hopes. To promote an end so much to be desired, shall be our constant aim."

Some six or eight boats have arrived here from tide water and are loading with coal. The business on the Canal will fairly commence as soon as we have a good fall of rain, which there is now a prospect.

GA Sat. 10/26/50, p. 2. **CANAL TRADE** [10/25]

Gen. Butler, 62 miles, limestone.
Wm. Jackson, 62 miles, limestone.
E. Payson, 62 miles, limestone.
Conococheague, 136 miles, bark.
Frances, 23 miles, flour, corn, &c.
Louisa, 89 miles, flour & wheat.
Ohio, 73 miles, flour & wheat.
Virginia, 31 miles, corn, potatoes, &c.

AG, Sat. 10/26/50, p. 3. **CANAL COMMERCE**
Cleared, October 25.

Boat John P. Garrott, groceries from Wm. Bayne, for Knoxville, Md., and queensware from R. H. Miller.
Boat Gen. Washington, groceries from Wm. Bayne, for Union, Wheatland, Bluemont and Leesburg; queensware from H. C. Smith, and R. H. Miller, lumber from Waters & Zimmerman.

Sun, Mon. 10/28/50, p. 4. *Georgetown, D. C., Saturday night* - Large quantities of flour, grain, &c., are on their way down the canal; and it is confidently expected that a heavy business will be done during the present week.

Alexandria, Va., Saturday night - A gentleman from Cumberland reports that about thirty miles down from there, he saw seven canal boats heavily laden with coal, waiting for

sufficient water. Owing to this embargo, the ship Jane Parker, bound for California, is detained longer than was anticipated. Mercury.

Mon. 10/28/50, p. 3. **The Canal** – We are not yet able to commence a regular report of the arrivals and departures of canal boats from this place. With the exception of a slight rain on Wednesday night, the weather has continued dry, and the supply of water is still inadequate for regular navigation. We notice, however, that seven canal boats, intended for the coal and other trade, have arrived at Cumberland from below. Two of these boats are from the Erie canal, in New York, and have successfully pushed their way to the foot of the Allegany mountains. The most of these boats, will, we suppose, load at once with coal and bide their time for water. We notice that the Southampton and Freeman Rawdon have left Alexandria for Cumberland, loaded with goods for various points on the line. – *Cumberland Civilian of Friday.*

AG, Mon. 10/28/50, p 2. **CANAL COMMERCE**
Departed, October 26.

Boat Eagle, Hancock, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., dry goods from Brent & Bryan and Samuel R. Adams, and hardware from James A. English.

Boat Gen. Washington, groceries, boots, shoes, hats, &c., for Leesburg, from McVeigh, Bro. & Co.

Boat Hugh Smith, groceries, &c., for Harper's Ferry, from McVeigh, Bro., & Co.; groceries from Wm. Bayne, for Glenville, Gilmer Co. Va.

GA Tue. 10/29/50, p 2. **CANAL TRADE** [10/28]

Virginia, 31 miles, corn, potatoes & apples.
Tip & Tyler, 62 miles, limestone.
Frances, 23 miles, flour, potatoes, mill offal & apples.

J. Van Lear, 100 miles, flour & cord wood.

Oregon, 77 miles, flour & apples.

Scow B, 23 miles, stone.

P. F. Thomas, 89 miles, flour & wood.

Henrietta, 31 miles, flour & wheat.

Two Scows, 9 miles, stone.

The late rains have raised the river at Cumberland and enable the boats to pass with good loads of coal.

GA Thu. 10/31/50, p 2. **CANAL TRADE** [10/30]

Delaware, Cumberland coal.

Ohio, Cumberland coal.

John Hetzer, 100 miles, flour & apples.

Gen. Butler, 62 miles, limestone.

Wm. Jackson, 62 miles, limestone.

M. Francis, 62 miles, limestone.

Sun, Fri. 11/1/50, p. 1. **Alexandria Canal.** - The Alexandria Gazette, of yesterday, says:

"In consequence of the sinking of the embankment of the Alexandria Canal, at Four Mile Run, the water has been drawn off the canal, for the purpose of making the necessary repairs, and strengthening the work at that place. The water will be off, it is thought, for some two or three weeks. In the meantime, the coal boats and freight boats for this place will be towed down by steamboats from Georgetown."

Ibid, p. 2. **Georgetown, Oct. 31, 8 P.M.** - The canal boats Ohio and Delaware, with Cumberland coal, arrived here today.

Sun, Sat. 11/2/50, p. 4. *Washington, Nov. 1, 1850.*
- Well, the two boat loads of Cumberland coal mentioned in my telegraphic dispatch - Ohio and Delaware - came to our fellow citizens, Dove, of the 1st ward, and today that gentlemen entered into contract for *eight hundred tons* of that article for the Philadelphia navy yard. The boats of Hunter & Co., of Georgetown, having loaded lightly, on account of the scarcity of water, returned, on its increase, for larger cargoes - and in a few hours - the supplies will be abundant.

Georgetown, D. C., Friday Afternoon [11/1] Canal Trade - Arrived, boat Star, 20 miles, wood; Rough & Ready, Berlin, wheat; Wm. Cost Johnson, 45 miles, corn, wood, &c.; General Scott, 67 miles, bark, wood and corn; Scow B, 23 miles, stone; Margaret Moore, 22 miles, wood;

Experiment, 31 miles, corn, apples, &c.; D. & H. Claggett, 80 miles, flour; Frank Thomas, 89 miles, flour and wheat; John C. Calhoun, 62 miles, limestone; P. Janney, from Harper's Ferry, 766 bbls. flour.

Alexandria, Va., Friday afternoon - The water is out of the Alexandria Canal, and will not be let in for two or three weeks, owing to a settling at the five-mile run.

Sat. 11/2/50, p. 1.¹⁹ **FIRST CANAL BOAT FROM CUMBERLAND.** - An incident has just occurred in the history of our city which has looked forward to with hope and anxiety by our citizens for almost a quarter of a century, and yet it is suffered to "overcome us like a summer cloud, without our special wonder." The first boat laden with coal has reached the city, direct from Cumberland! Who that was present can ever forget the scene that took place on the 4th of July, 1828, when the Chief Magistrate of the Republic "broke ground" on the Chesapeake and Ohio Canal, amid all the pomp and circumstance of a splendid civic festival, and the hearty zeal and enthusiasm with which our then worthy Mayor (who never does any thing by halves) entered into the matter, determined to make the display worthy of the occasion. And so it was. The glorious work, commenced under such favorable auspices, after encountering and surmounting numerous difficulties, is consummated. All the anticipation in which we then indulged are about to be realized - a vast and exhaustless source of wealth and prosperity is at last opened up to us; and yet we hail its advent with no rejoicing and welcome the event with no shout of joy. On the contrary, the ultimate completion of a great work in which we have so long felt the deepest interest has found us utterly unprepared to reap the advantages which might reasonably have been expected to flow from it. The outlet of the Canal at Georgetown it was a misnomer to call a basin, for it is dry land; our city canal is but little better, and not in a navigable condition; and thus, after the early, uniform, and constant support which the city has given to the

great work, its citizens, it would seem, are to calmly look on, while its chief benefits are to inure to others. B.

Ibid, p. 5. **COAL DIRECT FROM CUMBERLAND.** - The canal boats *Ohio* and *Delaware*, consigned to our enterprising fellow-citizen, Wm. T. Dove, arrived at this city on Wednesday last, direct from Cumberland. Owing to the bad condition of our city canal, the *Delaware* could not pass through that portion of it between the Basin and the terminus of the Chesapeake and Ohio Canal at 17th street and had to be locked through and towed around to the Navy Yard by the steamer *Salem*. The *Ohio* was landed at the yard of the consignee, on the canal, in the rear of the residence of the late Gen. Van Ness. The first shipment of Cumberland coal, under contract, will be immediately made from this city by Mr. Dove, in fulfillment of an order for some eight hundred tons, to be sent to Philadelphia.

GA, Sat. 11/2/50, p. 2. **CANAL TRADE** [11/1]
 E. Payson, 62 miles, limestone.
 Star, 20 miles, wood.
 Rough & Ready, 55 miles, 2,900 bu. wheat.
 W. C. Johnson, 45 miles, offal, wood & corn.
 Gen. Scott, 67 miles, corn, wood & bark.
 Scow B, 23 miles, stone.
 M. Moore, 22 miles, wood.
 Experiment, 31 miles, corn, apples & meal.
 D. & H. Claggett, 81 miles, flour.
 J. C. Calhoun, 62 miles, limestone.
 P. Janney, 61 miles, 776 bbls. flour.
 8 boats have departed since the last report.

AG, Sat. 11/2/50, p. 2. **CANAL COMMERCE**
 Departed, November 2.
 Boat John Van Lear, Jr., groceries, &c., for Kearneysville, Sharpsburg, Williamsport and Clear Spring, from McVeigh, Bro. & Co.; and drugs and oils from Wm. Stabler & Bro.

¹⁹ *The National Intelligencer*, Washington, D. C.

GA, Tue. 11/5/50, p. 2. **Chesapeake and Ohio Canal Trade.** – The fine showers that fell during the latter part of last week raised the Potomac so as to afford abundant water for Canal navigation. The result is, that considerable life and activity exists around the canal basin and wharves. Boats are beginning to arrive and depart in such numbers as to show that a regular business has commenced. Below will be found a report of the trade, thus far, which we shall continue regularly hereafter, and we hope, in an improved form.

Arrived – Boat Pacific, with shoes, salt and groceries, from Alexandria. Boat Southampton, with 5½ tons of powder from Alexandria. Boat Freeman Rawdon, with merchandize from Alexandria. Some twelve or thirteen empty boats have also arrived from various points below, intended for the Coal trade. No regular report of this trade can be given at this time.

Departed, Oct. 10 – Boat Southampton, Taylor, 76 tons, 200 wt. coal, for Georgetown. Boat Ohio, Thomas, 82 tons 100 wt. coal, for Georgetown. Boat Delaware, Myers, 78 tons 600 wt. coal, for Georgetown. Boat Freeman Rawdon, Brower, 93 tons 1,500 wt. coal, for Georgetown. Boat Elizabeth, Grimes, 80 tons 800 wt. coal, for Georgetown.

Oct. 28. – Boat Isabel, Brady, 66 tons 700 wt., coal for Antietam. Boat Cumberland, Brown, 85 tons coal, for Georgetown.

Oct. 29. – Boat M. O. Davidson, Dixon, 104 tons coal, for Georgetown. Boat Eckhart, Benson, 104 tons coal, for Georgetown. Boat Westmoreland, G

It should be borne in mind that much of the above coal passed down the Alexandria Canal to the town of Alexandria. – *Cumberland Civ.*

Ibid, p. 3. **CANAL TRADE** [11/4]

Frances, 23 miles, flour, oats, offal, &c.
Belle, 73 miles, 844 bbls. flour, 97 bbls. apples, &c.
Otho Baker, 81 miles, 925 bbls. flour.
B. Franklin, 100 miles, 100 bbls. flour.
Tip & Tyler, 62 miles, limestone.

Union, 100 miles, 644 bbls. flour & 20 bbls. apples.

John Lambie, 100 miles, flour, &c.

Egin, 62 miles, flour.

AG, Tue. 11/5/50, p. 3. **CANAL COMMERCE**

Arrived, November 4.

Boat Frank Thomas, Washington County, Md., wheat to Fowle & Co.

Cleared, November 4.

Boat Hugh Smith, Harper's Ferry, groceries, &c., from McVeigh, Bro. & Co.

Boat Frank Thomas, groceries, &c., for Boonsboro, Md., from McVeigh, Bro. & Co.

AG, Wed. 11/6/50, p. 2. **CANAL COMMERCE**

Arrived, November 5.

Boat Belle, Shepherdstown, 844 bbls. flour to John B. Daingerfield.

GA, Thu. 11/7/50, p. 3. **CANAL TRADE** [11/6]

Boston, 11 miles, wood.

Wm. Jackson, 62 miles, limestone.

W. A. Harper, 61 miles, flour.

D. W. Clinton, 100 miles, flour & apples.

John Glenn, 31 miles, wheat, corn &c.

Louisa, 89 miles, wheat & flour.

Gen. Butler, 62 miles, limestone.

E. Payson, 62 miles, limestone.

Gen. Washington, 31 miles, flour &c.

Scow B, 23 miles, stone.

Capt. Walker, 69 miles, limestone.

Star, 20 miles, wood.

AG, Thu. 11/7/50, p. 3. **CANAL COMMERCE**

Departed, Nov. 6.

Boat Delaware, Merchant's Line, groceries from Wm. Bayne, for Bowling Green and Cumberland; sack salt from D. B. Smith; groceries from McVeigh, Bro. & Co., for Cumberland.

Boat Belle, groceries, boots, shoes, hats, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.; queensware from R. H. Miller; hardware from James A. English, and dry goods from Samuel R. Adams and Berkley & Harper.

CA, Sat. 11/9/50, p. 2. **New Canal Boats.** - Mr. John H. Clark, one of our enterprising boat builders, launched from his yard into its destined element, on Monday last, the new and magnificent Canal Boat "*American Flag*." She is ninety feet in length, about fourteen feet four inches in width, and calculated to carry one hundred and fifteen tons burden.

Messrs. J. & H. Korn's, also worthy and enterprising boat builders of our city, launched from their yard on the Potomac, on Tuesday last, the new and splendid Canal Boat "*Oregon*." The *Oregon* is also ninety feet in length, fourteen feet four inches in width, and intended to carry one hundred and fifteen tons burden. Both of the above neat and substantial Boats, we learn, have been built by the proprietors for sale.

Sun, Sat. 11/9/50, p. 1. **Franklin Railroad.** - The Clearspring (Md.) *Sentinel* doubts not that the New York Company who lately purchased the Franklin Railroad, intend to continue said road to the Chesapeake and Ohio Canal or Baltimore and Ohio Railroad. It thinks that a connection with either of the above improvements would render the road productive. As it is, it is almost a dead investment.

The Canal. - The Cumberland *Civilian* says that there is not a particle of truth in the rumors of last week, that a break had occurred on the new portion of the Chesapeake and Ohio Canal. There was only a slight leaking near Orleans, the banks being as firm as ever. The delay in boats from Cumberland was caused by their being overloaded.

AG, Sat. 11/9/50, p. 3. **CANAL COMMERCE**
Arrived, November 8.
Boat Gen Washington, Goose Creek, flour to D. F. Hooe and Wm. L. Powell & Son.

Sun, Mon. 11/11/50, p. 2. **New Canal Boats** - Mr. John H. Clark launched at Cumberland, Md., last week, a magnificent canal boat, the *American Flag*, and Messrs. J. & H. Korn's one called

Oregon - both 90 feet in length and calculated to carry 115 tons each. They are for sale.

Ibid, p. 4. *Georgetown, D. C., Saturday Night* - "Glory enough for one day." - I have the pleasure to announce the following arrivals from Cumberland - each boat heavily laden with coal - Boat Southampton, Taylor, to J. N. Fearson, of this town; Cumberland, Brown; Salem, Merter, coal and sundries; Freeman Rawdon, Brower; and Westmoreland, Garner, for Alexandria, Va.

From Intermediate Points - D. & H. Claggett, 80 miles, flour, potatoes and apples; Charlotte, 108 miles, flour, whiskey, lard, &c.; Henry Clay, 73 miles, corn, cement, &c.; Tom Charlton, Williamsport, 730 barrels flour, apples, &c.; Lady of North Bend, 107 miles, flour and whiskey.

No doubt is entertained now that the recent rains have remedied all the difficulties in canal transportation, and that an active fall business has commenced.

From Alexandria I learn there is nothing of more special interest than the arrival of the coal before noticed, and which will all be towed down on Monday by the steamer *Salem*. Mercury.

AG, Mon. 11/11/50, p. **CANAL COMMERCE**
Arrived, Nov. 9.

Boats Cumberland and Salem, from Cumberland, coal to D. B. Smith.

The canal has been in good boating order since the late rains. There have been several arrivals from below, and as the boats were empty ones for the coal trade, we do not report them.

Departures, Oct. 31 - Boat Mountaineer, 95 19 tons coal for Georgetown. Boat W. T. Hamilton, 95 19 tons coal for Georgetown. Boat Salem, Martin, 87 09 tons coal from Frostburg coal co. to D. B. Smith, Alexandria.

Nov. 1. - Boat Atlantic, Scott, 81 07 tons coal from Frostburg coal co., to D. B. Smith, Alexandria. Boat Southampton, Taylor, 83 03 tons coal from Frostburg coal co., to Joseph N. Fearson, Georgetown, D. C. Boat H. G. Phelps, McCall,

100 tons coal and fire brick from Allegany Mining Co. and Mount Savage Iron Co. to Wm. Fowle & Co., Alexandria. Boat L. A. Phelps, 100 tons coal from Allegany Mining Co., to Wm. Fowle & Co. Boat Freeman Rawdon, Bower, 105 05 tons coal from Maryland Mining Co., to Waters & Zimmerman, Alexandria.

Nov. 2. – Boat Pacific, Nash, 91 07 tons coal from Frostburg coal co., to D. B. Smith, Alexandria.

Nov. 4. – Boat Elizabeth, Givinner, 85 09 tons coal from Frostburg coal co., to Wm. T. Dove, Washington City.

Nov. 5. – Boat Wm. B. Clarke, W. Taylor, 95 04 tons coal, from Frostburg coal co., to Wm. Brown, Antietam. Boat Isaac Long, Knafe, 92 08 tons coal to W. Brown, Antietam.

Nov. 6. – Boat William, Wolfe, 59 12 tons coal from Frostburg coal co., to B. Reigle, Williamsport.

Nov. 7. – Boat Diana, Hettenhouser, 56 18 tons coal from Frostburg coal co., to W. L. Webb, Shepherdstown, Va.

Next week we shall recapitulate the amount of coal sent by Canal, showing the total amount sent by each company, and whether to Georgetown of Alexandria. – *Cumberland Civ.*

Tue. 11/12/50, p. 2.²⁰

THE COAL TRADE ON THE CANAL

Among the most enterprising, as also among the most polite and accommodating firms engaged in transporting Coal and other freight, between Cumberland and Georgetown, is Hunter & Dowling, the later of whom resides at Harpers Ferry, and is well known to the citizens of our county. This firm recently engaged vary largely in the transportation of coal from Cumberland to Georgetown, and after considerable expense and delay, consequent upon a deficiency of water in the canal, reached Harpers Ferry on the evening of the 7th of November, at 8 o'clock, with four boats – Eckhart, Mountaineer, M. A. Davidson and W. T. Harrison – each boat carrying 104 tons of coal, the largest amount that has yet been transported by

any boats on the canal. These boats appeared to glide on the bosom of the waters as smoothly and easily as other with half their amount of tonnage, and we will venture the suggestion that they can carry 150 tons to the boat.

The citizens of Harpers Ferry, who feel a deep interest in the enterprise, upon hearing of the arrival of these boats, met en masse and hoisted the star-spangled banner upon the warehouse of Capt. Dowling and fired four rounds of cannon, one for each boat, as they buoyantly floated down the canal, drawn by four mules each, which are unsurpassed for strength and beauty by any teams used on the canal; and upon their departure four salutes were given again from the cannon.

The citizens of Harpers Ferry, and our county at large, have a deep interest in the success of an enterprise which identifies them, by this chain of communication, with Cumberland and Georgetown. It is an enterprise in which the hopes, the labor, the perseverance, and the means, to a very large extent, of this worthy, intelligent and enterprising Company have been embarked.

When the boats started from Cumberland, as reported in the Cumberland *Alleganian*, the Freeman Rawdon, a boat of Capt. Ward, actuated by a spirit of emulation, determined to report herself as carrying a larger amount of coal than Capt. Dowling, placed on her 105 tons 600 lbs. of coal, but before the Freeman Rawdon reached Hancock, she was forced by her inability to carry the amount to lay off 19 tons. Thus gaining the credit of transporting the largest amount of coal, when in fact Capt. Dowling & Co. have reached here with over 20 tons more than this other boat. May the labors of this honest and enterprising firm be richly rewarded.

Sun, Tue. 11/12/50, p. 4. *Canal Trade* [11/11] Arrived boats Eckhart, Cumberland, 104 tons coal; M. A. Davidson, Cumberland, 104 tons coal; W. T. Hamilton, 95 tons; Mountaineer, 96 tons; These four boats are all to Messrs. Hunter & Dowling, of this town. Boat Gen. Scott, 45 miles, corn, wheat and wood; New boat, 62 miles, limestone and

²⁰ *Spirit of Jefferson*, Charles Town, W. Va. newspaper.

flour; John C. Calhoun, 62 miles, limestone; Oregon, 77 miles, 614 barrels flour; Scow B, 22 miles, stone. Several other boats have arrived and are coming in but no reports have yet been made at this office. Mercury.

GA Tue. 11/12/50, p 2. **CANAL TRADE** [11/11]
Henrietta, 31 miles, flour, &c.
Rambler, 45 miles, potatoes, &c.
Th. Charlton, 100 miles, 730 bbls. flour, &c.
Southampton, 185 miles, 85 tons coal.
Cumberland, 185 miles, 83 tons coal.
Salem, 185 miles, 85 tons coal.
F. Rawdon, 185 miles, 105 tons 3 cwt coal
Westmoreland, 185 miles, 82 tons coal.
M. A. Davidson, 185 miles, 104 tons coal.
Eckhart, 185 miles, 104 tons coal.
W. S. Hamilton, 185 miles, 96 tons coal.
Mountaineer, 185 miles, 95 tons coal.
Col. H. Clay, 73 miles, flour, cement, &c.
Charlotte, 108 miles, flour & whiskey.
Oregon, 77 miles, flour, &c.
Scow B, 23 miles, stone.
Gen. Scott, 45 miles, corn & wood.
J. C. Calhoun, 62 miles, limestone.

AG, Tue. 11/12/50, p. 3. **CANAL COMMERCE**
Arrived, Nov. 11.
Boat Freeman Rawdon, Cumberland, coal to Waters & Zimmerman.
Boat Salem, Cumberland, flour to Wm. Bayne.
Cleared, Nov. 11.
Boat Gen. Washington, groceries from McVeigh, Bro. & Co. and Wm. Bayne, for Leesburg, Bluemont and Pleasant Dale.

Sun, Wed. 11/13/50, p. 4. *Canal Trade* [11/12]
John Van Lear, Williamsport, wood and flour; Tip & Tyler, Seneca, wood; Potomac, Williamsport, flour & whiskey; Rough & Ready, 55 miles, corn & wheat; Pacific, Cumberland, 100 tons coal; Atlantic, Cumberland, 100 tons coal; - the last two just arrived. Hugh Smith, from 61 miles, with 830 bbls. flour; and Henry Clay, 86 miles, expected in this evening. Mercury.

AG, Wed. 11/13/50, p 3. **CANAL COMMERCE**
Arrived, Nov. 12.

Boat Westmoreland, coal, from Cumberland, to D. B. Smith.

Sun, Thu. 11/14/50, p. 2. **Cumberland Coal Tolls**. - The Clearspring *Whig* says that the fifteen boats which lately came from Cumberland, by the Chesapeake and Ohio Canal, have 1,200 tons of coal, worth at least five thousand dollars, and yielding nine hundred dollars in tolls to the Canal Company.

Georgetown, D. C., Wednesday afternoon - Canal boats L. A. Phelps and H. G. Phelps, from Cumberland, with coal and bricks, for Alexandria; Star, 20 miles, wood; Virginia, 31 miles, wood; Ohio, Shepherdstown, wheat; Wm. Jackson, 62 miles, limestone; Edward Payson, 62 miles, limestone. Mercury.

GA Thu. 11/14/50, p 2. **CANAL TRADE** [11/13]
H. G. Phelps, 185 miles, coal & bricks.
L. A. Phelps, 185 miles, coal.
Pacific, 185 miles, coal.
Atlantic, 185 miles, coal.
Tip & Tyler, 22 miles, wood.
John Van Lear, 100 miles, flour & wood.
Potomac, 100 miles, flour.
Col. H. Clay, 86 miles, wood.
Hugh Smith, 61 miles, flour.
Rough & Ready, 55 miles, corn & wheat.
Star, 20 miles, wood.
Ohio, 73 miles, wheat.
Virginia, 31 miles, wood & corn.
Ed. Payson, 62 miles, limestone.
Enterprise, 62 miles, limestone & flour.

AG, Thu. 11/14/50, p. 3. **CANAL COMMERCE**
Arrived, November 13.

Boat H. G. Phelps, Cumberland coal and fire bricks, to Fowle & Co.
Boat L. A. Phelps, Cumberland coal and fire bricks, to Fowle & Co.
Boat Pacific, Cumberland coal, to D. B. Smith.
Boat Atlantic, Cumberland coal, to D. B. Smith.
Departed, November 13.

Boat Salem, plaster, fish and oil, from D. B. Smith, sundries from Wm. Bayne and McVeigh, Bro. & Co.

Sun, Fri. 11/15/50, p. 4. *The Coal Trade*
Several arrivals with coal from Cumberland have reached here, which have not been noticed in the *Sun*. This is owing to the remissness of their Captains to leave their way-bills at the Canal office, Georgetown, as they passed there.

AG, Fri. 11/15/50, p. 3. **CANAL COMMERCE**
Arrived, November 14.

Boat Hugh Smith, Harper's Ferry, flour to Fowle & Co.

Departed, November 14.

Boat Hugh Smith, plaster from Fowle & Co., and groceries from Wm. Bayne, for Harper's Ferry.

Boat Southampton, Cumberland, plaster and fish from D. B. Smith.

Boat Westmoreland, Cumberland, salt from D. B. Smith and groceries from Wm. Bayne.

Sun, Sat. 11/16/50, p. 1. **New Canal Boat** - On Saturday last, a beautiful new canal boat, called the "G. W. Riggs, Jr.," was launched at Cumberland, Md. She is of the full size of the locks, will carry 150 tons, and was built at Mr. Ward's yard, by J. Hildreth, who has an experience of 22 years in building canal boats on the New York canals.

Ibid, p. 4. *Canal Trade* –

Arrived, boat Elizabeth, Cumberland, coal, to W. T. Dove, Washington; Virginia, 31 miles, wood, grain, &c.; Martha Francis, 62 miles, limestone; General Butler, 62 miles, limestone; Captain Walker, 69 miles, limestone; W. H. Harrison, 22 miles, wood; Frances, 23 miles, flour, offal, &c.; Eagle, Hancock, wheat; Belle, Shepherdstown, flour and wheat; John Glenn, wheat, &c.; Wells A. Harper. Harper's Ferry, flour.

Mercury.

GA Sat. 11/16/50. p. 2. **CANAL TRADE** [11/15]
Elizabeth, 185 miles, coal.

M. Francis, 62 miles, limestone.
Virginia, 31 miles, wood, oats, &c.
Gen. Butler, 62 miles, limestone.
Capt. Walker, 69 miles, limestone.
Wm. H. Harrison, 20 miles, wood.
Frances, 23 miles, flour & offal.
Eagle, 124 miles, whiskey, apples, &c.
B. Franklin, 100 miles, flour.
Belle, 73 miles, flour & wheat.
John Glenn, 31 miles, wheat, apples, &c.
W. A. Harper, 61 miles, flour, &c.

AG, Sat. 11/16/50, p. 2. **CANAL COMMERCE**
Arrived, November 15.

Boat Belle, Shepherdstown, flour to Fowle & Co.
Two boats with limestone for Thomas & Dyer.

Departed, [11/15]

Boat Freeman Rawdon, slate and lumber from Waters & Zimmerman, salt from Fleming & Douglass.

Boat Hugh Smith, groceries, &c., for Harper's Ferry, from McVeigh, Bro. & Co.

Boat Westmoreland, groceries, &c., for Shepherdstown, Sharpsburg and Williamsport, Md., from McVeigh, Bro. & Co.

Sun, Mon. 11/18/50, p. 4. *Georgetown, D. C., Saturday night - By Canal* - Boat Mill Boy, 31 miles, 500 barrels of flour. M.

AG, Mon. 11/18/50, p 3. **CANAL COMMERCE**
Arrived, November 16.

Boat Wells A. Harper, Harper's Ferry, flour to Wm. L. Powell & Sob.

Departed, [11/16]

Boat Belle, groceries, boots, shoes, &c., for Harper's Ferry and Shepherdstown from McVeigh, Bro. & Co.; queensware from R. H. Miller; and dry goods from Berkley & Harper.

The heavy rains during the past week have raised the waters of the Potomac, and afforded an abundance of water for the Canal, which is now in first rate boating order. The Chief Engineer, however, has for the present limited boats engaged

in transportation from Cumberland to a draft of 3 feet 9 inches of water.

This is done by way of precaution and to prevent delay. No boat drawing more water is permitted to enter the Canal.

Arrivals – Boats J. Pitman, Virginia, Isabel and Cumberland, all empty and intended for the coal trade.

Nov. 14. – Boat Delaware, Myers, 250 sacks salt from D. B. Smith, Alexandria, to McKaig & Agnew, & 7½ tons groceries to A. S. McNamara and Mr. Duffy, Cumberland.

Departures – Nov. 8. – Boat Ohio, Thomas, 77 02 tons coal from Frostburg Coal Co. to D. B. Smith, Alexandria. Boat Charles Hammond, 36 06 tons coal from Frostburg Coal Co. to A. Shoop, Williamsport.

Nov. 11. – Boat Virginia, Morgan, 58 04 tons coal from Maryland Mining Co. for Georgetown.

Nov. 12. – Boat Denton McCoy, Bootman, 77 11 tons coal from Frostburg Coal Co. to B. Reigle, Williamsport.

Nov. 13. – Boat J. G. Stone, Beard, 78 10 tons coal from Md. Mining Co. for Williamsport, intended for Pennsylvania use. Boat Pennsylvania, Bootmen, 79 03 tons coal from Frostburg Coal Company, to B. Reigle, Williamsport.

Nov. 14. – Boat Maryland, Gilleece, 69 04 tons coal from Frostburg Coal Co. to W. Brown, Antietam.

Amount of coal shipped from Cumberland to various points from Oct. 10 to Nov. 14 in 38 boats: 2,713 08 tons.

For various reasons, we are unable as yet to present the statement promised in our last. – *Cumberland Civilian*.

Sun, Tue. 11/19/50, p. 4. *Georgetown, D. C., Nov. 18. - Canal Trade* - Arrived, boat Julia A. Elgin, Harper's Ferry, flour, sundries, &c.; Virginia, Cumberland coal, for Washington, Scow B, 23 miles, stone; General Scott, Noland's Ferry, offal, corn, wood, &c.; Lieut. Thomas, 89 miles, flour, wheat, apples; Gen. Jackson, Seneca, corn; Margaret Moore, Seneca, wood and hay; Union,

Williamsport, flour, whiskey, clover seed, apples, &c.; Gen. Cass, Noland's Ferry, corn and wood. Mercury.

GA, Tue. 11/19/50, p. 2. **CANAL TRADE**

J. A. Elgin, 61 miles, flour, &c.
Virginia, 185 miles, coal.
Scow B, 23 miles, stone.
P. F. Thomas, 89 miles, flour & wheat.
Gen. Scott, 45 miles, corn, offal, wood, &c.
M. Moore, 22 miles, hay & wood.
Gen. Cass, 45 miles, corn, wood, &c.
Gen. Jackson, 22 miles, corn.
Union, 100 miles, flour, whiskey, &c.

AG, Tue. 11/19/50, p. 3. **CANAL COMMERCE**
Departed, November 18.

Boat Cumberland, groceries, &c., for Harper's Ferry, Williamsport, Hancock and Cumberland, from McVeigh, Bro. & Co.; salt and fish from D. B. Smith.

Sun, Wed. 11/20/50, p. 1. **Steamboat on the Shenandoah** - The Charlestown (Va.) *Spirit of Jefferson* says that Col. Castleman, president of the Shenandoah Steamboat Company, is now in Washington, and expects to launch the beautiful steamer built for the company in the waters of the Shenandoah, at Harper's Ferry, on Friday next. The boat will at once start on its upward trip, going so far as the condition of the river will permit. If this experiment should prove successful, it will be an era of no ordinary magnitude in the history of the counties bordering on the Shenandoah.

Ibid, p. 2. **Land Slide on the Canal.** - The Hagerstown *People's Own* learns that there was a land slide on the Chesapeake and Ohio Canal, at the Tunnel, on Sunday.

Ibid, p. 4. *Georgetown, D. C., Tuesday Afternoon* - Arrived canal boat Philip F. Thomas, Edward's Ferry, 633 bbls. flour. Mercury.

AG, Wed. 11/20/50, p. 3. **CANAL COMMERCE**
Arrived, Nov. 19.

Boat F. Thomas, Williamsport, wheat to Fowle & Co.

Departed, Nov. 19.

Boat Pacific, by D. B. Smith, salt, fish, &c., for Cumberland.

GA Thu. 11/21/50, p 2. **CANAL TRADE** [11/20]

John Lambie, 100 miles, 700 bbls. flour.

Ph. Janney, 61 miles, flour, offal, &c.

Scow B, 23 miles, stone.

Henrietta, 31 miles, flour & offal.

Boston, 10 miles, wood.

P. F. Thomas, 31 miles, flour & apples.

Sun, Fri. 11/22/50, p. 4. *Canal Trade* [11/21]

Arrived, the Gen. Butler, 62 miles, limestone; William C. Johnson, 45 miles, corn and wood; D. & H. Clagett, 81 miles, flour, apples, &c.; Martha Francis, 62 miles, limestone; Edward Payson, 62 miles, limestone; Captain Walker, 69 miles, limestone; Oregon, 77 miles, 700 barrels flour; John Hetzer, 100 miles, 750 barrels flour.

Mercury.

Sun, Sat. 11/23/50, p. 4. *Georgetown, D. C., Friday Afternoon.* - *Canal Trade* [11/22] Arrived, four Gondolas from Harper's Ferry, with wheat; boat Col. Clay, 73 miles, flour; Star, 20 miles, wood; two other boats not yet reported.

GA Sat. 11/23/50, p. 2. **CANAL TRADE** [11/22]

Wm. Jackson, 62 miles, limestone.

Gen. Butler, 62 miles, limestone.

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

D. & H. Clagett, 81 miles, flour, apples, &c.

M. Francis, 62 miles, limestone.

Capt. Walker, 69 miles, limestone.

E. Payson, 62 miles, limestone.

Oregon, 77 miles, flour, &c.

John Hetzer, 100 miles, flour, &c.

Gen. Washington, 31 miles, wheat, &c.

John Glenn, 31 miles, wheat, &c.

Star, 20 miles, wood.

Col. H. Clay, 73 miles, flour, wheat, &c.

Ohio, 73 miles, wheat, &c.

AG, Sat. 11/23/50, p. 3. **CANAL COMMERCE**

Arrived, November 22.

Boat J. Snively, Point of Rocks, pig iron to Fowle & Co.

Mon. 11/25/50, p. 3. **Chesapeake and Ohio**

Canal - A brisk business is now commencing to be done on the Chesapeake and Ohio Canal. The Clearspring (Md.) *Sentinel* says: "Quite a number of boats are passing down and up daily. Those of larger dimension, drawing more than three feet nine inches of water, are not permitted to enter the canal at present for fear of interrupting the running of the lighter boats."²¹

Sun, Mon. 11/25/50, p. 4. *Georgetown, D. C., Saturday night* [11/23] In consequence of some detention of the vessels which contained the cargoes for the gondolas, the pretty little steamboat Shenandoah, Com. Castleman, did not leave as expected. She is now moored opposite Captain Brown's bakery - and will probably start tomorrow.

By Canal - Boat Mill Boy, Edward's Ferry, flour; Boston, 10 miles, wood; Frances, Seneca Mills, flour, oats and offal; Charlotte, from Williamsport, with full cargo of whiskey and flour.

I have a letter from a young and enterprising merchant recently established at Cumberland, Md. He says the population is 10,000; the town is improving rapidly; business is brisk; he derives great pleasure in witnessing the departure of boats laden with coal for our three cities. Made his purchases in Baltimore and prefers the trade of the "Monumental City" to that of any other. He, however, takes exception to the showers of coal dust. Mercury.

AG, Mon. 11/25/50, p 2. **CANAL COMMERCE**

Arrived, Nov. 23.

Boat Gen. Washington, Goose Creek, wheat to Fowle & Co.

Boat John Glenn, Goose Creek, flour to D. F. Hooe.

²¹ *The Republic*, Washington, D. C.

GA Tue. 11/26/50, p 2. **CANAL TRADE** [11/25]

Delaware, 185 miles, 113 tons 10 cwt coal.

G. W. Riggs, 185 miles, 105 tons gas coal.

Mill Boy, 31 miles, flour.

Frances, 23 miles, flour, offal & oats.

T. Charlton, 100 miles, 750 bbls. flour.

D. W. Clinton, 100 miles, flour, apples, &c.

Charlotte, 108 miles, flour & whiskey.

Henrietta, 31 miles, 2,000 bu. wheat.

Hugh Smith, 61 miles, flour & leather.

Louisa, 89 miles, wheat.

AG, Tue. 11/26/50, p. 2. **CANAL COMMERCE**

Departed, November 25.

Boat Atlantic, plaster, &c., from D. B. Smith, for Cumberland.

Arrivals – Empty Boats, A. K. Stake, Susan McCoy, J. J. Hoffman, W. B. Clarke, S. Seigle, Gen. Taylor, Isaac Long, for the coal trade.

Nov. 14 – Otho Baker, James, from Mercerville, with 5-1/4 tons castings, to John Beall & Co.

Nov. 20 – Southampton, Taylor, with dry goods and 60 tons plaster, from Alexandria to McKaig & Agnew, Cumberland.

Nov. 21 – Freeman Rawdon, Brower, [illegible] tons slate from Alexandria for P. Episcopal Church, Cumberland, 2-1/2 tons salt.

Departures – Nov. 14 – Isabel, Brader. coal from Frostburg coal co., to W. Brown, Antietam.

Nov. 15 – Delaware, Byrose, 84 06 tons coal from Frostburg coal co., to D. B. Smith, Alexandria.

Nov. 16 – Otho, James, 97 17 tons coal from Frostburg coal co., to W. L. Webb, Shepherdstown, Va.; Allegany, Hoblitzell, 41 15 tons form Frostburg coal co., W. D. Dove, Washington.

Nov. 18 – Susan McCoy, Doyle, 61 tons coal from Alleghany coal co., for Mill Stone Point; G. W. Riggs, Jr., Wellman, 105 04 tons from Maryland Mining co., to George W. Riggs, Jr., Washington.

Nov. 19 – W. B. Clarke, Taylor, 78 15 tons from Frostburg coal co., to W. Brown, Antietam; Isaac

Long, Knafe, 85 16 coal from Frostburg coal co., to W. Brown, Antietam; A. K. Stake, Thompson, 59 16 tons coal from Maryland Mining co., for Williamsport.

Nov. 20 – D. Seigle, Dixon, 89 12 tons coal from Frostburg coal co., to Hunter and Dowling, Georgetown.

 Amount of coal shipped from Cumberland to various points from October 10 to November 21, 3,531 tons – *Cumberland Civilian*.

Sun, Wed. 11/27/50, p. 4. *Georgetown, D. C., Tuesday Afternoon* - Arrived a number of canal boats, with produce. Mercury.

AG, Wed. 11/27/50, p 2. **CANAL COMMERCE**

Arrived, November 26.

Boat Delaware, Cumberland, coal to D. B. Smith. Departed, November 26.

Boat John Glenn, groceries for Bluemont, Loudoun Co., Va. from Wm. Bayne.

Boat Gen. Washington, groceries for Waterford and Leesburg, from Wm. Bayne.

GA Thu. 11/28/50, p. 2. **CANAL TRADE** [11/27]

Hugh Smith, 61 miles, flour, &c.

B. Franklin, 100 miles, flour.

Ohio, 185 miles, coal.

Gen. Scott, 45 miles, coal & wood.

Scow B, 23 miles, stone.

Wm. Jackson, 62 miles, limestone.

E. Payson, 62 miles, limestone.

Boston, 10 miles, wood.

W. A. Harper, 61 miles, flour & offal.

Star, 20 miles, hay & wood.

Gen. Cass, 45 miles, wood.

AG, Thu. 11/28/50, p. 2. **CANAL COMMERCE**

Cleared, Nov. 17.

Boat Hugh Smith, groceries from Wm. Bayne for Berlin, Va. and Knoxville, Md.

AG, Fri. 11/29/50, p. 2. **CANAL COMMERCE**

Arrived, Nov. 28.

Boat Ohio, Cumberland, coal to D. B. Smith.

Boat Wells A. Harper, Harper's Ferry, flour to Fowle & Co., and Wm. L. Powell & Son.

GA, Sat. 11/30/50, p. 2. **Reduction of Canal Tolls on Coal.** – We understand that at the meeting of the President and Directors of the Chesapeake and Ohio Canal Company, held in Baltimore on Wednesday last, it was resolved to reduce the toll on coal transported on the canal from Cumberland to Georgetown from seventy-four cents per ton, provided the coal companies guarantee the transportation of 300,000 tons per annum and to thirty-seven cents per ton in case they guarantee the transportation of 600,000 tons. We understand the companies will give the guarantees at once, thus securing a lively business to the Canal and a handsome revenue to the State. – *Cumberland Civ.*

CANAL TRADE [11/29]

Otho Baker, 81 miles, 1150 bbls. flour & 1 bbl. apples.

Union, 100 miles, flour, &c.

Capt. Walker, 69 miles, limestone.

F. Rawdon, 185 miles, coal.

Virginia, 31 miles, wheat, &c.

C. S. Lowe, 185 miles, coal.

Frances, 23 miles, flour, &c.

North Bend, 107 miles, pig iron.

Scow B, 23 miles, stone.

Allegany, 19 miles, wood.

Neptune, 124 miles, bark.

John Glenn, 31 miles, wheat.

J. L. Pasco, 185 miles, coal.

Henrietta, 31 miles, flour, &c.

Oregon, 77 miles, flour, &c.

P. F. Thomas, 31 miles, wheat, &c.

Jacob Snively, 48 miles, pig iron.

AG, Sat. 11/30/50, p. 3. **CANAL COMMERCE**

Arrived, Nov. 29.

Boat Capt. Walker, 70 miles, lime stone to Thomas & Dyer.

Departed, Nov. 29.

Boat Delaware, Cumberland, plaster, by D. B. Smith.

Boat Hugh Smith, Harper's Ferry, 400 sacks salt from Lambert & McKenzie.

Boat Wells A. Harper, Harper's Ferry, 300 sacks salt, from Lambert & McKenzie, and groceries from McVeigh, Bro. & Co.

Sun, Mon. 12/2/50, p. 4. *Georgetown, D. C., Saturday Night - Canal News* [11/30] Arrived, boat Otho Baker, Capt. John James, from Mercerville, with 1,150 bbls. or 112 tons of flour - the largest load ever received by this canal; boat E. L. Lowe, Cumberland coal, for Alexandria; Scow B, 23 miles, stone; Frances, 450 bbls. flour; Frank Thomas, 2,400 bushels wheat; Allegany, 19 miles, wood; Virginia, 31 miles, 1,150 bushels wheat, pork, &c. Mercury.

AG, Mon. 12/2/50, p. 3. **CANAL COMMERCE**

Departed, November 30.

Boat G. W. Riggs, Jr., Cumberland Line, with groceries for Knoxville, Burkittsville and Hancock, Md., Shepherdstown, Kearneysville, Va., boots, shoes, hats, &c., for Senecaville, Ohio, from McVeigh, Bro. & Co., salt, &c., from Waters & Zimmerman, groceries from Wm. Bayne.

Boat Ohio, Cumberland, oil from D. B. Smith, 160 sacks salt and mackerel, from T. M. McCormick, for Williamsport.

Boat Hugh Smith, groceries from Fleming & Douglass, for Winchester, via Harper's ferry.

Boat Wells A. Harper, Harper's Ferry, furniture from James Green & Son.

Boat Gen. Washington, Leesburg, lumber from James Green & Son.

GA, Tue. 12/3/50, p. 2. **CANAL TRADE**

P. Janney, 61 miles, flour.

Westmoreland, 185 miles, coal.

W. T. Hamilton, 185 miles, coal.

M. O. Davidson, 185 miles, coal.

Col. H. Clay, 73 miles, wheat.

Belle, 73 miles, flour.

John Hetzer, 100 miles, flour.

Gen. Scott, 45 miles, wood.

Star, 20 miles, wood.

Susan McCoy, 119 miles, flour & wheat.

AG, Tue. 12/3/50, p. 3. **CANAL COMMERCE**
Arrived, Dec. 2.

Boat F. Thomas, Washington County, Md., wheat
to Fowle & Co.

AG, Thu. 12/5/50, p. 3. **CANAL COMMERCE**
Arrived, December 3.

Boat J. Snively, Point of Rocks, pig iron to Fowle
& Co.

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

*Sun, Fri. 12/6/50, p. 4. Alexandria, Va., Thursday
Afternoon* - The brig Yucatan is loading with
Cumberland coal, for Boston.

AG, Fri. 12/6/50, p. 3. **CANAL COMMERCE**
Arrived, Dec. 5.

Boat Belle, Shepherdstown, flour to Lambert &
McKenzie.

Departed, December 5.

Boat Westmoreland, groceries for Frostburg, Md.,
from Wm. Bayne.

CA, Sat. 12/7/50, p. 2. **Reduction of Tolls.**

We learn from the New York Herald, that a very
important financial arrangement was concluded at
Baltimore, on Saturday last, between the State
agents of Maryland and the Board of Directors of
the Chesapeake and Ohio Canal, on one part, and
the several coal companies of Cumberland on the
other hand. It furnishes another gratifying
evidence of the prodigious recuperative powers of
the indebted States of the Union and will not fail to
impart a still higher degree of confidence, at home
and abroad, to the holders of Maryland State
stocks. By this arrangement a revenue is insured
to the Chesapeake and Ohio Canal, from the
descending coal trade alone, of \$162,000 during
the year 1850, being nearly equal to two percent
on the hitherto unproductive investment of
Maryland in the great work referred to, and a
revenue from the same source of \$216,000, during
the year 1852, being equal to about two and a half
percent upon the investment of Maryland. The

Chesapeake and Ohio Canal was originally located
by General Barnard; the first spadeful of earth was
dug, in 1828 by John Quincy Adams; it has been
in progress for twenty-two years and was first
opened at Cumberland in October last. It is one of
the most magnificent of that long list of
stupendous enterprises to which the energies and
capital of this country have given existence during
the last thirty years. It connects the inexhaustible
semi-bituminous coal field of Cumberland with
tide-water, at Georgetown, Washington and
Alexandria, and united to the Baltimore and Ohio
Railroad affords means of coal transportation
equal to 3,500,000 tons per annum.

By the arrangement in question, the State
agents of Maryland and the Canal Board reduced
the tolls on coal and coke, from Cumberland to
Alexandria, during the year 1851, to fifty-four
cents per ton, and during the year 1852, to thirty-
six cents per ton, on the pledge of General Tyson,
in behalf of the coal companies, that 300,000 tons
of coal and coke shall pass through the canal
during the first, and 600,000 tons during the
second year - a guarantee that will not be
considered extravagant at those rates of toll, when
the daily increasing demand of unequalled steam
and manufacturing fuel is regarded.

CA, Sat. 12/7/50, p. 2. **New Canal Boat.** - The
new and beautiful Canal Boat "H. H. Casey," was
launched from the yard of the N. Y. Company on
Thursday. - She is built to carry 160 tons burthen.

AG, Sat. 12/7/50, p. 2. **CANAL COMMERCE**
Arrived, December 6.

Boats Southampton and Oregon, Cumberland coal
to D. B. Smith.

Departed, December 6.

Boat Freeman Rawdon, groceries, boots, shoes,
hats, &c., for Hancock and Clearspring, Md., from
McVeigh, Bro. & Co.

Boat Belle, groceries, boots, shoes, hats, &c., for
Shepherdstown, from McVeigh, Bro. & Co.

Boat Phineas Janney, groceries, &c., for Elk
Branch, Charles Town and Martinsburg, Va., from
McVeigh, Bro. & Co.

Sun, Mon. 12/9/50, p. 4. *Georgetown, D. C., Saturday Night* - The rains during the week have prevented the inspection of much outdoor business. Two thousand five hundred barrels of flour were inspected, and about 7,000 barrels remain in the canal boats.

Canal Trade - Arrived this afternoon, boats Mountaineer, Eckhart, H. G. Phelps and L. A. Phelps, all from Cumberland, with full cargoes of coal; Ben. Franklin, 100 miles, 870 bbls. flour; Charlotte, Williamsport, 580 bbls. flour; Mill Boy, 31 miles, 550 bbls. flour; Hornet, Harper's Ferry, 318 bbls. flour; Rough & Ready, Berlin, wheat and flour. Mercury.

GA, Tue. 12/10/50, p. 2. **CANAL TRADE**

Salem, 185 miles, coal.
Charlotte, 108 miles, flour & whiskey.
B. Franklin, 100 miles, flour, &c.
E. H. Shorn, 185 miles, coal.
H. G. Phelps, 185 miles, coal & bricks.
L. A. Phelps, 185 miles, coal.
Hornet, 61 miles, flour.
Rough & Ready, 55 miles, wheat, flour, &c.
Cumberland, 185 miles, coal.
W. A. Harper, 61 miles, flour.
Virginia, 31 miles, wheat, &c.
Mill Boy, 31 miles, flour.
Otho Baker, 81 miles, 1200 bbls. flour.
Susan Harris, 81 miles, flour & offal.

AG, Wed. 12/11/50, p. 2. **CANAL COMMERCE**
Arrived, December 10.

Boat Rough & Ready, Williamsport and Berlin, flour to Robert H. Miller and T. M. McCormick & Co.

Departed, [12/10]

Boat Southampton, salt from D. B. Smith and groceries from Wm. Bayne, for Cumberland.
Boat Oregon, salt from D. B. Smith, for Cumberland.

GA Thu. 12/12/50, p. 2. **CANAL TRADE** [12/11]
Elizabeth, 185 miles, coal.
Pennsylvania, 124 miles, bark, etc.

John Van Lear, 100 miles, flour, etc.
Scow B, 23 miles, stone.
Henrietta, 31 miles, flour.
Star, 20 miles, wood.

AG, Thu. 12/12/50, p. 3. **CANAL COMMERCE**
Arrived, December 11.

Boat H. G. Phelps, Cumberland, coal and fire bricks, to Fowle & Co.
Boat Cumberland, from Cumberland, coal to D. B. Smith.
Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Departed, [12/11]

Boat Rough & Ready, groceries for Berlin, from Wm. Bayne.

AG, Fri. 12/13/50, p. 2. **CANAL COMMERCE**
Arrived, December 12.

Boat Gen. Washington, Goose Creek, wheat to Fowle & Co.
Boat Wells A. Harper, Goose Creek, wheat to Fowle & Co.
Boat John Glenn, Goose Creek, wheat to Fowle & Co.
Boat Margaret Moore, Goose Creek, flour to D. F. Hooe and master.
Boat Neptune, Goose Creek, flour to D. D. Hooe and master.

Sun, Sat. 12/14/50, p. 4. *Canal Trade* – Arrived – Boats Isaac Long, Antietam coal; Oregon, 77 miles, flour, *just in*; General Cass, 45 miles, wood; John Lambie, 100 miles, flour; Jacob Snively, 48 miles, iron; Lady of North Bend, 107 miles, flour and whiskey; Gen. Scott, 45 miles, wood; Wm. Jackson, 62 miles, limestone; General Butler, do., do.; Capt. Walker, 69 miles, do.; Wm. H. Harrison, 20 miles, wood; Boston, 10 miles, do.

Yours, &c.

Mercury

AG, Sat. 12/14/50, p. 3. **CANAL COMMERCE**
Arrived, Dec. 13.

Boat J. Snively, Point of Rocks, pig iron to Fowle & Co.

Departed, Dec. 13.

Boat L. A. Phelps, Cumberland, groceries, &c. for Shepherdstown, Va., from McVeigh, Bro. & Co.
 Boat Neptune, Leesburg, groceries, &c., from McVeigh, Bro. & Co.

Boat Gen. Washington, Goose Creek, groceries from Creighton & Bodkin; groceries for Leesburg and Elizabeth Mills, from Wm. Bayne.

Boat John Glenn, groceries for Waterford and Bluemont, from Wm. Bayne.

Boat Wells A. Harper, groceries for Dayton and Honeyville, Page Co., Va., from William Bayne.

Sun, Mon. 12/16/50, p. 4. *Canal Trade* - Arrived [12/14] Boats Tom Charlton, 100 miles; Rambler, 45 miles, corn; Virginia, 31 miles, corn; Edward Payson, 62 miles, flour, limestone, &c. Ten boats have departed for various intermediate points, with groceries, &c. Mercury.

AG, Mon. 12/16/50, p 2. **CANAL COMMERCE**
 Departed, December 14.

Boat Neptune, groceries for Bluemont, Loudoun Co., Va., from Wm. Bayne.

AG, Wed. 12/18/50, p 2. **CANAL COMMERCE**
 Arrived, Dec. 17.

Boat Pacific, Cumberland, coal to D. B. Smith.
 Boat Atlantic, Cumberland, coal to D. B. Smith.
 Boat Julia A. Elgin, Edgar, Harper's Ferry, 590 bbls. flour to Lambert & McKenzie.

Departed, December 17.

Boat Edward Payson, groceries, &c., for Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Hugh Smith, groceries, &c., for Harper's Ferry, from McVeigh, Bro. & Co.

Boat Julia A. Elgin, groceries, &c., for Harper's Ferry, from McVeigh, Bro. & Co.

Sun, Thu. 12/19/50, p. 4. *Washington, D. C.* [12/18] Arrived canal boats Belle, Shepherdstown, flour and wheat; Ohio, do., do.; Atlantic, Cumberland coal; Henry Clay, Shepherdstown, wheat, &c.; Susan McCoy, do., wheat and flour. Mercury.

AG, Thu. 12/19/50, p 2. **CANAL COMMERCE**

Arrived, Dec. 18.

Boat F. Thomas, Opequon Creek, wheat to Fowle & Co.

AG, Fri. 12/20/50, p. 2. **CANAL COMMERCE**
 Arrived, December 19.

Boat Atlantic, Cumberland, flour to William Bayne.

Sun, Sat. 12/21/50, p. 1. **Cumberland Coal.** - The Boston *Daily Advertiser* mentions the arrival at that port on Saturday last of the first vessel load of coal exported from Alexandria. "This cargo," the *Advertiser* says, "is from the 'Frostburg Mines,' for the Fitchburg Railroad Company, who are using it successfully in one or more locomotives on that road. Satisfactory experiments have also been made with it on the Providence Railroad, and it is likewise used on board the Cunard and other Atlantic steamers in preference to English coals. It is now coming into use in this vicinity for all steam and manufacturing purposes, and for the smiths' use, for which it is found superior to other coals."

Sat. 12/21/50, p. 2. **CANAL TRADE**
 There have been several arrivals from below, with Groceries, &c., for some of our Merchants.

DEPARTURES

Date	Boat	Captain	Tons Coal
12/13	E. L. Lowe	Ensminger	91 03
12/14	Delaware	Byrose	83 14
"	American Flag	Hayes	81 17
"	F. Rawdon	Petrie	84 13
12/16	H. H. Casey	Hopkins	87 10
12/17	Maryland	Gilleece	64 03
"	William & Williamsport	Wolfe	66 05
"	Salome Clarke	Wolfe	80 00
12/18	Denton McCoy	Crockett	81 02
12/19	Eckhart	Hetzer	91 15
"	L. A. Phelps	McCaffrey	78 10

Sun, Sat. 12/21/50, p. 4. *Canal Trade* [12/20] Arrived, boats [W. A.] Harper, Harper's Ferry, wood & bark; Enterprise, ----, hay, &c.; Henrietta, 31 miles, offal and wheat; Phineas Janney, Harper's Ferry, flour, apples, &c.; Isabel, Mercerville, 825 bbls. flour; Freeman Rawdon,

Cumberland, coal; Westmoreland, Cumberland, coal; Gen. Scott, 45 miles, wood, corn, &c.; Captain Walker, sixty-nine miles, (Antietam) limestone; Ben. Franklin, Williamsport, 870 bbls. flour, apples, &c.

Mercury.

GA, Sat. 12/21/50, p. 2. **CANAL TRADE** [12/20]

Col. H. Clay, 73 miles, wheat.
 Louisa, 89 miles, wheat & flour.
 F. Thomas, 89 miles, wheat.
 Atlantic, 185 miles, coal.
 W. H. Harrison, 20 miles, wood.
 Susan McCoy, 119 miles, flour, wheat, &c.
 P. F. Thomas, 31 miles, flour, corn & wheat.
 Scow B, 23 miles, stone.
 W. C. Johnson, 45 miles, corn.
 Star, 20 miles, wood.
 W. A. Harper, 61 miles, wood & bark.
 Henrietta, 31 miles, wheat & offal.
 P. Janney, 61 miles, flour, apples, &c.
 Isabel, 81 miles, 825 bbls. flour.
 F. Rawdon, 185 miles, coal.
 Gen. Scott, 45 miles, wood, corn, &c.
 Capt. Walker, 69 miles, limestone.
 Westmoreland, 185 miles, coal.

AG, Sat. 12/21/50, p. 3. **CANAL COMMERCE**

Departed, Dec. 20.

Boat Geo. W. Riggs, Jr., by Waters & Zimmerman with merchandize from Baltimore and Philadelphia, for Cumberland, and sundries from McVeigh, Bro. & Co.

AG, Mon. 12/23/50, p 2. **CANAL COMMERCE**

Arrived, December 21.

Boat Freeman Rawdon, Cumberland, coal to Waters & Zimmerman.
 Boat Isabell, Brady, Mercerville, 825 bbls. flour to Lambert & McKenzie.
 Boat Phineas Janney, Harper's Ferry, 850 bbls. flour to Cazenove & Co., and Wm. L. Powell & Son.

Departed, [12/21]

Boat Isabell, Brady, Harper's Ferry, 2¼ tons crackers for Winchester, from A. Jamieson & Son.

Boat Phineas Janney, groceries for Harper's Ferry, from Wm. Bayne; and groceries, &c., for Harper's Ferry, Knoxville and Weverton, from McVeigh, Bro. & Co.

GA Tue. 12/24/50, p. 2. **CANAL TRADE** [12/23]

Westmoreland, 185 miles, coal.
 Ben. Franklin, 100 miles, flour.
 Otho Baker, 81 miles, 1100 bbls. flour.
 Charlotte, 108 miles, flour.
 D. Seigel, 185 miles, coal.
 Oregon, 77 miles, flour.
 Th. Charlton, 100 miles, flour.
 Virginia, 31 miles, corn, &c.
 D. W. Clinton, 100 miles, flour.
 Delaware, 185 miles, coal.
 Wm. B. Clark, 100 miles, 995 bbls. flour.
 Hugh Smith, 61 miles, flour.
 W. A. Harper, 17 miles, wood.
 Union, 100 miles, flour.
 John Hetzer, 100 miles, flour.

Ibid, p. 4. **THE COAL TRADE** – The *Clearspring Whig* says: it has heard much complaint about the difficulty of getting coal in Cumberland, and asks if we cannot keep twenty boats running with coal, what can we do for a thousand, the number that should be on the canal? The *Whig* thinks somebody must be asleep and calls upon the people of Alleghany to wake up.

We would remark, in reply, that the delays that have deferred the completion of the canal from time to time – bringing that event, at last, near the end of the season for navigation – have induced the parties who will engage most largely in the business, to postpone operations until the Spring. The result is, that the coal companies have added nothing, as yet, to the cars, motive power, &c., they have heretofore employed in furnishing coal for transportation on the railroad. Nor are the fixtures for loading at the wharves yet completed to one-fiftieth part of the extent that will be necessary for the business. It has been regarded as more prudent to postpone the commencement of these heavy operations until the opening of Spring, and then take a fair start under the reduced rates of

tolls. When that time arrives, the friends of the canal may rest assured that the “black diamonds” will be brought down from the mountains in such quantities as will satisfy the most enthusiastic of its well-wishers. – *Cumberland Civilian*.

Fri. 12/27/50, p. 2.²²

NOTICE.—Proposals will be received until the 15th day of January next for building twenty canal boats, to be delivered in the District of Columbia, or at Cumberland, Maryland, on or before the 15th day of March next. Specifications will be furnished by personal application, or by letter, at the office of Hunter, Harris, & Co., Cumberland, Maryland. THOS. G. HARRIS, Agent and General Superintendent of the Chesapeake and Ohio Canal Transportation Company. CUMBERLAND, Maryland, Dec. 24, 1849. [National Intelligencer, Alexandria Gazette, Baltimore American, and Baltimore Sun will publish until the 10th January next.] Dec 27—dt10Jan

[Transcriber's Note: This is the first evidence of a C. & O. Canal Transportation Company, in 1850 mind you, and they were prepared to buy 20 canal boats. The Ad ran daily until Jan 10, 1851.]

AG, Fri. 12/27/50, p. 2. **CANAL COMMERCE**
Arrived, December 26.

Boat Delaware, Cumberland, coal to D. B. Smith.

Sun, Sat. 12/28/50, p. 4. *Georgetown, D. C., Thursday Afternoon.* - *Canal Trade*. [12/26] After a few days of obstruction by the sunken boat, navigation is today resumed.

Arrived, boats H. H. Casey, Cumberland, coal; Mountaineer, 38 miles, wood; Scow B, 23 miles, stone; Gen. Jackson, 23 miles, wood; Tip & Tyler, 12 miles, wood.

By Canal. - Boats Union and Potomac, from Williamsport, with flour to Messrs. J. A. Grimes and Waters. Mercury.

GA, Sat. 12/28/50, p. 2. **CANAL TRADE**

H. H. Casey, 185 miles, coal.

Scow B, 23 miles, stone.

Mountaineer, 38 miles, wood, &c.

Neptune, 31 miles, flour, &c.

John Glenn, 31 miles, wheat.

Union, 100 miles, flour.

Potomac, 100 miles, flour.

Star, 20 miles, wood.

Tip & Tyler, 12 miles, wood.

AG, Sat. 12/28/50, p. 2. **Steam on the Shenandoah.** – The steamer built in Washington by Mr. McKinstrey, after passing through various rapids of the Shenandoah, is now moored at Castleman’s Ferry. Mr. Castleman, President of the Steamboat Company, having taken down part of his crop in four gondolas and disposed of it in the district, started with his boat on the canal to test the adaptation of steam for navigating the Shenandoah. The upward loading in the gondolas on the canal consisted of 63,000 shingles, 40 sacks salt, 30 tons plaster, 1 barrel sugar, 6 kegs nails, 3 cans oysters, 1 bag coffee, and a variety of smaller articles. It is believed the steamer could have brought with ease 100 tons up the canal.

Arrived at Harper’s Ferry, the steamer commenced her daring trip up the Shenandoah. – On board of her was placed 28 sacks salt, 1 barrel sugar, 1 bag coffee, 1 keg nails, and other smaller articles. Attached to her was a gondola carrying 40,000 shingles, 6 barrels oysters, and some other articles, in all from 10 to 12 tons; the steamer had about 3 tons additional on board. With this cargo she passed through the Slaughter-house Chute and Bull’s Falls, and proceeded as far as Little Falls, 8 miles above the Ferry. At that point, the machinery having sustained some injury, it was deemed advisable to remove the load; and the steamer towing one gondola, proceeded to her destination, which she reached in 6 or 7 hours sailing time. The windlass it was found necessary to use only at four rapids, the Slaughter-house Chute, Bull’s Falls, Little’s Falls and Walraven’s mill-dam. It is confidently asserted by the Engineer, Mr. Caps, who is authority for the above statements, that the steamer, in a reasonable stage of the water, (she draws only nine inches) can take from Harper’s Ferry to Castleman’s Ferry, a load of 3 to 4 tons, and tow a gondola with a burden of 10 or 12 tons, in two days, all worked by five hands. The engineer further states that he can take from Little’s Falls to Castleman’s Ferry, one loaded gondola and three empty ones, with the

²² *The Union*, Washington, D. C.

assistance of four hands, in one day. The distance is about 17 miles by the river.

It will open a new era in the trade of the Shenandoah basin if steam can be used successfully on the river, and it will save the destruction of a vast quantity of the finest timber now annually wasted in building gondolas. – From two to three thousand of these, it is said, costing from \$20 to \$30 each, are floated down the river with produce every year and sold at different points when empty, particularly at Harper’s Ferry, at an average of \$6 each. – *Winchester Virginian*.

Ibid, p. 3. **CANAL COMMERCE**

Arrived, December 27.

Boat H. H. Casey, Cumberland, coal to Waters & Zimmerman.

Boat Neptune, Goose Creek, 686 bbls. flour to D. F. Hooe.

Boat Margaret Moore, Goose Creek, 400 bbls. flour to D. F. Hooe.

Boat John Glenn, Goose Creek, wheat to Fowle & Co.

Sun, Mon. 12/30/51, p. 4. *Georgetown, D. C.* – During a portion of this week, ice has been formed in the Canal of such thickness as to render the passages of many boats slow and perilous, to say nothing of the discomfort of the hands on-board. Now, it is very much to the interest and convenience of all classes of the community that the stream should be kept open during the winter. It is therefore suggested that the Company grant the use of their scows, and boat services of some of their horses, between this town and Edward’s Ferry – that Ferry to Harper’s Ferry, and from Harper’s Ferry to Williamsport. The scows to be sheeted round with iron and kept in constant motion. Let the boat owners call a meeting and confer with the company at once.

Canal Trade [12/28] Arrived, two boats from Cumberland – one to Hunter & Dowling; the other to Messrs. Fowle, of Alexandria. One from Berlin – flour, corn & offal; Henrietta, Edward’s Ferry, flour & offal; Phineas Janney, Capt. Gibson, Harper’s Ferry, flour and apples.

AG, Mon. 12/30/50, p. 3. **CANAL COMMERCE**
 Departed, Dec. 28.

Boat Freeman Rawdon, with groceries, boots, shoes, &c., for Shepherdstown, Martinsburg and Harper’s Ferry, Va., and Sharpsburg, Petersburg and Knoxville, Maryland, from McVeigh, Bro. & Co.

Boat Neptune, groceries, &c., for Leesburg, from McVeigh, Bro. & Co., and Wm. Bayne.

Boat Delaware, Cumberland, plaster from D. B. Smith.

Boat Westmoreland, Cumberland, plaster from D. B. Smith.

Sun, Tue. 12/31/50, p. 1. **Chesapeake and Ohio Canal.** - The *Cumberland Civilian* says that it is understood that early in January the water will be drawn off from the upper Canal for the introduction of improvements at the locks and flumes, and to deepen certain points along the line. Navigation is suspended in that quarter.

AG, Tue. 12/31/50, p. 2. **CANAL COMMERCE**
 Arrived, Dec. 30.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.