

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
a Cumberland newspaper
and
THE SUN
a Baltimore newspaper
and
GEORGETOWN ADVOCATE
DAILY AMERICAN TELEGRAPH
two Washington, D. C. newspaper
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1851

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REVISION 1 - MARCH 2018
REVISION 2 – MAY 2020
REVISION 3 – MAY 2021

A. PREFACE

In this compilation, articles were transcribed from *The Alleganian*, a Cumberland newspaper, *The Sun*, a Baltimore newspaper (identified by *Sun* appearing before the article), *Georgetown Advocate* (identified by GA appearing before the article) and *Daily American Telegraph* (identified by DAT appearing before the article) two Washington, D. C. newspapers, and *Alexandria Gazette* (identified by AG appearing before the article) an Alexandria, Va. newspaper, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspapers. Note that no boats loaded on Sunday; if it was just that the newspaper did not publish on Sunday, then the Monday edition would have listed the Sunday traffic. It does not. Some dates during the boating season were missing. *The Alleganian* newspaper was found on microfilm at the library at Frostburg State University, Frostburg, MD. *The Sun*, the *Georgetown Advocate* the *Daily American Telegraph* and the *Alexandria Gazette* newspapers were found on-line. The research continues because the reader may yet find a missing date or a canal related article from another newspaper.

There is a lot of duplication in information due to the different newspapers publishing similar articles about, for example Canal Trade, wherein the reporters for the newspapers had different deadlines for reporting the data and thus the lists have different boats, distances, and/or cargo. I have tried to reconcile the data as best I can; thus, this is an edited report.

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

This is an edited report. All the canal boat data was entered on an EXCEL spreadsheet and then checked for consistent spelling. Where a boat was listed as arriving or departing on successive days, I have only listed the earliest date in the EXCEL spread sheet but left the duplication in the report.

Descendants are encouraged to contact the transcriber if a consistent spelling is wrong; e.g., McIllhenny or Leetch.

Readers not interested in reading a description of the canal in 1851 should pass over pages 5 to 10.

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

This revision includes several 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.

William Bauman
Revision 1 - March 2018
Revision 2 – May 2020
Revision 3 – May 2021
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Canal Trade 1851

Sun, Fri., 1/3/51, p. 4. *Georgetown, D.C.* - Capt. Gibson, who left here on the boat Phineas Janney, for Harper's Ferry, lost four of his mules on his passage up.

Yours, &c., Mercury.

Sat., 1/4/51, p. 2. **The Canal.** - The total number of tons of Coal shipped from Cumberland on the Canal during the months of October, November and December were 7,171 [tons] 07[cwt.].



CUMBERLAND LINE.

THIS Line to be composed of first class Canal Boats, built upon the most approved New York models for strength and safety, is now prepared for the transportation of GOODS, and every description of property, from Alexandria and Georgetown to Cumberland and intermediate places on the Chesapeake & Ohio Canal. The Captains are long familiar with Canal Trade, and will give strict attention to any property shipped by this Line.

It is the intention of the Proprietor, that promptness and despatch shall characterise the "Cumberland Line," and he trusts by ensuring both, to meet the approbation of the business community.

A Boat of this Line will leave Cumberland and Alexandria each day (Sundays excepted) as soon as a sufficient number can be built.

Agents—
P. B. PETRIE, Cumberland.
WATERS & ZIMMERMAN,
 Nov. 9, 1850—**ff.** Alexandria.

[Transcriber's Note: The above ad continued from 1850 and ran weekly until 5/3/51, even though the canal was closed for the winter.]

Sun, Mon., 1/6/51, p. 4. *Alexandria, Saturday night.* - The ice in the canal has interrupted the navigation without entirely suspending it, and but few boats are in. These are, Isaac Long, 108 miles, 960 bbls. flour and 40 bbls. whiskey; Boston, 9 miles, wood; W. H. Harrison, 23 miles, corn in the ear; H. Smith, 60 miles, flour, apples, mill offal and manganese; W. A. Harper, 20 miles, wood; Gondola, 31 miles, wheat, lumber

and corn; Tip & Tyler, 23 miles, wood; Scow B, 23 miles, stone; H. H. Casey, 185 miles, coal. Mercury.

Sun, Thu., 1/9/51, p. 2. **Mercerville for Sale** - Mercerville, the splendid landing upon the Chesapeake and Ohio Canal, in Washington county, Md., belonging to Thomas G. Harris, Esq., is advertised for sale.

Ibid, p. 4. **Drowned** - The *Winchester Republican* says that on the night of the 24th ult., Mr. Jas. Ruckles, of that county, was drowned in the Chesapeake and Ohio Canal above the bridge at Harper's Ferry.

GA, Thu. 1/9/51, p. 1. **BOAT BUILDING AND TRANSPORTATION** - We have several times spoken of the enterprise of Mr. Ward, who, after an experience of more than fifteen years on the Erie Canal, has settled in Cumberland with the view of building boats and engaging in transportation on our Canal. Mr. Ward has already constructed four boats which for strength, excellence of model and finish, probably surpasses anything yet launched on these waters. After some difficulty, he has at length obtained of David Shriver, Esq., and others, a very commodious location on the basin opposite the Canal locks, and is now erecting work shops, stables, a marine railway for repairs and every other convenience for a first-rate boat yard. Mr. W. is assisted by workmen from the north, each of whom has had large experience in his particular department. It is his intention to commence vigorous operations at once, and to turn out a boat every two weeks as soon as he is under full head way. Besides building boats, however, he will engage in transportation of the Canal. His line, the 'Cumberland,' has already indicated what he means to do. If we are not mistaken, he will ere long make provision for the transportation of passengers on the Canal, and issue most inviting proposals to the trade of the

east and of the great west. One of the fruits of his enterprise has already been tasted by our citizens during the present season – his supplies of oysters from the Alexandria market. We acknowledge the receipt of a barrel of his last importation, and while discussing them could not but acknowledge the donor as a private as well as a public benefactor. We wish him well in his operations.

Cumb. *Civilian*.

Sun, Mon. 1/13/51, p. 1. **Coal on the Canal.** - The total number of tons of coal shipped from Cumberland, Md., on the Chesapeake and Ohio Canal, during the months of October, November and December, was 7,171 [tons] 07 [cwt.].

Ibid., p. 4. Today we had two arrivals by canal, the boat D. & H. Clagett, with a large cargo of flour to John A. Grimes, and the Phineas Janney, also with flour, from Harper's Ferry. If the moderate weather continues, we shall have several more down shortly.

AG, Wed. 1/15/51, p. 2. **CANAL COMMERCE**
Arrived, January 14.

Boat Neptune, Goose Creek, flour to D. F. Hooe, wheat to McVeigh, Bro. & Co.
Boat John Glenn, Goose Creek, wheat to Fowle & Co.

Sun, Thu., 1/16/51, p. 4. *Canal Trade* - I am informed that the company have determined to draw the water off on the 25th inst., and to resume operations on the first of March.

Arrivals [1/15] - Boats Gen. Cass, 45 miles, corn and oats; W. Cost Johnson, 45 miles, corn and wheat; Rough & Ready, Berlin, 1,800 bushels wheat, 276 bbls. flour; John Glenn, wheat, 31 miles; Neptune, 31 miles, flour and wheat; Tom Charlton, Williamsport, 752 bbls. flour; John Hetzer, Williamsport, 750 bbls. flour; Ben Franklin, Williamsport, 850 bbls. flour; John Van Lear, Williamsport, 752 bbls. flour; Celestial, Williamsport, 960 bbls. flour; American Flag, Williamsport, 1,000 bbls. flour; Otho Baker, Mercerville, 1,003 bbls. flour; Tip &

Tyler, 31 miles, corn in ear; Wells A. Harper, 31 miles, wheat; Francis, 23 miles, flour, &c.; Henrietta, 31 miles, flour.

Departures this day [1/16] - Boats Rough & Ready, 55 miles; John Van Lear; Ben Franklin; Tom Charlton; John Hetzer; Hugh Smith; W. Cost Johnson; Gen. Cass; Scow B.; Celestial; American Flag. Mercury.

AG, Thu. 1/16/51, p. 3. **CANAL COMMERCE**
Cleared, January 15.

Boat Neptune, Leesburg, groceries, &c., from McVeigh, Bro. & Co.
Boat Virginia, groceries, &c., for Harper's Ferry, Boonsboro and Shepherdstown, from McVeigh, Bro. & Co.
Boat John Glenn, groceries for Elizabeth Mill from Wm. Bayne.

AG, Fri. 1/17/51, p. 3. **CANAL COMMERCE**
Arrived, January 16.

Boat Wells A. Harper, Goose Creek, wheat to James Irwin.

Sun, Sat., 1/18/51, p. 1. **Chesapeake and Ohio Canal.** - The Cumberland *Civilian* states that during the recent very mild weather the ice has disappeared from the Canal almost entirely. Trade upon it, however, has been suspended for the present, and the water will be drawn off during the month to deepen certain points and make improvements at the flumes.

Boat Building - The boat yards at Cumberland, Md., are all busy making canal boats for the coal trade in the spring.

Ibid, p. 2. **Reduction of Tolls on the Canal** - At the recent meeting of the State's Agents and Board of Directors of the Chesapeake and Ohio Canal, at Baltimore, on the 8th instant, we learn from the Cumberland *Civilian* that a proposition was made by the coal companies of the Cumberland region to guarantee the transportation of 500,000 tons of coal down the canal during the year beginning July 1st, 1851,

and ending July 1st, 1852, at a toll of 37½ cts. per ton. The proposition was accepted, and the arrangement will be immediately concluded. Preparations will be immediately commenced, of course, to meet this new state of things.

Sun, Mon., 1/20/51, p. 4. **Alexandria** - The repairs on our branch canal having been completed, the water is once more let in at full depth.

The wharves of the Mining company are proceeding finely. One or two canal boats are now building here, and every preparation is being made for active business in the spring.

Yours, Mercury

GA, Tue. 1/21/51, p. 2. **CANAL TRADE**
Hugh Smith, 61 miles, flour
Rambler, 42 miles, corn, &c.

Sun, Sat., 1/25/51, p. 1. **A Man supposed to be Drowned**. - The Clearspring (Md.) *Sentinel* says that a man was heard to call for help at Dam No. 5, on Tuesday night last, between midnight and daybreak. In the morning, the boat which had been tied the previous evening above the Dam, was found below it, and it is supposed someone who attempted to cross met with a watery grave.

Sun, Mon., 1/27/51, p. 2. **Chesapeake and Ohio Canal**. - The Clearspring Whig states that, for the purpose of making some necessary repairs, the water was to be drawn off last Saturday, and will not be re-admitted before the first of March.

Dead Man Found - An advertisement will be found in another column of the *Sun* today, describing the body of an unknown man found dead on the tow-path of the canal near Poolesville, Md., on the 18th instant, with a considerable amount of money and other property in his possession.

AG, Tie. 1/28/51, p. 2. **CANAL COMMERCE**
Arrived, January 27.

Boat John Glenn, Goose Creek, flour to D. F. Hooe and Cazenove & Co.

Wed. 1/29/51, p. 3.¹ **CHESAPEAKE AND OHIO CANAL** – Messrs. Gales & Seaton: Believing that few persons in our community have any adequate idea of the magnitude of the great work which connects this city with the Cumberland coal region, and having a few years ago been much upon it, and along the line it occupies, I have drawn up the following description, and shall feel much gratified if you can afford room for it in your paper. It is proper to state that for the distances, measurements and description of materials, I have been principally indebted to a report of W. H. Swift and Nathan Hale, with its appendix, published at Boston, in 1846.

Taking a boat in the broad and beautiful Washington City Canal, on the level of tide-water in the river Potomac, we enter the tide-lock of the Chesapeake and Ohio canal at the southern extremity of 17th street, which lock has a *lift* of about three and a half feet. The level gained by this lift is pursued along the border of the river for a mile and a quarter to the basin at the mouth of Rock Creek, where there is another tide lock, which enables boats passing through it to warp directly alongside the shipping at the wharves of Georgetown.

Continuing along the basin, we come to the first lift lock of the Chesapeake and Ohio canal, or lock No. 1, and rising through it and Nos. 2, 3 and 4, we enter upon a level of about 4½ miles, known as the Georgetown level, fed from the pool of dam No. 1, built across the Potomac just above the Little Falls. Four stone bridges and three wooden ones cross the canal on a line with the streets of Georgetown; the one on a line with High street is of stone, with a single arch of fifty-four feet span, and the crown of this arch is about twenty feet above the surface of the canal.

At the upper end of the town, on this its river front, the Alexandria canal has its junction with the Chesapeake and Ohio canal, from which it is fed for its whole length of seven miles to that city. It crosses the Potomac by an aqueduct, the Georgetown abutment of which is of granite, with two arches which serve for roadways. The parapet walls which

¹ *Daily National Intelligencer*, Washington, D. C.

form the waterway over this abutment connect with a wooden trunk resting on eight massive stone piers.

The canal through Georgetown has a water surface of forty-six feet, with both sides walled with stone, and, being thirty-five feet above the river, it affords water power for a number of mills. At the junction of the Alexandria canal, it widens out and has an average width of about seventy feet for the remainder of the level.

A wooden bridge is thrown over the canal near the end of this level, for the accommodation of the road to Leesburg, which crosses the river just below Little Falls. The level is provided with several *culverts* and *wastes*; but as the object of this paper is only to speak of what will be most likely to attract the eye of the traveler, a description of those is not to be expected.

After passing the bridge above-mentioned, and the mouth of the Little Falls *feeder*, we come to lock No. 5. Rising through this, and locks 6, 7, 8, 9, 10, 11, 12, 13 and 14, the levels between which vary from a few hundred feet up to one and three-quarter miles, we enter upon another four-mile level. Passing along this we come to lock 15, and rising through it and 16, 17, 18, 19 and 20 we find that we have overcome the "Great Falls of the Potomac," whose waters are splashing in the distance far below us.

All the levels from lock 15 to lock 20 are short ones. From 20 to 21 there is a level of two and a quarter miles, and between 21 and 22, and 22 and 23, levels of about three miles each. Much of the canal from the Little Falls to this point had to be constructed along the precipitous bank of the river, and its immense tow-path embankment was consequently subject to be washed by the river's rushing waters. This made heavy slope-walling necessary for its protection, and in one part there is a continuous wall of this kind for two miles in length, part of which is fifty-six feet high.

Adjacent to lock 23, and between it and the abutment of dam No. 2, there is a guard-lock communicating with the river, and through this guard-lock the canal is fed. This feeder is generally known as the "Seneca Feeder."

From lock 23 to 24 is three-quarters of a mile. This last-mentioned lock is connected with, and in fact forms part of, the lower abutment of the Seneca aqueduct, a structure of hard red sandstone, handsomely cut, and having three arches of thirty-three feet span, seven and a half feet rise each.

The level attained by lock 24 is continued over this aqueduct, and onward eight miles to lock 25. From this to lock 26 we have another long level of eight and a half miles, and from thence to lock 27 one of about two miles.

About half a mile above the last-mentioned lock we come to the large affluent of the Potomac, called Monocacy creek, over which the canal is carried by another aqueduct. This beautiful structure, known as the Monocacy aqueduct, is of hard white mountain sandstone, smoothly cut. It has seven arches of 54 feet span, 9 feet rise, each. The abutments extend far back in the line of the canal, exhibiting two blind arches, and giving to the entire structure a length of 516 feet of cut work, besides an extension of the wings by rubble masonry.

More attention appears to have been paid to embellishment in this work than any other on the line of the canal. The stone is not only smoothly cut, but the water table has an unusually fine architectural effect, and the piers are ornamented with pilasters. A marble slab is set in the basin parapet wall, with an inscription giving the names of the President and Directors of the Company, the Resident and Assistant Engineer, and of the contractors on it, with the date of its erection.

After leaving the aqueduct we continue on the same level for about six miles to the famous "Point of Rocks," a river bluff formed by the end of the Catoctin mountain. Round this bluff it was necessary that the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad should both find a path; and it was believed by many that the construction of the one would effectually preclude the other's onward progress. Year of extensive litigation followed, till it was at length compromised thus: the Canal Company gave up a portion of the width of their canal, and the track was cutaway deeper into the face of the bluff for the road, and lo, they run peaceable side by side. We may imagine the navigator of the canal, as he moves with his immense freight slowly along its smooth waters, saying to himself, as he looks up at the rapid railway train, "No matter, exult in your speed, if you will, I carry more than you, with all your noise; we have both our cause for pride, none for enmity."

There are but three bridges that cross the canal between the "Little Falls" and "Point of Rocks." It is not our purpose to describe these, any more than the culverts, &c., as before intimated. Suffice to say, that nearly all the crossing places between Georgetown and Cumberland are *under* the canal,

through road culverts, and that what few bridges there are have a height above the surface of the canal of seventeen feet.

Still continuing on the level which brought us to the Point of Rocks, we follow it for about one mile further to lock No. 28, from which to lock 29 we have another level of about two miles. After rising through this last-mentioned lock, we pursue the level attained by it for about one mile to the aqueduct which takes the canal over Catoctin creek, emptying into the river at this point. This aqueduct is of granite ranged work, with cut beds and joints. It has three arches, the center one 40 feet span, and the other two of 20 feet each. All mere ornament is dispensed with, and its appearance is that of rough solidity.

After leaving this aqueduct, we continue on the same level for about three miles further, to lock No. 30, situate in the small town of Berlin. Rising through this lock, we have another level of about three miles to lock 31, in the small but new and flourishing town of Weverton. Two miles more brings us to lock 32, and then, in about a half mile more, we reach lock 33, opposite the town of Harper's Ferry, and at the foot of the bluff formed by the Potomac breaking through the Blue Ridge.

A little below lock 33, the Baltimore and Ohio railroad leaves the Maryland shore, by crossing the canal and river, and, passing through Harper's Ferry, continues its course up the river on the Virginia side. Some distance below the point of leaving, the railroad and canal were so crowded by a turnpike road already existing between Frederick and Harper's Ferry, that it became necessary to cut deeply into the mountain's rocky flank to procure room for all. The immense face of naked rock which is here exhibited is a striking instance of the wonderful results of perseverance and skill. In addition to this, much heavy walling was necessary from the "Point of Rocks" to this place, wherever the railroad and canal were in immediate contact, to sustain the roadway; this walling rising from the bottom of the canal to a height in some places of 23 feet.

From lock 33 to 34 there is a level of about one mile, and from 34 to 35 one of about three-quarters of a mile. Immediately below 35 a feeder is brought in from the pool formed by the Government dam, which work was constructed across the Potomac by the United States for the purpose of obtaining water power for the Armory works at Harper's Ferry. A short level of about a thousand feet take us from lock 35 to 36, which last is in a line with guard-lock

No. 3, and the dam above mentioned. For much of the distance from lock 33 to this point there is much heavy embankment and hillside cutting, and also heavy walling to protect the embankment from the river.

From lock 36 to 37, we have a level of about 4-2/3 miles, and from 37 to 38 another of about 6 miles. About midway of this last level, we come to the aqueduct which carries the canal over Antietam creek, here emptying into the Potomac. This structure is of hard dark blue limestone, with three arches, the center one forty feet in span, the other two of twenty-eight feet each. The beds and joints of this structure are cut smooth, the faces left rough.

Over the last-mentioned lock (38) there is a bridge connecting with one which crosses the river on the line of the road to Shepherdstown, in Virginia. From lock 38 to 39, there is a level of a little over one mile; from 39 to 40, one of more than five miles; and from thence to guard-lock No. 4, one of over six miles. Here another feeder enters the canal from the Slackwater of dam No. 4.

This last-mentioned dam backs the water of the Potomac up for more than eight miles, and the Slackwater thus caused is used as part of the canal for upwards of three miles, by shifting the tow path to the basin side, and carrying it along the margin of the pool. At the upper end of the distance thus used, a ledge of hard limestone rock rose for almost two miles in length, nearly perpendicularly, out of the water to a height in places of nearly one hundred feet, and the towpath for this distance had to be cut out of this rock.

We pass in succession locks 41, 42, 43 and 44, for a distance of about ten and a half miles, when we reach the town of Williamsport, which is just one hundred miles above Georgetown.

The Conococheague, a large tributary of the Potomac, empties itself into the river at the upper end of Williamsport, and the canal is carried over it by a very substantial aqueduct of the same description of limestone with that of the Antietam. It consists of three arches of sixty feet span; fifteen feet rise each. The beds and joints, and also the face of the arches, ends of the piers and abutments, water table and coping, are cut; the rest of the face lines are hammer-dressed. It is altogether a very fine structure of great strength.

Continuing on this level for about seven miles further, we reach guard-lock No. 5, where the canal receives a feeder from the Slackwater of dam No. 5. This Slackwater is used as part of the canal for about

half a mile, when we ascend through locks 45, 46 and 47. The united levels between them amounting to less than two miles. Here we leave the river margin and rise twenty-four feet, through locks 48, 49 and 50, which enables the canal to be carried across a very considerable bend of the river called "Prather's Neck," the river being reached again at the end of about a mile. Pursuing this level for about eight miles further, we come to the aqueduct over Licking creek.

This very beautiful structure is of the same description of limestone with the two last mentioned. It consists of but a single arch, which is, like most others on this canal, a segment of a circle. The span of this arch is ninety feet, with but fifteen feet rise. The arch stones, skew-backs, water table, coping and inside of the parapets are cut; the rest of the masonry is of rubble work. The chief engineer of the canal, Charles B. Fisk, Esq., had so much confidence in his plan of this aqueduct, and of the workmanlike manner in which it had been executed by Mr. Holdsworth, the contractor, that he ordered the *centering* to be struck and taken out at one operation, instead of being eased down on successive days, as is customary with large arches, to allow them to settle gradually. The event justified this confidence. The nicest instruments did not show any degree of settling. It is to be regretted that so noble a piece of work as this should be so far from any town or much-frequented road, as to be seen only by the very few persons whom business takes to its neighborhood.

The level of the water on this aqueduct, extending as it does from Prather's Neck to lock 51, or within less than two miles of Hancock, has an extent of fourteen miles. Ascending locks 51 and 52, we come immediately upon the Big Tonoloway Aqueduct, which is of a single arch of sixty-two feet span, twenty feet rise. Its materials and portions of cut and rubble work same as the last.

About two and a half miles above this we cross the Little Tonoloway over a culvert of such dimensions that we make it an exception to the rule set out with, of not speaking of the culverts. This one has a span of forty feet and serves for a road as well as waterway. The town of Hancock is situated between the Big and Little Tonoloway, and in carrying the canal through it, a basin has been formed at each end of the town for the accommodation of trade.

In moving beyond this town, we next come to lock 53; the whole level between it and 52 being a fraction over seven miles. Passing this, we have another level of about four miles to lock 54. Then 900

feet more brings us to lock 55, by the side of which guard-lock No. 6 is placed, and in connection with the abutment of dam No. 6. The canal is here fed through this guard-lock, directly from the Slackwater formed by this dam. Rising through lock 55, we have a level of a little over two miles to lock 56, soon after passing which we come to Sideling Hill creek, which we cross by another aqueduct of a single arch of sixty feet span, twelve feet rise. The sheeting of this arch is of limestone and the remainder of the structure is of sandstone. The portions of cut work and rubble same as the two preceding.

Three more miles brings us to lock 57, after rising which we soon come to the aqueduct over Fifteen-mile creek, at the small town of Orleans. This aqueduct is built entirely of a very hard sandstone. It has but one arch, and that of fifty feet span, ten feet rise. The portions of cut and rubble work same as the last.

A traveler fond of the picturesque, here looking back upon the route he has pursued, cannot but be struck by the grandeur of the scene. Mr. Jefferson once said that a sight of the spot where the Potomac breaks through the Blue Ridge was worth a voyage across the Atlantic. We here see where it has broken through the much loftier Sideling Hill Ridge, and the space through which it flows seems but the merest gap in a mighty wall.

Rising in succession through locks 58, 59, 60, 61 and 62, with long levels between them, amounting to about fifteen miles in all, we reach the base of Paw Paw Ridge, which presents its dark and frowning face directly in our path. This ridge pushed the river far out of its general course and causes several bends amounting together to seven miles; at the end of which the river is not more than a mile, on a line across the mountain, from the place where the bend commences. For more than two miles of this seven, the mountain presents an almost perpendicular face of naked rock down to the river's edge. General Bernard, a celebrated French engineer, while in the service of the United States, and a member of the board of internal improvements, being directed in 1826 to examine the valley of the Potomac in relation to the practicability of a canal, says in his report upon this portion of it: "The difficulties gradually increase until they reach an extent that is truly formidable, and will require all the resources of art to successfully overcome them."

In view of these difficulties, and wishing to shorten the route wherever practicable, Mr. Fisk, the

engineer in chief of the canal, came to the conclusion that it would be better to *bore a passage* for his canal *through* the mountain, rather than carry it around this rocky base. He accordingly entered into a series of calculations as to the relative cost of the two operations, and his report to the President and Directors of the Canal Company in favor of a tunnel received their approval, and he was directed to carry it out.

We now continue our description of the route, as it presents itself to the eye of the traveler. Rising through locks 62, 63, 64 and 66, which each have a ten-foot lift (whereby No. 65 of the original series was dispensed with) we enter a deep thorough cutting into solid slate rock and pursue it for one third of a mile to the lower portal of the tunnel. Here the sides of the cutting present an altitude of about seventy feet, with a very slight batter from the perpendicular. The face of this portal is built of a hard white sandstone. Its jambs are 24 feet apart and are carried up 12 feet above canal bottom. A semi-circular arch springs from these jambs, the crown of which is of course 24 feet above canal bottom. The stone of which this portal is built, is made to extend back 25 feet, where it connects with the brick lining of the tunnel, which has for its whole length the same contour with the portals; the upper portal and the lower one being in every respect alike.

The examination of this tunnel was carried on for its entire length of 3,118 feet, through the solid slate rock; a bench of which 5 feet broad and 8 feet high being left for a tow-path. The side of this bench is protected by an 18-inch wall of hard burnt bricks, laid in hydraulic cement, filled in with *concrete* back to the rocks. The brick walling on both sides, and also the arch, are of the same description of brick, of the same thickness, and laid in same manner; filled in with concrete from canal bottom to a height of one quarter of the arch, the spaces over the remainder of the arch being closely packed with *spalls*.

The tow-path wall is covered by a coping of locust timber, secured by crossties every five feet, and on this coping, there is an iron railing; fenders of timber are bolted to the walls on both sides, to prevent injury from the concussion of boats; the bolts extending through the walls two feet into the solid rock.

The level from lock No. 66, continued through the tunnel and onward to lock 67, is seven miles in length. About half a mile after passing the last-mentioned lock we come to the aqueduct over

“Town Creek.” This structure is of the same description of limestone of which the Antietam and several other of the aqueducts are built; it is a single arch, of 60 feet span, 15 feet rise, with the portions of cut and rubble work same as all the others above Licking Creek.

The level of the canal in this aqueduct, being that from lock 67 to 68, is a fraction over three miles. Lock 68 is opposite the junction of the South Branch of the Potomac. The canal continues along the North branch for about a mile and two-thirds to lock 69, which with 70 and 71, are situate in “old Town,” so called. Just above the upper end of this place the canal is carried through a through cut in slate rock, about one-third of a mile in length, with an average depth of about 30 feet. It then pursues its way again in sight of the river to lock 72, the entire length of this level being about $7\frac{1}{4}$ miles.

One mile more brings us to lock No. 73, immediately above which the Baltimore and Ohio Railroad, which it will be remembered crossed the canal and river into Virginia at Harper’s Ferry, returns to the Maryland shore, and crosses them again at so great an elevation that it is enabled to cross two large bends of the river, and pursue a nearly straight line to the town of Cumberland.

In following the canal, we rise through locks 73, 74 and 75, which are very near each other, and find ourselves on the last and highest level of the canal. On this level we cross a portion of one of the bends above mentioned, and at the distance of five miles reach “Evitts Creek,” over which the canal is carried by its eleventh and last aqueduct. This structure has but one arch, which is of 70 feet span and 14 feet rise; in every other respect like the last. Three miles more of this level brings us to the guard-lock and feeder at dam No. 8, in the town of Cumberland.

The construction of this dam differs from all the others. No. 1, from the Maryland shore to an island in the river is built of stone laid dry, with its cross section in the form of an arch, and from the island to the Virginia shore, of brush, stone and gravel. No. 2, is entirely of stone like the first part of No. 1. No. 3, or the Government dam, is of stone and crib work. No. 4, 5 and 6, are of timber, while this dam, No. 8, is a massive stone wall, laid in hydraulic cement, and the whole bed for which was excavated 14 feet down to the solid rock.

It was important to make the whole of this wall watertight; for, as it had been concluded to

dispense with dam No. 7 of the original series (the site of which is below the junction of the South branch) all the increase of trade may render it, indispensable, it became necessary so to construct this dam that no particle of the water furnished by the North Branch and Will's Creek should be lost in dry seasons, as the canal must depend for its supply from here down to dam No. 6, a length of fifty miles, upon what could here be treasured up. With this limited supply the navigation was opened last November, when less water had been passing in these streams for more than two months than was remembered "by the oldest inhabitant."

There are 170 culverts passing under this canal, 30 of which are road culverts. Of the whole number, 150 are entirely of stone, laid in hydraulic cement, and 17 of them of stone with brick arches. Most of them are founded on solid rock, the excavation to reach which was often many feet. The abutments and piers of the aqueducts are also on rock, in some cases only reached by deep excavation. All the locks but thirteen are entirely of stone, with the faces, beds and joints cut or hammer dressed; the exceptions, No. 58 to 71, inclusive are of rubble work, with a lining of timber and plank; usually called composite locks. Boats carrying one hundred tons and upwards, pass freely through all the locks from Cumberland to Washington, and it is in contemplation to carry from 120 to 130 tons, as boats of that capacity could freely pass.

Sun, Fri., 1/31/51, p. 2. **Virginia and the Canal.** - The bill now before the House of Delegates in relation to the Chesapeake and Ohio Canal, proposes to guaranty the bonds of the Company to the amount of \$150,000, for the improvement of the South Branch of the Potomac, and to provide an additional feeder to the Canal at that point.

Ibid., p. 4. On the canal, in Georgetown, yesterday, a large body of men, engaged in cleaning the channel, struck for higher wages and abandoned the work. They were receiving 87½ cents a day and alleged that their services would readily command one dollar per diem.

Sun, Sat., 2/1/51, p. 2. **Body Recognized** - We learn by a letter from Medley's District,

Montgomery county, Md., that the name of the unfortunate man who we have mentioned as having been found dead on the canal, near Edward's Ferry, and buried in Poolesville, is Soyster. It appears he left Cumberland, where he lived, on the Wednesday previous to his death, without giving his friends any notice of his intention, and it is supposed was laboring under mental aberration. A brother of the deceased had the remains disinterred on Sunday morning last and conveyed by the railroad to Cumberland.

Ibid., p. 4. **Alexandria** - The two extensive wharves, built and building, at the outlet locks of the Alexandria canal, near Alexandria, now attract a large share of attention. The finished wharf belongs to the canal company and is under lease for fifteen years to the Maryland Mining Company.

Sun, Mon., 2/3/51, p. 2. **Canal Boats.** - The Cumberland *Civilian* announces the launching of two more canal boats, the building of which, for the spring trade, is very brisk.

Sun, Fri., 2/7/51, p. 2. **Mercerville Sold** - This place, situate on the Chesapeake and Ohio Canal, about 3 miles from Sharpsburg, in Washington county, Md., and belonging to T. G. Harris, Esq., has been sold to Mr. Daniel Piper for the sum of fourteen thousand and ten dollars. It embraces ten acres of land.

Ibid., p. 4. *Georgetown, D.C., Thursday Afternoon.* - A large force is now employed in cleaning out the canal between this place and Seneca, with every prospect of having the stream ready for navigation on the 1st of March.

**A VOTHER NEW LOT OF
CANAL BOATS FOR SALE.**



I OFFER for sale four new CANAL BOATS, which I will be finished about the first of March. They are built to carry 130 tons burthen, and will draw from 4½ to 5 feet of water. Also, I will have ready against the opening of the Canal for the Spring trade, several other boats, which I will sell.
Feb. 8, 1851—2:1003. JOHN YOUNG.

[Transcriber's Note: the above ad started on 2/8/51, p. 3. and ran weekly until 4/19/51.]

Sun, Mon., 2/10/51, p. 2. **Body Found** - The body of Mr. Thomas Atterberg, who was drowned in Wills Creek on the 7th of December last, at Cumberland, Md., was found on Sunday week, in the lock of the Chesapeake and Ohio Canal, at the edge of that town.

Sun, Fri., 2/21/51, p. 4. *Georgetown, D. C., Thursday afternoon.* - I am informed that the water will be in on this end of the canal on Saturday next. Mercury.

Sun, Wed., 2/26/51, p. 4. The water being let into the lower level of the canal, all our flouring mills and the cotton factory are in motion, imparting a gay and business appearance to our town. Mercury.

Sun, Thu., 2/27/51, p. 2. **The Alexandria Canal** will be opened at the same time as the Chesapeake and Ohio Canal, on the 1st of March.

Ibid., p. 4. Everything around our wharves bears evidence of the increase in the canal trade early in the spring. Lambell is building a beautiful boat, 80 feet in length by 13 wide, finished in a superior manner. At Alexandria, two others are in course of construction. Advantage has been taken of the suspension of navigation on the stream to put all the other boats in the best possible order.

Sat., 3/1/51 p. 2. **The Canal** - The water will be let into the Canal today.

Gen. James M. Coale - We learn from the *Banner of Liberty*, that at a recent meeting of the Directors of the Canal Company, the President, Gen. James M. Coale, having tendered his resignation of that responsible trust, the Board *unanimously* refused to accept the same.

Sun, Mon., 3/3/51, p. 1. **The Canal.** - The Hagerstown Mail states that the water was let into the canal on Saturday night, the 22nd ult., from Dam No. 5, and the boats were preparing to leave with their valuable cargoes, on their first spring trips to the District cities.

Ibid., p. 2. **President of the Canal Company.** - At a meeting of the stockholders of the Chesapeake and Ohio Canal Company, held in Washington on Friday, Ex-Governor Samuel Sprigg, of Maryland, was elected President, vice Gen. Coale, who declined a re-election.

Sun, Tue., 3/4/51, p. 1. **Chesapeake and Ohio Canal** - The *Cumberland Civilian* says that it is not probable that the water can be let into the canal, at that place, before the 10th of March, in consequence of the incompleteness of certain repairs at the locks. The water is, however, in the canal, on the lower sections, we believe.

Sun, Wed., 3/5/51, p. 1. **Canal Line** - The canal boat *Mount Vernon*, the first new boat for the Alleghany Cumberland line was launched from Eastback's ship-yard, at Alexandria, Va., on Monday morning.

Sun, Thu., 3/6/51, p. 1. **Appropriations for Washington City** - The following appropriations for the city of Washington, we select from the General Appropriation bill, as information interesting to our citizens: For Washington city canal, \$20,000; provided the city shall expend a like sum for the same work.

Ibid., p. 4. Mr. Eastback, a young and enterprising mechanic, has another canal boat on

the stocks, nearly finished, and an order for seven additional boats.

AG, Thu. 3/6/51, p. 4. **Advertisement.**
To the Stockholders of the Goose Creek and Little River Navigation Company – You are hereby notified, that the regular annual meeting of the said Company, will be held at the hotel of W. F. Adams, in the town of Aldie, *on Saturday, the 29th of March instant, at 11 o'clock.*

A general attendance of the Stockholders is particularly requested as an *election* of officers for the ensuing year, will than be held, and books will be opened for additional subscriptions with a view to the prosecution of the work from the mouth of Little River to Aldie by independent Canal, and the further improvement of the *Creek* by locks and dams.

By order of the Board of Directors:
B. P. NOLAND, Clerk.

[Transcriber’s Note: The above ad ran daily until the meeting date.]

Sun, Fri., 3/7/51, p. 1. **Chesapeake and Ohio Canal** - The water is again in the Chesapeake and Ohio Canal, and the *Clearspring Sentinel* says that a number of boats, heavily laden, were to have started from Williamsport, on Tuesday, for the District. The *Sentinel* adds:

The boat-owners and boatmen have got their "dander up," at the recent "By-Laws, Rules and Regulations," made by the canal board. The rules are very lengthy, and if enforced, as directed, will drive a considerable amount of trade from the canal.

Ibid, p. 4. *From Alexandria* - The new canal wharves are substantial and well-constructed, but the filling in has proved a more difficult job than was anticipated. It is supposed the first earth deposited has sunk nearly 30 feet.

Georgetown, D.C. - Canal Trade - Arrived [3/6] - Boats Enterprise, Harper's Ferry, 1,000 barrels flour; W. Cost Johnson, 45 miles, corn and hay; Francis, 23 miles, flour; two Gondolas, Harper's Ferry, flour; Ohio, 31 miles,

flour, corn and meal; Boston, 9 miles, wood; John P. Garrott, Knoxville, corn, hay, &c.; Gondola, 31 miles, corn and rye.

Mercury.

Early this morning the body of Mr. Chas. Webb was found in the Canal, at its junction on Third street. He was drowned, as is supposed, between ten and eleven o'clock last night. Mr. Webb was favorably known as a tragedian, and our morning newspapers announce his performance, as Iago, tonight, at the National Hall. Such is life.

GA, Sat. 3/8/51, p. 2. **The Canal** – The water is again in the C. & O. Canal. A number of boats heavily laden, were to have started from Williamsport yesterday, for the District.

The boat-owners, and boatmen have got their “dander up,” at the recent “By-laws, Rules and Regulations,” made by the canal Board. The rules are very lengthy, and if enforced, as directed, will drive a considerable amount of trade from the canal. We heard several of the best captains on the line say, that if the Co. compelled an observance to all the stipulations, they together with numerous others would be compelled to withdraw their boats. The whole instrument is like the handle of a jug – all on one side. For instance – a captain is compelled, as heretofore, to swear to his manifest, and in addition is to have his cargo assorted, so as to admit of the correctness of his manifest being examined. It will be next to impossible for some cargoes to be arranged, as directed; and consequently, the agents of the company may detain the boat, and have it done at the expense of the owners. We have no copy, or we would give some quotations from it. – *Clearspring Sentinel*.

Sun, Mon., 3/10/51, p. 4. *Canal Trade* – Arrived [3/8], boat Hugh Smith, Harper's Ferry, flour; Phineas Janney, do., do.; Rough & Ready, Berlin, wheat; Gen. Taylor, do., flour; Col. H. Clay, Shepherdstown, flour and wheat; Wells A. Harper, Seneca Mills, flour; Rambler, Noland's Ferry, corn and wood; Oregon, Sharpsburg

Landing, flour; Gen. Butler, limestone; Henrietta, Edwards' Ferry, flour; Edward Payson, 62 miles, limestone and flour; Gen. Cass, Noland's Ferry, corn and hay. Mercury.

Sun, Tue. 3/11/51, p. 4. *Georgetown, D. C., Monday Afternoon - Canal* - Arrived [3/10] boats Didnor, 73 miles, flour, cement, &c.; General Jackson, Seneca, corn; John Lambie, Seneca, wood; Wm. Jackson, 62 miles, limestone; Captain Walker, 69 miles, ditto; Jenny Lind (new,) 81 miles, flour; Union, Williamsport, flour; John Hetzer, do., 700 barrels flour; Thomas Charlton, do., 700 barrels flour; Belle, Shepherdstown, 2,870 bushels corn, flour, &c.; Victory, 31 miles, corn, oats, &c.; American Flag, Williamsport, 960 barrels flour; D. & H. Clagett, Mercerville, 800 barrels flour; William, Williamsport, 600 barrels flour; Salem, Williamsport, 900 barrels of flour; Experiment, 31 miles, corn; Potomac, Williamsport, flour; Frank Thomas, Mercerville, flour; Colonel Crockett, Harper's Ferry, flour.
Yours, Mercury.

GA, Tue. 3/11/51, p. 2. **Extension of the Canal** – Our friend of the *Clipper* is earnestly urging on the authorities of the city of Baltimore the importance of constructing the Maryland Canal, for which there is a charter in existence, as a means of attracting the trade of the Chesapeake and Ohio Canal to the great commercial emporium of the State of Maryland, a trade which, under the present state of things, will go to enrich the town of Alexandria. So far as we are acquainted with the sentiment of this region, the extension of our Canal to Baltimore would be hailed with universal satisfaction, as opening a new and extensive market for our Coal and Iron and agricultural productions. The benefits our people would derive from the connection would be such as to secure their entire co-operation in the measure at any and all times. – *Civilian*.

Tue. 3/11/51, p. 2. **Reduction of Tolls on Coal** – The Board of Directors of the Chesapeake and Ohio Canal, at their meeting at Washington on

Friday last, passed a resolution to reduce the present rates of toll on coal transported on the canal to *two and a half mills per mile* per ton, which will amount to about forty-five cents per ton from Cumberland to Georgetown. This reduction has been made without requiring any guarantees from the coal companies, and is therefore a distinct and independent measure. We need hardly say that it has met the hearty approbation of the parties interested in the mining of coal in this region. Already do we see its effect in a renewed activity in that important branch of the business – boat building. We know of one company that is now receiving proposals for the building and equipment of thirty boats for its service alone. In the meantime, operations are going on vigorously at the respective boat yards, and every thing betokens an unusual activity in that line of business.

We understand the Canal Board have also made important reductions on other articles besides coal, but we have not yet seen the new rates of toll. – *Cum. Civilian*.

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

Arrived, March 10.

Boat Gen. Washington, Berlin, flour to R. H. Miller.

Boat Rough & Ready, Berlin, wheat to Fowle & Co.

Boat Capt. Walker, limestone to Thomas & Dyer.

Sun, Wed. 3/12/51, p. 4. *Georgetown, D. C., Tuesday Afternoon*. - The arrival of boats by canal have completely filled it up, in this neighborhood. I am unable to give the name of each. Flour, wheat, corn, every description of produce is thus pouring in, and the boats are returning well freighted with groceries and other kinds of merchandise. Mercury.

AG, Wed. 3/12/51, p. 2. **CANAL COMMERCE**
Cleared, March 11.

Boat Essex, groceries, &c., for Harper's Ferry, Charles Town and Shepherdstown, Va., from McVeigh, Bro. & Co.

Sun, Thu., 3/13/51, p. 2. **Alexandria Canal**. - We learn from the *Alexandria Gazette* that the board of directors have reduced the tolls on flour one-half, making it now half a cent for the whole distance; and on wheat, Indian corn, and rye one-third, leaving it at one cent a ton per mile. At the same time, the tolls on plaster of Paris were fixed at half a cent, and on shad and herring at two cents a ton per mile. These changes go into operation at once.

GA, Thu. 3/13/51, p. 2. **CANAL TRADE** [3/12]

Otho Baker, 81 miles, 1,225 bbls. flour.
W. T. Hamilton, 61 miles, 1,007 bbls. flour.
J. A. Elgin, 61 miles, 747 bbls. flour.
J. Van Lear, 100 miles, 621 bbls. flour, &c
Charlotte, 108 miles, 610 bbls. flour & 60 bbls.

whiskey.

W. A. Harper, 19 miles, wood.
B. Franklin, 100 miles, 810 bbls. flour.
Martha Francis, 62 miles, limestone.
Tip & Tyler, 12 miles, wood.
Susan Harris, 89 miles, corn & flour.
W. B. Clark, 100 miles, 1,000 bbls. flour.
H. Clay, 86 miles, wood, &c.

W. H. Harrison, 22 miles, wood

20 boats have departed since the last report with assorted cargoes of merchandize for different points along the canal.

Sun, Fri., 3/14/51, p. 4. In Georgetown, last evening, there was no small amount of conviviality. A great number of boats, heavily laden with produce, to an amount never before witnessed there, brought together a large company of worthy men from almost every point on the canal. Volunteer representatives from Harper's Ferry, Seneca, Williamsport, Shepherdstown and other places conversed and rejoiced together. Some idea may be formed of the mass of merchandize, when I state that the canal was crowded to such an extent that a number of ladies who came down as passengers in the boats, were obliged to land at and near the "Old Foundry," and walk into town.

AG, Fri. 3/14/51, p. 3. **CANAL COMMERCE**
Arrived, March 13.

Boat Samuel Clark, 661 bbls. E. Stem flour to T. M. McCormick & Co.

Sun, Sat., 3/15/51, p. 1. **The Canal** - The Cumberland *Civilian* says that the water was let into the Canal at that place on Wednesday night last, at 10 o'clock. The levels were being rapidly filled, and it is expected that boats will be able to leave at any point along the line on Tuesday next. In the meantime, says the *Civilian*, preparations are being made to load with coal, and there is every prospect of the immediate commencement of a lively spring business.

GA, Sat. 3/15/51, p. 2. **CANAL TRADE** [3/14]

Wm. H. Harrison, 22 miles, wood.
P. Janney, 61 miles, flour.
John Lambie, 100 miles, flour.
Catocin, 51 miles, corn, flour, &c.
Gondola, 31 miles, wheat, &c.
Gondola, 31 miles, wheat, &c.
Francis, 23 miles, flour, offal, &c.
Gen. Jackson, 22 miles, wood
Louisa, 89 miles, corn & flour.

22 boats have departed since the last report with assorted cargoes of merchandize for different points along the Canal.

AG, Sat. 3/15/51, p. 3. **CANAL COMMERCE**
Arrived, March 14.

Boat Gen. Cass, Noland's Ferry, corn to Cazenove & Co.

Sun, Mon. 3/17/51, p. 4. **Georgetown, D. C.** - the receipts of flour alone, during this week, exceed 20,000 barrels. But few transactions having been made, it is generally stored.

Arrived today, boat Isabel, 107 miles, 600 bbls. flour; Neptune, Edward's Ferry, corn; Two Gondolas, Seneca, hoop poles; Ohio, 31 miles, corn; William Jackson, dam No. 3, limestone; Gen Butler, do., do.; and one boat, 119 miles, with flour and wheat.

AG, Mon. 3/17/51, p. 3. **CANAL COMMERCE**
Arrived, March 15.

Boat Gen. Washington, Goose Creek, wheat to Fowle & Co.

Boat Catharine Shafer, Washington County, corn to Lambert & McKenzie.

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

GA, Tue. 3/18/51, p. 2. **CANAL TRADE** [3/17]

Isabel, 107 miles, flour, &c.

Neptune, 31 miles, flour.

Two Gondolas, 21 miles, hoop poles.

Wm. Jackson, 62 miles, limestone.

Gen. Butler, 62 miles, limestone.

Susan, 119 miles, flour, &c.

Four Gondolas, 61 miles, flour.

J. P. Garrott, 57 miles, corn, rye, &c.

W. C. Johnson, 45 miles, corn.

W. A. Harper, 23 miles, 560 bbls. flour.

Henrietta, 31 miles, 700 bbls. flour.

Alex Neal, 62 miles, limestone.

J. F. Essex, 61 miles, 1,100 bbls. flour, &c.

Victory, 31 miles, corn, &c.

AG, Tue. 3/18/51, p. 2. **CANAL COMMERCE**

Cleared, March 17.

Boat Gen. Cass, Noland's Ferry, groceries from McVeigh, Bro. & Co.

Boat Neptune, groceries for Bluemont, Loudoun county, Va., from Wm. Bayne.

AG, Wed. 3/19/51, p. 3. **CANAL COMMERCE**

Arrived, March 18.

Boat Wm. Cost Johnson, Noland's Ferry, corn to Cazenove & Co.

Sun, Wed., 3/19/51, p. 4. The board of aldermen and the board of common council were in session. A joint resolution was adopted directing the board of control to dismiss Mr. C. B. Clusky as engineer of the Washington canal.

Sun, Thu., 3/20/51, p. 4. About six o'clock last evening the body of a white man, decently

clothed, was discovered in the basin of the canal, near Sixth street. Before a jury, it proved to be the remains of George Vermillion, a blacksmith by trade, who came to an untimely end by intemperance. He has a worthy family living on the Island.

GA, Thu. 3/20/51, p. 2. **CANAL TRADE** [3/19]

W. Cost Johnson, 36 miles, corn.

John Glenn, 31 miles, wheat, corn & sundries.

Lady of North Bend, 107 miles, flour & whiskey.

Eagle, 124 miles, flour, wheat & sundries.

Union, 100 miles, flour, whiskey & stoves.

D. & H. Claggett, 81 miles, flour.

Oregon, 77 miles, flour & whiskey.

Isaac Long, 100 miles, flour.

AG, Thu. 3/20/51, p. 3. **CANAL COMMERCE**

Arrived, March 19.

Boat Susan, Hancock, wheat and corn to Fowle & Co.

Cleared, March 19.

Boat Mount Vernon, groceries, &c., for Petersville, Md. and Martinsburg, Va., from McVeigh, Bro. & Co.

Sat., 3/22/51, p. 3. **CANAL TRADE**

ARRIVALS

March 4 – H. H. Casey, Byroads; Fish, Salt, Hardware, Shingles, &c. 185 miles.

March 10 – H. G. Phelps, McCaffery; Oysters, 124 miles.

March 11 – Eckhart, Robinson; 124 miles.

March 13 – Otho Baker, J. James; 185 miles.

March 15 – M. H. Ensminger, Ensminger; Dry Goods, Groceries, Furniture, &c. 185 miles.

March 15 – Maryland, Th. Gilleece; Pig Iron, 61 miles.

March 19 – John G. Stone, Geo. Beard; Old Iron, 61 miles.

DEPARTURES

Date	Boat	Captain	Tons Coal
3/13	Salem	Kidweller	80 00
3/14	J. J. Hoffman	Cockrell	80 00
	Ohio	J. Hoover	62 16

	Cumberland	C. Benner	80 14
	G. W. Riggs	Welldon	89 17
	F. Rawdon	Petrie	87 03
3/15	Caroline	Jos. Strong	82 06
	Martin Hoffman	Burrows	86 05
3/17	Elizabeth	Gwinner	83 19
	Southampton	Taylor	79 04
3/18	John G. Stone	Dunn	83 02
	Emily Hoffman	Merrill	99 13
3/10	Oregon	H. Hoover	86 10
	Miles Standish	Cobb	84 17
3/20	Westmoreland	Mayer	73 17

Sun, Sat., 3/22/51, p. 1. **Fire at Cumberland** – A stable on the west side of Wills Creek, occupied by Mr. John Young, boat-builder, was consumed by fire on the 15th inst., along with a horse and cow that were in it.

Chesapeake and Ohio Canal – The *Cumberland Civilian* says that boats are daily arriving at and leaving that place for various points on the line of Canal.

The Bill guaranteeing the bonds of the Chesapeake and Ohio Canal Company, was rejected by the Virginia House of Delegates on Thursday.

GA, Sat. 3/22/51, p. 2. *For the Advocate*
THE CANAL

Mr. Editor: I have understood that one of the engineers of the Chesapeake and Ohio Canal Company, has stated that he will decline, hereafter, selling any more *water rights* for manufacturing or any other purposes. If this is the fact it is highly important that it should be officially known, inasmuch as there may be persons who are contemplating, investments with an eye to such works.

The reason assigned by the Engineer for not selling any more water rights, were very forcible, and such as will probably control the decision of the Company.

They were in substance these: That the water necessary for the works, was drawn off so irregularly, that no grade fixed upon the height of the water in the morning would answer through the day; and that frequently the trade was greatly

incommoded by the variations which this irregularity caused in the depth of the Canal. One part of the day the Canal might be overflowing, and before night there would not be sufficient depth of water for the boats to clear the bottom. He remarked that the sale of water as far as it had been made was no consideration for the evils thus produced. No doubt if the Company is called upon, a decisive answer on this subject will be given. O.

AG, Sat. 3/22/51, p. 3. **CANAL COMMERCE**
Cleared, March 22.

Boat Mount Vernon, groceries for Cumberland from Wm. Bayne.

Sun, Mon., 3/24/51, p. 1. **The Canal and the Coal Trade** – We learn from the *Cumberland Civilian*, that since the 13th inst., 1,266 tons of coal have been sent from that place, by canal, making 8,437 tons since the opening in October last. The *Civilian*, in referring to Mr. Swann's letter, says:

In all his calculations Mr. Swann labors under an error as to the amount of toll charged by the canal company on coal. Instead of being 37½ cents per ton to Alexandria, as he assumes it, the toll as fixed by the board of Canal Directors is about 45 cents per ton from Cumberland to Georgetown. The difference between these two sums would create a considerable change in Mr. Swann's calculations.

Again, the canal company have not contracted to carry 500,000 tons of coal to market for the year 1851, as Mr. S. supposes. There have been no guarantees given, and the canal is merely open for all the coal that may offer, be the amount great or small. – The *supply*, consequently, will depend on the *demand*, and there will be no overstocking the market. That the amount carried down the canal might safely be run up to 500,000 tons for the present year, there cannot be a doubt in the minds of those who are acquainted with the real extent of the demands that have been made from all quarters of the country on the coal dealers of Allegany county.

Ibid., p. 4. By canal. last evening, the two first spring boats from Cumberland arrived enroute for Alexandria. They were the Freeman Rawson and George W. Riggs, each with eighty-nine tons of coal. These boats are elegantly fitted up, with every convenience for freight and passengers. Also, arrived [3/23], boats Hugh Smith, Harper's Ferry, flour; John P. Smart, Edward's Ferry, 3,100 bushels wheat, &c.

AG, Mon. 3/24/51. p. 3. **CANAL COMMERCE**
Arrived, March 22.

Boats Martha Francis and Captain Walker, limestone to Thomas & Dyer.
Boat Gen. Cass, Goose Creek, wheat to Cazenove & Co. and corn to Fowle & Co.

Arrived, March 10.

Boat H. G. Phelps, with oysters and sundries from Alexandria.

Departed, March 13.

Boat Freeman Rawdon, Petrie, with 89 03 tons coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria

March 14, Boat Salem, Kidwiler, with 80 tons coal from Frostburg Coal Co., to D. B. Smith, Alexandria.

Boat Ohio, Hoover, with 62 16 tons coal from same to same.

Boat Cumberland, Benner, with 80 14 tons coal, from same to same.

Boat G. W. Riggs, Jr., Weldon, with 89 17 tons coal from Maryland Mining Co., to Waters & Zimmerman.

March 15, Boat Martin Hoffman, Burrows, with 86 05 tons coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

Boat Caroline, Strong, with 82 06 tons of coal from Frostburg Coal Co. to D. B. Smith, Alexandria.

March 17, Boat Elizabeth, Gwinner, with 83 19 tons of coal from Frostburg Coal Co. to D. B. Smith, Alexandria.

Boat Southampton, Taylor, with 79 04 tons of coal from same to same.

March 18, Boat John G. Stone, Dunn, with 83 02 tons of coal from Frostburg Coal Co. to D. B. Smith, Alexandria.

Boat Emily Hoffman, Merrill, with 99 13 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

March 19, Boat Oregon, Hoover, with 86 10 tons of coal from Frostburg Coal Co. to D. B. Smith, Alexandria.

Boat Miles Standish, Cobb, with 84 17 tons coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

March 20, Boat Anna Woodward, Rosa, with 86 16 tons of coal from Maryland Mining Company to Waters & Zimmerman, Alexandria.

Boat Westmoreland, Mayer, with 73 17 tons of coal from Frostburg Coal Co. to D. B. Smith, Alexandria.

Sun, Tue., 3/25/51, p. 4. Alexandria, Va., Monday Afternoon. – To give you some idea of what the coal trade is likely to be, and its importance to this place, I send the following list of boats, which left Cumberland a few days since for Alexandria: - Freeman Rawdon, 89 03 tons coal; Salem, 80 tons coal; Cumberland, 80 14 tons coal; G. W. Riggs, 89 17 tons coal; Martin Hoffman 86 05 tons coal; Southampton 79 04 tons of coal. These six have all safely arrived.

There are hourly expected: the Ohio, 62 16 tons; Caroline, 82 06; Elizabeth, 83 19; John G. Stone, 83 02; Emily Hoffman 99 13; Oregon, 86 10; Miles Standish, 84 17; Anna Woodward, 86 16; Westmoreland 73 17. Mercury

Georgetown, D.C., Monday afternoon. – The receipts of flour from the opening of the canal, early this month down to Saturday night, amounted to 30,000 barrels.

Since Saturday night, the following canal boats have arrived: Boat Enterprise, 57 miles; two gondolas, 61 miles, 190 barrels flour; Potomac, 100 miles, 610 barrels flour; Charlotte, 108 miles, 653 bbls flour; Ben Franklin, 99 miles, 849 barrels flour; P. F. Thomas, 108 miles, 688 barrels; De Witt Clinton, 99 miles, 661 barrels;

W. Cost Johnson, 45 miles, 1,600 bushels corn; Experiment, 31 miles, flour, corn, potatoes, &c.; John Van Lear, 100 miles, corn, clover seed; Rambler, 42 miles, corn, oats, sand, wood; Rough & Ready, 55 miles, 2,750 bushels wheat; General Jackson, 22 miles, wood; General Scott, 45 miles, wood and hay. Making a total, in flour alone, of 4,000 barrels.

GA, Tue. 3/25/51, p. 2. **CANAL TRADE**

F. Rawdon, 185 miles, coal.
G. W. Riggs, 185 miles, coal.
J. P. Smart, 31 miles, wheat.
H. Smith, 61 miles, 818 bbls. flour, &c.
Enterprise, 57 miles, wood.
2 Gondolas, 61 miles, 190 bbls. flour.
Potomac, 100 miles, 610 bbls. flour.
Charlotte, 108 miles, 653 bbls. flour & 50 bbls. whiskey.
B. Franklin, 99 miles, 849 bbls. flour.
P. F. Thomas, 108 miles, 688 bbls. flour.
Cumberland, 185 miles, 80 tons coal.
Salem, 185 miles, 80 tons coal.
D. W. Clinton, 99 miles, 661 bbls. flour.
W. Cost Johnson, 45 miles, flour, corn, &c.
Experiment, 31 miles, corn, &c.
John Van Lear, 100 miles, corn, &c.
Rambler, 42 miles, oats, wood, &c.
Rough & Ready, 55 miles, 2,750 bu. wheat.
Gen. Jackson, 22 miles, wood.
Gondola, 31 miles, wheat.
Gen. Scott, 45 miles, wood, hay, &c.
Southampton, 185 miles, coal.
Buena Vista, 69 miles, limestone.
M. Hoffman, 185 miles, 86 05 tons coal.
J. F. Essex, 61 miles, corn, flour, &c.

AG, Tue. 3/25/51, p. 3. **CANAL COMMERCE**

Arrived, March 24.

Boat Freeman Rawdon, Cumberland line, coal to Waters & Zimmerman.
Boat Geo. W. Riggs, Jr., Cumberland line, coal to Waters & Zimmerman, and 49 packages glassware from Pittsburg to R. H. Miller.
Boat J. P. Smart, Big Spring, Va., 3,100 bushels wheat to Fowle & Co.

Boat Rough & Ready, Berlin, 2,700 bushels wheat to Fowle & Co.

Boat Salem, Cumberland coal to D. B. Smith & Co.

Boat Southampton, Cumberland coal to D. B. Smith & Co.

Boat Cumberland, Cumberland coal to D. B. Smit & Co.

Boat Martin Hoffman, Cumberland coal to Waters & Zimmerman.

Boat Wm. Cost Johnson, Noland's Ferry, corn to order.

Boat John Van Lear, Williamsport, 2,900 bushels corn to Fowle & Co.

Departed, March 24.

Boat Gen. Cass, groceries for Mount Gilead, Loudoun Co., Va., from Wm. Bayne.

Boat Eagle, Hancock, dry goods from Bryan, Adams & Co.

AG, Wed. 3/26/51, p. 3. **CANAL COMMERCE**

Arrived, March 25th.

Boat De Witt Clinton, 549 bbls. "Eli Stem" flour to T. M. McCormick & Co.

Cleared, March 25th.

Boat Eagle, Hancock, groceries, boots, shoes, &c., from McVeigh, Bro. & Co., hardware from J. A. English & Co., and queensware from Hugh Smith & Co.

Boat Wave, groceries, &c., for Williamsport, from McVeigh, Bro. & Co.

Boat Freeman Rawdon, Cumberland, crackers from A. Jamieson & Co., drugs from Stabler & Bro.

Boat Hugh Smith, Harper's Ferry, laths by Fowle & Co.

Boat J. P. Smart, Big Lick, groceries from Wm. Bayne, queensware from R. H. Miller, hardware from James A. English & Co., and lumber by Smoot & Uhler.

Boat Gen. Cass, Goose Creek, groceries by Wm. Bayne, and guano and plaster by Fowle & Co.

Boat Southampton, groceries for Cumberland from Wm. Bayne.

Sun, Thu. 3/27/51, p. 4. **Canal Trade** – Arrived – Boats Elizabeth, Cumberland, 83 tons coal; D. & H. Clagett, 81 miles, 656 barrels flour and 671 bushels corn; Wm. Jackson, 62 miles, limestone; Gen. Butler, 62 miles, limestone; Gondola, Edwards’ Ferry, flour and corn; J. Snively, 108 miles, flour and wheat; Edward Payson, dam No. 3, corn, flour and potatoes. Departed – Boats Rambler, Gen. Jackson, J. P. Smart, Enterprise, Southampton, Rough & Ready, W. Cost Johnson and H. Smith.

Alexandria, Wednesday Afternoon. – The town is quiet. Business is improving decidedly, particularly in the grocery and dry goods line. There is every indication of a large Spring trade.

The flour market is steady, with large receipts by the canal, mostly going into store for better prices – last sales \$4.25 – but very little offering. The receipts of grain since Saturday amount to 10,000 or 12,000 bushels by the canal. Prime red wheat brought 98½ cts. Corn may be quoted at 58 cts. for white. In other grain there is no change. The canal trade is brisk.

GA, Thu. 3/27/51, p. 2. **CANAL TRADE**

Elizabeth, 185 miles, coal.

D. & H. Clagett, 81 miles, flour & corn.

Wm. Jackson, 62 miles, limestone.

Gen. Butler, 62 miles, limestone.

Gondola, 61 miles, 183 bbls. flour.

Col. Crockett, 57 miles, corn, &c.

Seventeen boats have departed since the last report.

Maryland Cross Cut Canal – The subject of a Cross Cut Canal from this District to the shores of the Chesapeake begins to take possession of the public mind in Maryland, and the true interests of that State will assuredly call, in the course of early time, for its execution; in order to carry out the designs of the Maryland projectors of that work as to its eastern terminus and ensure to that State a more proper compensation for its immense outlay in its behalf.

The letter of the President of the Balt. and Ohio Rail Road Company, Thomas Swann, Esq., written in behalf of some of the supposed interests of that Road is receiving a considerable combing down from a series of communications in the Balt. *Clipper*. That paper has also several editorial strictures on the subject, well written. In its last it says:

“We readily concede, that, as matters now stand, ‘it is too apparent now to be lost sight of any longer.’ the money of the people of Maryland has been expended for the benefit of those of the District that Baltimore has contributed largely to build up rival cities – and it is because we think that she should participate in the trade which she has thus created, that we urge the extension of the Canal to Baltimore. If the cross cut failed to yield a dollar beyond expenses, the additional commerce which it would attract to our city – the impetus which it would give to business of every kind and the increase of employment for labor, would compensate our city for the outlay. The facts stated in the first paragraph above quoted, have been kept steadily in view, and hence the wise provision of our legislature, that the Canal shall be continued to Baltimore – and however sophistry may succeed in blinding the people of Baltimore for a time to their true interests – or public opinion may be temporarily overawed by influence – the time must be and will come when public sentiment will compel the continuation of the Canal from the District to Baltimore.”

Thu. 3/27/51, p. 3.² **Local Matters.**

Washington Canal Preparations for Trade – In anticipation of the reception of coal from Cumberland, our enterprising fellow-citizen, Mr. William Easby, has commenced the construction of a wharf on the Potomac river, six or eight hundred feet in length, and eighty feet in width, just below the National Observatory, and near the western boundary of Washington. The foundation of the wharf is timber, up to the low-water mark, the pieces strongly fastened together in crib form. Above this is to be stone, filled in

² *Republic*, Washington, D. C.

with gravel, which is obtained from banks in the vicinity. This structure will be of a very firm and durable character. Between the wharf and the canal will be a basin, capable of receiving six boats, which can there unload. There are sixteen feet of water, at ebb tide, in the Potomac, at this point. The canal and basin, it is estimated, will cost \$15,000.

On the northeast corner of Seventh street, near the canal Mr. Isaac Paul has recently opened a wholesale flour store. It is his purpose to receive weekly supplies of flour at his establishment, by way of the canal, to be landed at his own door. We have been informed by a gentleman who ought to know, that but one load of flour has been brought to this city through the canal within the last nine months; but, according to present indications, there will, in future, be no long intervals. Not only for flour, but other products – coal, as a matter of course – will be brought directly hither from the rich counties of Maryland and the valley of Virginia. It is thought that the canal, from the western portion, will be in navigable order within, at farthest, a fortnight.

Our friends at the other end of the canal conceive that no better harbor can be selected for transshipment than the Eastern branch, where the water is eighteen feet deep at low tide. Coal depots may at no distant day be established there. Already capitalists have turned their attention in that direction; and, if too high an estimate shall not be placed by its owners on property suitable for such purposes, we may soon hear of active operations in that locality.

Mr. J. A. Tait is the general superintendent of the Washington city canal.

AG, Thu. 3/27/51, p. 3. **CANAL COMMERCE**

Arrived, March 26.

Boat Col. Crockett, Weverton, corn to Wm. L. Powell & Son.

Boat Elizabeth, Cumberland, coal to D. B. Smith & Co.

Cleared, [3/26]

Boat Rough & Ready, Berlin, plaster from Fowle & Co.

Boat Wm. Cost Johnson, Noland's Ferry, plaster from Lambert & McKenzie, and guano from Fowle & Co.

Boat De Witt Clinton, Williamsport, plaster from Fowle & Co. and T. M. McCormick & Co.

Boat John Van Lear, 13 tons groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., for Williamsport, Md.

Boat Southampton, Cumberland, and Salem, for Cumberland from D. B. Smith & Co.

Fri. 3/28/51, p. 3. ³ **Local Matters**

Boat Building – Messrs. H. N. and J. W. Easby, at their ship-yard on the Potomac river, immediately below the National Observatory, have on the stocks two large and substantial canal boats, nearly finished, and are laying the keel of another. There is lumber on the premises sufficient to build three more. We noticed, during our visit, the hull of a steamer, fifty-five feet in length, nine feet and six inches in width, with three feet depth of hold. Mr. McKinstry, of this city, is building the machinery for this boat, which is to be made use of for towing on one of the Virginia canals. It is the property of Mr. John A. Pettibone and Company, and, as a propeller, is to be constructed on an entirely new principle. The Messrs. Easby partake largely of the industry, enterprise and skill of their father, the Captain, and are deserving of public patronage. They build canal boats, large sailing vessels and those propelled by steam, having every facility for carrying on an extensive business. Their railway is capable of drawing up vessels of between four and five hundred tons burden. Last winter they gave the steamer Columbia a ride from the Potomac, and put a new bow on her, a work which cost the owners \$8,000.

The Messrs. Easby have just launched a beautiful canal boat, named the "J. F. Essex," belonging to Mr. John Gibson, of Harper's Ferry, and intended for the canal trade.

³ *The Daily Republic*, Washington, D.C., newspaper.

AG, Fri. 3/28/51, p. 3. **CANAL COMMERCE**

Arrived, March 27.

Boat Henrietta, Leesburg, flour to D. F. Hooe, John Lawson, Cazenove & Co., and Wm. L. Powell & Son.

Boat Neptune, Goose Creek, 2,500 bushels corn to Fowle & Co.

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

Sat., 3/29/51, p. 2. **CANAL TRADE**

DEPARTURES

Date	Boat	Captain	Tons Coal
3/21	Otho Baker	James	99 12
3/22	Anna Woodward	Resn	86 16
	Delaware	Sloan	74 17
	L. A. Phelps	McCaffery	80 00
	H. G. Phelps		79 12
	Maryland	Gilleece	75 01
	Eckhart	Robinson	92 08
3/24	Pennsylvania	Bootman	88 00
	Francis Thomas	Lynch	64 00
	H. H. Casey	Hopkins	90 10
3/25	Jenny Lind	Artz	62 15
	William	Eakers	62 01
	Salome [Clarke]	Wolf	87 07
3/26	Isaac Motter	Ardinger	100 00
	Mountaineer	Hetzer	32 03
	Wm. B. Clarke	Taylor	83 13
3/27	John G. Stone	Beard	85 01
	D. [J.] McCoy	Crockett	88 02
	M. R. Zimmerman	Sherman	89 18
		Total	1,584 01

Summary

Lonaconing – We are much gratified to learn that the George’s Creek Coal & Iron Company is about to make a railroad from their Coal Mines and Furnace to connect with the Baltimore & Ohio Railroad near Westernport.

We have conversed with many gentlemen in regard to this enterprise; and all we have seen are highly delighted at the prospect of again having in active business the gentlemanly officers of that Company. We have never known the community to complain of the least remises on

the part of any of its agents. All liabilities with hands and others have been at all times settled without difficulty.

That the work will pay, no one doubts. Their coal is of superior quality and can be excavated so very free of slate and other objectionable matter; it will command the highest price in market.

The Baltimore & Ohio Railroad Company, by its charter from the State of Virginia, is bound to have a connection with the Chesapeake & Ohio Canal at Cumberland and is bound to charge uniform rates of tolls from any point West to Cumberland.

It is believed that the Baltimore & Ohio Railroad Company has or will make advantageous arrangements with this Company, by which they can carry on a very extensive and profitable business.

Mr. Blocher, our State Senator the last three years, has been extensively engaged in the manufacture of brick; which requires the best coal and a greater heat than is required in generating steam for boats. He says, that the coal of George’s Creek is as good if not superior to any coal in this country.

The road passes through the heart of the coal region of this country, for a distance of twelve miles.

The George’s Creek Coal & Iron

Company. – This Company has issued Proposals for letting their Railroad from Lonaconing to Piedmont. The reader can see their advertisement in another column. We wish them speed and congratulate our friends of Westernport District at their prospects of the future.

Rejected. – The bill guarantying the bonds of the Chesapeake and Ohio Canal company was rejected by the Virginia House of Delegates on Thursday.

Sat. 3/29/51, p. 2.⁴ We learn that Mr. C. B. Cluskey has tendered his resignation as surveyor of the city. This has grown out of an attempt on the part of a committee of the corporation (in which they were sustained by the boards) to interfere with him in the discharge of an official duty as engineer of the Washington city canal.

Mr. Cluskey has held the office of surveyor for nearly three years, during which time he has performed the most arduous duties. The canal, which is progressing to completion, is an admirable piece of work. The approach to the wings of City Hall is from his design, as adopted by the corporation. His report on the public buildings and the improvements recommended to Congress, and his plan for the extension of the Capitol, which is universally admired, are unquestionable evidences of his ability as an architect and engineer. We think the corporation will feel the loss of such an officer.

AG, Sat. 3/29/51, p. 3. **CANAL COMMERCE**
Arrived, March 28.

- Boat Oregon, coal to D. B. Smith & Co.
- Boat Westmoreland, coal to D. B. Smith & Co.
- Boat Caroline, coal to D. B. Smith & Co.
- Boat Delaware, coal to D. B. Smith & Co.

Sun, Mon., 3/31/51, p. 4. Eastback is building a number of canal boats in substantial and handsome style.

Georgetown, D. C., Saturday Night. - Our merchants today received, by canal, ten tons of bacon from the State of Ohio, via Cumberland. The first received by that route.

Passed through to Alexandria - Canal boats Caroline, Emily Hoffman, Miles Standish, Anna Woodward and Maryland, all from Cumberland, laden with coal.

Arrived, boats Star, 22 miles, wood; M. Francis, 62 miles, limestone; John Lambie, wood and hay; Gondola, 31 miles, corn, wheat, &c.;

General Cass, 45 miles, corn; Phineas Janney, 762 barrels flour.

Mercury.

AG, Mon. 3/31/51, p. 2. **CANAL COMMERCE**
Arrived, March 29.

- Boat Emily Hoffman, Cumberland coal to Waters & Zimmerman.
- Boat Anna Woodward, Cumberland coal to Waters & Zimmerman.
- Boat Miles Standish, Cumberland coal to Waters & Zimmerman.
- Boat Maryland, Cumberland coal to D. B. Smith & Co.

Cleared, March 29.

- Boat Oregon, Cumberland, by D. B. Smith.
- Boat Elizabeth, groceries, &c., from McVeigh, Bro. & Co. and Wm. Bayne for Cumberland and intermediate points.
- Boat Gen. Washington, Goose Creek, lumber from J. Green & Son., plaster from Fowle & Co.
- Boat Neptune, groceries for Pleasant Dale, Loudoun county, Va., from Wm. Bayne.

ARRIVALS

A number of boats have arrived here from below, but they were for the most part empty and we do not, therefore, report them.

DEPARTURES

- March 21, Otho Baker, Heskett, with 99 12 tons coal from Frostburg Coal Co., to W. L. Webb, Shepherdstown, Va.
- March 22, Delaware, Sloan, with 74 17 tons of coal to D. B. Smith, Alexandria, Va.
- Boat Maryland, Gilleece, with 75 tons of coal, to D. B. Smith, Alexandria.
- Boat Eckhart, Robinson, with 92 08 tons of coal from Maryland Mining Co., to Waters & Zimmerman, Alexandria.
- March 24, Pennsylvania, Bootman, with 88 tons of coal, from Frostburg Coal Co., to D. B. Smith, Alexandria.
- Boat H. H. Casey, Hopkins, with 90 16 tons of coal, from Maryland Mining Co., to Waters & Zimmerman, Alexandria.

⁴ *Weekly Union*, Washington, D. C.

Boat Salem, Wolfe, with 87 07 tons of coal from Frostburg Coal Co., to B. Reigle, Williamsport. March 25, William, Wolfe, with 62 01 tons of coal from Frostburg Coal Co., to B. Reigle, Williamsport.

March 26, Isaac Motter, Ardinger, with 100 tons of coal to Williamsport.

Boat Mountaineer, Hetzer, with 92 03 tons of coal from Maryland Mining Co., to Waters & Zimmerman, Alexandria.

Boat Wm. B. Clarke, Taylor, with 83 12 tons of coal from Frostburg Coal Co., to Wm. Brown, Antietam.

March 27, John G. Stone, No. 2, Hook, with 85 01 tons of coal from Frostburg Coal Co., to Hancock.

Boat Mary R. Zimmerman, Sherman, with 89 18 tons of coal from Maryland Mining Co., to Waters & Zimmerman.

Boat D. J. McCoy, Hook, with 88 02 tons of coal to Hancock.

AG, Tue. 4/1/51, p. 2. **CANAL COMMERCE**
Arrived, March 31.

Boat L. A. Phelps, Cumberland coal to Fowle & Co.

Boat H. G. Phelps, Cumberland coal to Fowle & Co.

Boat John G. Stone, Cumberland coal to D. B. Smith & Co.

Boat Gen. Taylor, Berlin, flour to R. H. Miller, wheat and corn to Fowle & Co.

Boat Gen Cass, Berlin, flour to D. F. Hooe.

Gondola, Harper's Ferry, corn to Fowle & Co.

Gondola, Quarter Branch, corn to order.

Cleared, [3/31]

Boat Wave, groceries, boots, shoes, hats, &c., for Charles Town, Harper's Ferry and Shepherdstown, Va., and Sharpsburg, Clearspring, Williamsport, Hancock, Old Town and Cumberland, Md., from McVeigh, Bro. & Co.

Boat Maryland, Cumberland by D. B. Smith & Co., groceries for Hancock from McVeigh, Bro. & Co.

Sun, Wed. 4/2/51, p. 4. *Georgetown, D. C., Tuesday afternoon* [4/1]. **Canal News** – Arrived boats Captain Walker, 69 miles, limestone; J. F. Essex, 61 miles, 1,050 barrels flour and sundries; C. Shafer, 89 miles, 3,500 bushels corn; Louisa, 95 miles, flour, wheat and corn; H. H. Casey, Cumberland coal for Alexandria; Oregon, 77 miles, 810 barrels flour; F. Thomas, Cumberland coal, bacon, &c., for Washington, D. C.; Potomac, Williamsport, 604 barrels flour; Catocin, 51 miles, sundries.

Departures – Boats, Union, General Jackson, Lady of North Bend, Col. H. Clay, Maryland, Ohio, Westmoreland and Hornet.

AG, Wed. 4/2/51, p. 2. **CANAL COMMERCE**
Arrived, April 1.

Boat H. H. Casey, Cumberland, coal to Waters & Zimmerman.

Boat Ohio, Cumberland, coal to D. B. Smith & Co.

Boat Catharine Shafer, Williamsport, 3,500 bushels yellow corn to Fowle & Co.

Cleared, [4/1]

Boat Westmoreland, Cumberland, by D. B. Smith & Co.

Boat Caroline, Cumberland, by D. B. Smith & Co.

Boat Miles Standish, dry goods from Bryan, Adams & Co., and groceries from McVeigh, Bro. & Co., for Cumberland.

Boat Neptune, Goose Creek, plaster by Fowle & Co., lumber by James Green & Son, and hardware by James A. English & Co.

Boat Gen. Cass, Goose Creek, plaster by Fowle & Co.

Sun, Thu., 4/3/51, p. 2. **Washington Canal.** - On Tuesday the water was let into so much of the line of the Chesapeake and Ohio Canal as lies between the western limits of Washington City and Van Ness's. The *Republic* is therefore on the lookout for arrivals of rich products from the regions above Georgetown.

Ibid., p. 4. *Canal News*. – Arrived [4/2], Gondola, Edward's Ferry, wheat, corn, rye, &c.; W. A. Harper, Knoxville, hay; W. Cost Johnson, 48 miles, corn, &c.; Gen. Butler, Dam No. 3, limestone; Gen. Scott, 48 miles, corn, &c.; Henrietta, Edward's Ferry, 700 barrels flour; Edward Payson, Dam No. 3, limestone; Potomac, 100 miles, 600 bbls. flour; Susan, 119 miles, flour, potatoes, &c.

Passed through to Alexandria - Boats Eckhart, Cumberland, coal and flour; and Mountaineer, with coal.

Departed [4/2] - Boats Diana, W. A. Harper, H. G. Phelps, Potomac, Miles Standish and Capt. Walker.

AG, Thu. 4/3/51, p. 2. **CANAL COMMERCE**
Arrived, April 2.

Boat John F. Essex, Harper's Ferry, 400 bbls. flour to Wm. L. Powell & Son.

Cleared, [4/2]

Boat Caroline, groceries for Williamsport, from Wm. Bayne.

Sun, Fri., 4/4/51, p. 4. **Canal Trade**. – Arrived [4/3], boats W. H. Harrison, 20 miles, wood and stuff; Henrietta, Edwards' Ferry, flour; Francis, 23 miles, 355 bbls. flour and offal; J. P. Garrott, 57 miles, corn, flour, wheat, &c.; Experiment, corn, wheat, oats, potatoes; D. & H. Clagett, 81 miles, 800 bbls. flour, apples, &c.; Texas, 77 miles, flour and lumber; Jackson, Dam No. 3, corn and limestone.

Passed through to Alexandria - Boats M. R. Zimmerman, Pennsylvania and Jenny Lind, all from Cumberland, loaded with coal.

Departed - Boats Tom Charlton, J. Hetzer, Louisa, Caroline, Phineas Janney, Two Gondolas, Henrietta. Mercury.

On Monday, Eastback launched another canal boat. She is named, and justly, too, the "William Fowle."

On the line of canal from Third street to Maryland avenue, quite a large number of

workmen are employed in completing the cesspools, filling in, walling, &c., and I learn from the commissioners that in a few days the water will be let in. This great improvement will be of immense advantage to the entire Seventh ward (or Island,) for the stream extending directly through the east end, canal boats, with fuel, produce, &c., can with great convenience stop and land their cargoes at any point.

The lower section, from Maryland Avenue to the Eastern branch, cannot be commenced too soon. There, too, with one of the best harbors in the country, and a great depth of water, coal may be expeditiously shipped to other places - thousands of tons of it will pass quickly through to supply the constant demand at our Navy Yard.

AG, Fri. 4/4/51, p. 2. **CANAL COMMERCE**
Arrived, April 3.

Boat Mary R. Zimmerman, Cumberland, coal to Waters & Zimmerman.

Boat Mountaineer, Cumberland, coal to Waters & Zimmerman.

Boat Eckhart, Cumberland, coal to Waters & Zimmerman.

Boat Pennsylvania, Cumberland, coal to D. B. Smith & Co.

Boat Belle, Shepherdstown, 3,000 bushels corn to Fowle & Co.

Boat Wm. C. Johnson, Noland's Ferry, 1,700 bushels corn to Lambert & McKenzie.

Cleared, April 3.

Boat John F. Essex, sundries by McVeigh, Bro. & Co.

Boat Hugh Smith, groceries for Harper's Ferry from McVeigh, Bro. & Co.

Boat Caroline, groceries, &c., for Clearspring, Md., from McVeigh, Bro. & Co.

Gondola, groceries from McVeigh, Bro. & Co.

Sat., 4/5/51, p. 3. **CANAL TRADE**
DEPARTURES

Date	Boat	Tons Coal	Miles
3/28	M. H. Ensminger	91 03	185
	I. Long	87 00	185
4/1	D. Seigle	86 14	185

	Mt. Vernon	95 00	185
	Cumberland	86 12	185
	Mountaineer	88 02	185
	Eldorado	88 10	185
	E. J. Neal	94 10	185
	Salem	87 18	185
4/2	Southampton	85 09	185
	Wm. T. Hamilton	91 04	185

Sun, Sat. 4/5/51, p. 4. *Canal News* – Arrived [4/4] – Boats Isabelle, 107 miles, flour and corn; Ben Franklin, 99 miles, flour, lumber and sundries; Martha Francis, 62 miles, limestone; J. P. Smart, 31 miles, wheat, corn and offal.

Quite a fleet of boats have accumulated here and in Alexandria.

Departed [4/4] – Boat Delaware for Cumberland, Payson & Claggett.

GA, Sat. 4/5/51, p. 1. The *Alexandria Gazette* says: “The appearance of the commencement of the Coal trade to this place, is very cheering. The fine coal wharves at the upper end of the harbor, are covered with the ‘black diamonds,’ and vessels lying at them, taking in their cargoes.

“All along the wharves, lower down we perceive, also; canal boats delivering their cargoes of flour, wheat, corn, &c., and taking in their return cargoes for different places up the Chesapeake and Ohio Canal.

“Mr. Eastlack, at his boat yard, is building and launching as fast as he can prepare them, Canal boats designed for the trade on the canal.

“Alexandria ought to be, and will be, we hope, the depot for the Chesapeake and Ohio canal trade of all kinds.

Sun, Mon., 4/7/51, p. 2. **Canal Monument.** - The Board of Directors of the Chesapeake and Ohio Canal Company have ordered a monument to be erected at some suitable point in Cumberland to commemorate the completion of the Canal to that place. The matter has been entrusted to the care of Col. John Pickell, of Baltimore, one of the Directors, who will visit Cumberland in a short time to select the proper location.

Ibid, p. 4. *Canal Trade* – Arrived [4/5], Boats Tip & Tyler, wood; De Witt Clinton, 99 miles, flour, whiskey, &c.; Gondola, W. Gibson, 61 miles, flour; Charlotte, 108 miles, whiskey and flour; J. Van Lear, 100 miles, flour.

Passed down to Alexandria - Boat Isaac Motter, 108 miles, coal.

Departures [4/5] - Boats John G. Stone, Experiment, L. A. Phelps, J. F. Essex, Catharine Shafer, General Taylor, W. Jackson, W. C. Johnson, General Scott, B. Franklin, M. R. Zimmerman and Jenny Lind.

One word to the captains and boat owners. To ensure a report to the *Sun* on the morning after your arrival, you should leave your manifest or way-bill at the canal office, as you pass down. Yours, &c. Mercury.

AG, Mon. 4/7/51, p. 3. **CANAL COMMERCE**
Arrived, April 5.

Boat J. P. Smart, Edward’s Ferry, 1,200 bushels corn to Fowle & Co.

Boat Isabel, Honeywood, 1,800 bushels wheat and corn to Fowle & Co.

Departed, [4/5]

Boat Delaware, Cumberland, by D. B. Smith & Co.

Boat John G. Stone, Cumberland, by D. B. Smith & Co.

Boat Ohio, Cumberland, by D. B. Smith & Co.

Boat Pennsylvania, Cumberland, by D. B. Smith & Co. and groceries from Wm Bayne.

Boat Jenny Lind, Cumberland, by Fowle & Co., and groceries for Mercerville, Md., from McVeigh, Bro. & Co.

Boat Anna Woodward, Cumberland, dry goods from Bryan, Adams & Co., and groceries from Wm. Bayne.

Boat Mary R. Zimmerman, Cumberland, by Waters & Zimmerman.

Boat Belle, groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co., and Wm. Bayne; and dry goods from Bryan, Adams & Co., for Shepherdstown, Va.

Boat Ann Thompson, groceries from Wm. Bayne.

Sun, Tue., 4/8/51, p. 4. *Canal Trade*. – Arrived [4/7], boats Millard Fillmore, 124 miles, bark; John G. Stone, 124 miles, coal, lumber, &c.; Grampus, 124 miles, flour, wheat and potatoes; P. F. Thomas, 34 miles, corn and oats; D. [J.] McCoy, 124 miles, coal, potatoes, &c.; Rambler, 42 miles, corn, rye and oats; Mary, 24 miles, stone; Hugh Smith, 61 miles, flour and beans; Buena Vista, 69 miles, limestone; Gondola, 61 miles; General Jackson, 22 miles, wood; Geo. Washington, 31 miles, wheat, &c.; Henrietta, 31 miles, flour and wheat; Gondola, 31 miles, corn, meal, &c.; *Passed through to Alexandria* - boat Southampton, Cumberland coal.

Departed [4/7] - Boats J. L. Pasco, Catoctin, two Gondolas, Pennsylvania, W. A. Harper, Oregon, W. H. Harrison, Anna Woodward, Ohio, Texas, F. S. Thomas, Francis and Belle.

AG, Tue. 4/8/51, p. 3. **CANAL COMMERCE**
Arrived, April 7.

Boat Isaac Motter, Cumberland, coal to D. B. Smith & Co.

Boat D. J. McCoy, Cumberland, coal to D. B. Smith & Co.

Boat J. G. Stone, No. 2, Cumberland, coal to D. B. Smith & Co.

Boat Southampton, Cumberland, coal to D. B. Smith & Co.

Boat De Witt Clinton, flour to T. M. McCormick & Co.

Departed, [4/7]

Boats Pennsylvania and Ohio, Cumberland, by D. B. Smith & Co.

Boat H. H. Casey, Cumberland, by Waters & Zimmerman, groceries, &c., from McVeigh, Bro. & Co.; iron from James Dempsey.

Boat Catoctin, fish for Catoctin.

Bat John P. Garrett, groceries, &c., for Burkittsville, Md., from McVeigh, Bro. & Co.

Boat Isabel, groceries, &c., for Honeywood Mill, from McVeigh, Bro. & Co.

Boat John P. Smart, furniture from H. Bradley & Son and Wm. H. Muir, for Big Spring Mill; groceries for Leesburg, Va., from McVeigh, Bro.

& Co. and Wm. Bayne; shoes, &c., from G. H. Bayne & Co.

Boat Union, groceries for Old Town, Md., from McVeigh, Bro. & Co.

Chesapeake and Ohio Canal Trade
DEPARTED FROM CUMBERLAND

Omitted last week – L. A. Phelps and H. G. Phelps, McCaffrey, 159 12 tons coal from Allegany Mining Co., to Fowle & Co., Alexandria. Jenny Lind, Artz, 62 16 tons of coal from same to same.

March 28, Isaac Long, Hays, 87 tons of coal from Frostburg Coal Co., to W. Brown, Antietam. M. H. Ensminger, 91 03 tons of coal from Maryland Mining Co., to Waters & Zimmerman.

March 29, Mountaineer, Martin, 88 02 tons of coal from Frostburg Coal Co., to D. B. Smith & Co., Alexandria. David Seigle, Dixon, 86 14 tons of coal from Maryland Mining Co., to Waters & Zimmerman, Alexandria.

April 1, Mount Vernon, Dublin, 95 tons of coal from Allegany Mining Co., to Fowle & Co., Alexandria. Eldorado, Rizer, 88 10 tons of coal from Frostburg Coal Co., to Fowle & Co., Alexandria. E. J. Neal, 94 10 tons of coal from Maryland Mining Co., to Hunter & Dowling, Georgetown. Cumberland, Benner, 86 12 tons of coal from Frostburg Coal Co., to D. B. Smith & Co., Alexandria. Salem, Kidweller, 87 18 tons of coal, from same to same.

April 2, W. T. Hamilton, Ensminger, 91 04 tons of coal from Maryland Mining Co., to Hunter & Dowling, Georgetown. Southampton, Taylor, 85 09 tons of coal, from Frostburg Coal Co., to D. B. Smith & Co., Alexandria.

April 3, F. Rawdon, Petrie, 93 08 tons of coal from Maryland Mining Co., to Waters & Zimmerman, Alexandria. Oregon, Howser, 93 04 tons of coal from Frostburg Coal Co., to D. B. Smith & Co., Alexandria.

Sun, Wed., 4/9/51, p. 4. *Georgetown, Monday Afternoon*. - *Canal Trade*. - The boats M. H. Ensminger, Oregon and D. Seigle, with coal from Cumberland, have passed through to Alexandria.

Arrived here [4/8], Col. Crockett, 66 miles, corn and rye. *Departed* [4/8] - Boats Belle, H. H. Casey, Tip & Tyler, Henrietta, P. F. Thomas, Gen. Jackson and J. P. Smart.

4½ o'clock, P. M. - The boat Elizabeth, from Cumberland, with coal, just in, and gone down to Alexandria. She made the whole trip in nine days. Mercury.

AG, Wed. 4/9/51, p. 3. **CANAL COMMERCE**
Arrived, April 8.

Boat M. H. Ensminger, Cumberland, coal to Waters & Zimmerman.

Boat Gen. Washington, Goose Creek, 1,900 bushels corn and wheat to Fowle & Co.

AG, Thu. 4/10/51, p. 3. **CANAL COMMERCE**
Arrived, April 9.

Boat David Seigle, Cumberland, coal to Waters & Zimmerman.

Boat Mt. Vernon, Cumberland, coal to Fowle & Co.

Boat Oregon, Cumberland, coal to D. B. Smith & Co.

Boat Salem, Cumberland, coal to D. B. Smith & Co.

Boat Cumberland, Cumberland, coal to D. B. Smith & Co.

Boat Elizabeth, Cumberland, coal to D. B. Smith & Co.

Boat Grampus, Hancock, wheat to Cazenove & Co.

Cleared, [4/9]

Boat Millard Fillmore, groceries, boots, shoes, hats, caps, &c., from McVeigh, Bro. & Co.; dry goods from Bryan, Adams & Co.; hardware from James A. English & Co.; queensware from R. H. Miller, for Hancock, Md.

Boat Isaac Motter, from D. B. Smith & Co.

Boat De Witt Clinton, plaster, salt and fish from T. M. McCormick & Co.

Sun, Fri., 4/11/51, p. 2. Canal Boats Ashore - During the gale of Monday evening, fourteen Tide Water Canal boats, in tow of the steamboat Thomas Jefferson, on their way to Philadelphia,

broke loose and went ashore below New Castle. Out of the whole number, only four have sustained material damage, and the whole will be got off with the aid of a steamboat sent down yesterday. Their cargoes consisted principally of coal, bark, lumber and grain, and but a small portion of the latter is damaged. One boat, laden with iron, and having five horses on board, floated off with the tide, but the horses were drowned. The latter boat was towed into New Castle perfectly tight.

Ibid, p. 4. The entire line of our Canal, from Sixth to Fifteenth street, is now occupied with building materials, fuel, &c., whilst the smoke from extensive factories furnish abundant evidence of the great improvement of that section of our city within a few years.

Canal Trade - Arrived [4/11] boats Mount Vernon, from Cumberland, coal, passed through to Alexandria, Messrs. Fowle; Gen. Butler, 62 miles, limestone; Eagle, 124 miles, wheat; Salem, Cumberland, and E. J. Neal, from Cumberland for Alexandria; Col. H. Clay, Shepherdstown, wheat; F. Rawdon, Cumberland, coal, for Alexandria; Ed. Payson, 62 miles, limestone; Eldorado, and Mountaineer, Cumberland, coal, for Alexandria; Captain Walker, 69 miles, limestone; W. Jackson, 62 miles, limestone; Ohio, 31 miles, flour and wheat; D. & H. Clagett, 81 miles, flour and oats; W. A. Harper, 20 miles, hay and wood; Union, 100 miles, flour, whiskey and apples.

Departed [4/11] - Boats John Van Lear, Isabel, Eckhart, J. P. Garrott, Gen. Butler, Rambler, Hugh Smith, De Witt Clinton, Buena Vista, I. Motter, Mountain Ranger, M. H. Ensminger, Edward Payson, and Mary of Washington.

Sat., 4/12/51, p. 3. **CANAL TRADE**
DEPARTURES

Date	Boat	Tons Coal	Miles
4/3	Freeman Rawdon	93 07	185
	Oregon	93 04	185
4/4	Elizabeth	81 16	185
	J. Snively	88 02	185
	G. W. Riggs	104 05	185

Canal Trade - 1851

4/5	Otho Baker	110 00	185
	Virginia	59 16	185
	American Flag	91 14	185
	Martin Hoffman	96 05	185
4/7	Westmoreland	63 08	185
	C. F. Mudge	102 14	185
4/8	Salome Clarke	88 19	185
	Louisa	103 03	185
	Maryland	81 04	185
4/9	Delaware	93 08	185
	H. G. Phelps	80 13	185
	Emily Hoffman	105 04	185
4/10	William	59 17	185
	W. B. Clarke	86 19	185
4/11	Miles Standish	91 19	185

In the month of March, 2,941 18 tons of coal were sent below; and the total amount since the opening of the Canal, Oct. 13, 1850, to the present time, is 12,635 15 tons.

Sun, Sat., 4/12/51, p. 1. **Cumberland Coal**

Trade - The *Civilian* gives the annexed report of the Coal trade from Cumberland for the week:

Amount of coal by Canal this week	1,598.10
Amount before	11,037.05
Amount to date - Tons	12,635.15
Amount of Coal sent by B. & O. R. R. for the week ending April 5th - Tons	3,051.10

The coal business of the Railroad is slacker at this time than usual.

Ibid., p. 4. *Canal Trade*. - Arrived [4/11], Gondola, 31 miles, corn; W. C. Johnson, 45 miles, corn, oats and potatoes; Experiment, 22 miles, wood; M. Francis, 62 miles, limestone; Potomac, 100 miles, flour; J. P. Smart, 31 miles, corn and wheat; George W. Riggs, from Cumberland, with 104 tons 5 cwt. coal, passed through to Alexandria.

Departed. [4/11] - Boats W. H. Harrison, W. Jackson, Southampton, D. [J.] McCoy, C. C. Smoot, Gondola (C. Waltham), D. Seigle, Union, George Washington, Oregon, D. & H. Clagett, and Millard Fillmore. Mercury.

GA, Sat. 4/12/51, p. 2. **CANAL TRADE** [4/11]

BOATS - Wm. Jackson, 62 miles, limestone. Ohio, 31 miles, flour, wheat, corn, &c.

D. & H. Clagett, 81 miles, flour, &c.
 W. H. Harrison, 20 miles, wood.
 W. A. Harper, 20 miles, hay, wood, &c.
 Union, 100 miles, flour, whiskey, &c.
 Gondola, 31 miles, corn, &c.
 W. C. Johnson, 45 miles, corn, &c.
 Experiment, 22 miles, wood.
 M. Francis, 62 miles, limestone.
 Potomac, 100 miles, 600 bbls. flour.
 Geo. W. Riggs, 185 miles, 104 tons 5 cwt. coal.
 J. P. Smart, 31 miles, 2,759 bu. corn, wheat, &c.
 11 boats have departed today with assorted cargoes for different points along the canal.

AG, Sat. 4/12/51, p. 3. **CANAL COMMERCE**
 Cleared, April 11.

Boat Mount Vernon, groceries, boots, shoes, hats, &c., for Harper's Ferry, Hedgesville, Martinsburg and Shepherdstown, Va. and Sharpsburg and Cumberland, Md. from McVeigh, Bro. & Co., and groceries from S. Shinn & Co. for Cumberland, Md.
 Boat Millard Fillmore, Cumberland, from D. B. Smith & Co.
 Boat Cumberland, by D. B. Smith & Co.
 Boat Elizabeth, by D. B. Smith & Co.
 Boat Salem, by D. B. Smith & Co.

Sun, Mon., 4/14/51, p. 4. *Canal Trade* - Arrived [4/12], boats P. F. Thomas, 31 miles, hay and flour; Neptune, 31 miles, flour and corn; Gen. Cass, 31 miles, flour and meal; J. A. Elgin, 61 miles, flour; Francis, 23 miles, wheat, corn and flour; J. Lambie, 20 miles, wood; General Jackson, 22 miles, wood; J. F. Essex, flour and apples. Passed through to Alexandria, boats Virginia, Cumberland, 60 tons, coal; Otho Baker, 110 tons, do; Martin Hoffman, 93 do, do; and American Flag, 91 do, do. The Baker, with 110 tons, came through quite easily, good evidence of the depth and permanency of the canal.

Departed [4/12] - Boats Eagle, Experiment, Elizabeth, Grampus, Cumberland, Potomac, Salem, Mount Vernon, Col. H. Clay, M. Francis, E. J. Neal, and Tip & Tyler.

AG, Mon. 4/14/51, p. 2. **CANAL COMMERCE**

Arrived, April 12.

Boat Geo. W. Riggs, Jr., Cumberland, coal to Waters & Zimmerman.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Boat Neptune, Leesburg, flour to D. F. Hooe.

Boat Gen. Cass, Leesburg, flour to D. F. Hooe.

Boat J. P. Smart, Leesburg, flour to D. F. Hooe.

Cleared, [4/12]

Boat Eagle, Hancock, 17 tons groceries, shoes, boots, hats, &c., from McVeigh, Bro. & Co.; dry goods from Bryan, Adams & Co.; and hardware from James A. English & Co.

Boat Freeman Rawdon, groceries, &c., for Williamsport, Md., from McVeigh, Bro. & Co.

Chesapeake & Ohio Canal Commerce

DEPARTED FROM CUMBERLAND

April 4. Boat G. W. Riggs, Wellman, 104 05 tons of coal from Maryland Mining Co., to Waters & Zimmerman, Alexandria. Elizabeth, Gwinner, 81 16 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. J. Snively, Hergesheimer, 82 02 tons of coal from Allegany Mining Co., to Fowle & Co.

April 5. Otho Baker, Heskett, 110 tons of coal from Frostburg Coal Co., to D. B. Smith & Co., Alexandria. Virginia, Moran, 59 tons of coal from same to owner on board, Washington city. American Flag, Hays, 91 14 tons of coal, from same to D. B. Smith & Co., Alexandria. M. Hoffman, Burrows, 96 05 tons of coal, from Maryland Mining Co to Waters & Zimmerman.

April 7. C. F. Mudge, McDonnell, 102 14 tons of coal from Maryland Mining Co. to Waters & Zimmerman. Westmoreland, Mayer, 63 08 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria.

April 8. Salome Clarke, Wolf, 88 19 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. Maryland, Gilleece, 81 04 tons of coal from same to same. Louisa, Streeter, 103 03 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

April 9. Emily Hoffman, Merrill, 105 04 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. Delaware, Sloane, 93 08 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. H. G. Phelps, Hall, 80 13 tons of coal from Allegany Mining Co. to Fowle & Co., Alexandria.

April 10. William, Ikes, 59 17 tons of coal from Frostburg Coal Co. to D. B. Smith & Co.

Alexandria. W. B. Clarke, Taylor, 86 19 tons of coal from same to same. Miles Standish, Cobb, 92 19 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

AG, Tue. 4/15/51, p. 3. **CANAL COMMERCE**

Arrived, April 14.

Boat American Flag, Cumberland, coal to D. B. Smith & Co.

Boat Martin Hoffman, Cumberland, coal to Waters & Zimmerman.

Boat C. F. Mudge, Cumberland, coal to Waters & Zimmerman.

Departed, April 14.

Boat Eldorado, Cumberland, salt and fish by D. B. Smith & Co.

Boat Mountaineer, Cumberland, by D. B. Smith & Co.

Sun, Wed., 4/16/51, p. 4. Charles B. Fisk, Esq., is appointed chief engineer of the Washington city canal.

Ibid. Canal Trade. - Arrived [4/15] canal boats Lady of North Bend, Harrison, Belle, Star, Susan and Maryland, from Cumberland, for Alexandria. Departed, canal boats Francis, Eldorado, Mountaineer, Riggs, Waller, Hamilton, Harrison, Essex, Hetzer and Charlton. Mercury.

AG, Wed. 4/16/51, p. 2. **CANAL COMMERCE**

Arrived, April 15.

Boat J. Snively, Cumberland, coal to Fowle & Co.

Boat Westmoreland, Cumberland, coal to D. B. Smith & Co.

Boat Maryland, Cumberland, coal to D. B. Smith & Co.

Boat Delaware, Cumberland, coal to Wm. Bayne
Departed, April 15.

Boat Otho Baker, Cumberland, by D. B. Smith & Co. and groceries for Clearspring, from Wm. Bayne.

Boat Geo. W. Riggs, Jr., Cumberland, by Waters & Zimmerman.

Boat Neptune, Goose Creek, plaster from Fowle & Co. and groceries from Wm. Bayne, to Bluemont.

Boat James F. Essex, Harper's ferry, plaster from Fowle & Co.

Boat John P. Smart, groceries, shoes, &c., from McVeigh, Bro. & Co., for Loudoun County, Va., and groceries from Wm. Bayne for Pleasant Dale, and hardware from James A. English & Co.

Boat Gen. Cass, groceries, &c., from McVeigh, Bro. & Co., for Leesburg, Va., and groceries from Wm. Bayne; and dry goods from Bryan, Adams & Co.

Boat Lady of the Lake, groceries, &c., for Shepherdstown, Md., from McVeigh, Bro. & Co.

GA, Thu. 4/17/51, p. 2. ITEMS OF NEWS
Charles B. Fisk, of the Chesapeake and Ohio Canal, has been appointed by the Board of Control, Engineer of the Washington City Canal.

AG, Thu. 4/17/51, p. 3. CANAL COMMERCE
Arrived, April 16.

Boat Louisa, Cumberland, coal to Waters & Zimmerman.

Boat E. Hoffman, Cumberland, coal to Waters & Zimmerman.

Boat Miles Standish, Cumberland, coal to Waters & Zimmerman.

Boat Hugh Smith, Harper's Ferry, flour to D. F. Hooe and Cazenove & Co.

Boat Belle, Shepherdstown, corn to Cazenove & Co.

Boat Star, Shepherdstown, corn to Cazenove & Co.

Boat Susan, Hancock, 1,500 bushels wheat to Fowle & Co.

Boat Catharine Shafer, from Cedar Grove, 1,800 bushels yellow corn and 300 bbls. flour to Lambert & McKenzie.

Departed, [4/16]

Boat M. Hoffman, Cumberland, by Waters & Zimmerman.

Boat American Flag, Cumberland, by D. B. Smith & Co.

Boat Hugh Smith, groceries for Luray, Page county, Va., from Wm. Bayne.

Sun, Fri., 4/18/51, p. 2. **Leak in the Canal.** - We learn by a slip received from the office of the Williamsport (Md.) *Sentinel*, that a leak of considerable extent took place in the Chesapeake and Ohio Canal, at the east end of the aqueduct, at that place, on Sunday, 13th. The damage is beyond sight as yet, as the water washed the dirt from between the aqueduct and the slope wall, inside and outside the basin. At 12 o'clock on Monday some 10 or 15 hands were put to work excavating the tow-path so as to puddle the defective part. The water came out some 15 or 20 feet below the top of the tow-path; hence it is more than likely that considerable labor will be required before the bottom of the leak can be reached. The general impression is that it will require the greater part of the week to repair it.

AG, Fri. 4/18/51, p. 3. CANAL COMMERCE
Arrived, April 17.

Boat Delaware, Cumberland, coal to D. B. Smith & Co.

Departed, [4/17]

Boat Belle, Shepherdstown, plaster from Fowle & Co.; dry goods from Wm. N. Berkley and Bryan, Adams & Co.; hardware from Creighton & McNair; and groceries, boots, shoes, hats, &c., from McVeigh, Bro. & Co.

Boat Emily Hoffman, barreled fish for Cumberland from Waters & Zimmerman.

Boat E. Payson, groceries, &c. for Winchester from McVeigh, Bro. & Co.

Boat Wm. Fowle, groceries, boots, and shoes, for Sir John's Run and Cumberland, Md., from McVeigh, Bro. & Co.

Boat Westmoreland, from D. B. Smith & Co.
 Boat Maryland from D. B. Smith & Co.

Sat., 4/19/51, p. 2. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
4/11	Jenny Lind	79 08
	M. R. Hale	103 09
	Henry Clay	67 10
4/12	Jenny Lind	71 77
	Caroline	92 00
	M. R. Zimmerman	99 19
4/14	John G. Stone	85 08
	F. S. Thomas	69 08
	Enterprise	102 08
	M. L. Rawdon	103 07
4/15	Pennsylvania	90 16
	J. C. Calhoun	60 00
	L. A. Phelps	87 10
	Anna Woodward	101 04
4/16	H. H. Casey	97 16
	Southampton	81 05
4/17	Elizabeth	88 00
	Oregon	83 14
	Scow	lumber
	D. J. McCoy	83 16
	Eckhart	91 18
	Ohio	94 15

Distance - 185 miles. [The Jenny Lind was reported departing on 4/11 and 4/12.]

Sun, Sat. 4/19/51, p. 4. **Canal Trade** – Arrived [4/18], boats Daniel Webster, 62 miles, limestone; and W. A. Harper, 19 miles, wood; W. B. Clarke; Frances, 23 miles, flour and coal; Mary, 23 miles, stone, Alexandria; Phineas Janney, 61 miles, flour; Two Gondolas, 61 miles, flour. Departed [4/18], E. Hoffman, James Smithson, D. & H. Clagett, J. L. Pasco, Star and Delaware.

DAT, Sat. 4/19/51, p. 2. *Canal Trade, April 18* – Arrived Catoctin, 51 miles, corn and ship stuff; Francis, 23 miles, five hundred bbls. flour; Mary, 23 miles, stone; P. Janney, 61 miles, 774 bbls. flour; two gondolas, 374 bbls. flour.

April 19 – Gen. Taylor, 62 miles, limestone; A. Neal, 62 miles, limestone.

AG, Sat. 4/19/51, p. 3. **CANAL COMMERCE**
 Arrived, April 18.

Boat Wm. B. Clarke, Cumberland, coal for D. B. Smith & Co.

Departed, [4/18]

Boat Delaware, Cumberland, from D. B. Smith & Co.

Boat Salome Clarke, Cumberland, from D. B. Smith & Co.

Boat Star, Shepherdstown, plaster from Fowle & Co.

Boat Susan, Millstone Point, plaster from Fowle & Co.; and groceries from Wm. Bayne.

Boat Belle, Millstone Point, groceries for Hardscrabble and Shepherdstown, from Wm. Bayne and J. J. Wheat & Bros.

Sun, Mon. 4/21/51, p. 2. **The Break in the Canal.** - The *Alexandria Gazette*, of this morning, says: "The break which we noticed as having occurred in the Chesapeake and Ohio Canal at Williamsport, Md., last week, has been repaired, and the Canal is again in navigable order."

Ibid, p. 4. *Canal Trade* – Arrived [4/19], boats General Taylor, 62 miles, limestone; A. Neal, do., do.; Buena Vista, 69 miles, do.; Experiment, 31 miles, corn.

Departures [4/19] - Boats Belle, Daniel Webster, Susan, Catoctin, Rambler, Virginia, Francis, Catharine Shafer, Phineas Janney, new boat Wm. Fowle, and Jacob Snively.

Mercury.

DAT, Mon. 4/21/51, p. 2. *Canal Trade, April 19* – Arrived Col. H. Clay, 73 miles, wheat and flour; Buena Vista, 69 miles, limestone; Experiment, 31 miles, corn, rye, &c.

Canal Trade [4/21] – W. H. Harrison, 22 miles, wood; James Smith, 23 miles, stone; M. R. Hale, Cumb., coal; John P. Smart, 31 miles, 290 bu. corn and 45 bushels potatoes; M. R. Zimmerman, Cumb., coal; Captain Walker, 69 miles,

limestone; Henrietta, 31 miles, 700 bbls. flour; J. Van Lear, 100 miles, 721 bbls. whiskey, etc.; Oregon, Cumberland, coal and bacon; M. L. Rawdon, Cumberland, 113 tons coal.

The following boats have passed up since the 19th, viz: Catoctin, Rambler, Virginia, Frances, Cath. Shafer, W. B. Clark, Jacob Snively, Wm. M. Fowle, Salome Clarke.

AG, Mon. 4/21/51, p. 3. **CANAL COMMERCE**
Cleared, April 19.

Boat Salome Clarke, Williamsport, Md., groceries, &c., from McVeigh, Bro. & Co., and plaster and fish from T. M. McCormick.

Sun, Tue. 4/22/51, p. 4. *Canal Trade* – Arrived [4/21] – boats W. H. Harrison, 22 miles, wood; James Smith, 23 miles, stone; Captain Walker, 69 miles, limestone; Henrietta, 31 miles, flour, &c.; J. Van Lear, 100 miles, do.;

Boats M. R. Hale, J. P. Smart, M. R. Zimmerman, Oregon, Elizabeth and M. L. Rawdon, all laden with coal from Cumberland, have passed through to Alexandria.

Departed [4/21] – boats Gondola, Col. Clay and W. H. Harrison.

DAT, Tue. 4/22/51, p. 2. *Canal Trade* – Arrived [4/21] – Potomac, 100 miles, flour, J. F. Essex, 61 miles, flour, whiskey, &c.; Elizabeth, 185 miles, coal; William, 185 miles, coal; John G. Stone, 185 miles, coal; Benj. Franklin, 100 miles, flour.

Departed [4/21] – P. Janney, gondola, Col. H. Clay, W. H. Harrison, M. Standish and Capt. Walker, with merchandise for different persons along the canal.

AG, Tue. 4/22/51, p. 3. **CANAL COMMERCE**
Arrived, April 21.

Boat Mary R. Zimmerman, Cumberland, coal to Waters & Zimmerman.

Boat Mary R. Hale, Cumberland, coal to Waters & Zimmerman.

Departed, [4/21]

Boat Wm. B. Clarke, Cumberland, plaster by Fowle & Co.

DEPARTURES FROM CUMBERLAND

Apr. 11 – Eckhart, Robinson, 76 08 tons of coal from Frostburg Coal Co., to D. B. Smith & Co., Alexandria. Henry Clay, Cheney, 67 10 tons of coal from same to same. Mary B. Hale, Mann, 103 09 tons of coal from Maryland Mining Co., to Waters & Zimmerman, Alexandria.

April 12 – Jenny Lind, Artz, 71 11 tons of coal from Alleghany Coal Co. to Fowle & Co., Alexandria. Caroline, Strong, 92 tons of coal from Frostburg Coal Co., to D. B. Smith & Co., Alexandria. Mary R. Zimmerman, Sherman, 99 19 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

April 14 – John G. Stone, Murphy, 85 08 tons of coal Frostburg Coal Co. to D. B. Smith & Co., Alexandria. Francis Thomas, Lynch, 69 08 tons of coal from same to J. H. Piper, Mercerville. Mary L. Rawdon, Giles, 103 07 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. Enterprise, Garnett, 102 04 tons of coal from Alleghany Coal Co. to Fowle & Co, Alexandria.

April 15 – Pennsylvania, Bootman, 90 16 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. John C. Calhoun, Moore, 60 tons coke from same to Wm. Brown, Antietam. Anna Woodward, Rosa, 101 04 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. L. A. Phelps, McCaffrey, 87 10 tons of coal from Alleghany Coal Co. to Fowle & Co., Alexandria.

April 16 – Southampton, Taylor, 81 05 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. Oregon, Howser, 83 14 tons of coal from same to same. H. H. Casey, Hopkins, 97 16 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria.

April 17 – Ohio, Hoover, 84 15 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. Elizabeth, Gwinner, 86 tons of coal from Alleghany Coal Co. to Fowle & Co., Alexandria.

DAT, Wed. 4/23/51, p. 2. *Canal Trade* – Arrived [4/22] – Union, 100 miles, flour, &c.; Jenny Lind, Cumb., coal; J. Allen, 61 miles, flour, &c.; Gen. Butler, 62 miles, limestone; Wm. Jackson, 62 miles, limestone; H. G. Phelps, Cumb., coal; Jenny Lind, Cumb., coal; Caroline, Cumberland, coal.

Several boats have passed up with assorted cargoes.

DAT, Thu. 4/24/51, p. 2. *Canal Trade* [4/23] – Gondola, 31 miles; Southampton, 185 miles, coal; Anna Woodward, 185 miles, coal; E. Payson, 62 miles, limestone; Enterprise, 185 miles, coal; Pennsylvania, 185 miles, coal; gondola, 61 miles; Frances, 23 miles, flour, &c.; John Lambie, 22 miles, wood; D. & H. Clagett, 81 miles, flour; Charlotte, 100 miles, flour, whiskey, &c.; Ann R. Beeslin, 62 miles, corn and limestone; Chesapeake, 62 miles, limestone; H. H. Casey, 185 miles, coal; Ann R. Berlin, just arrived.

13 boats passed up since my last.

AG, Thu. 4/24/51, p. 3. **CANAL COMMERCE**

Arrived, April 23.

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

Boat Jenny Lind, Artz, Cumberland, coal to Fowle & Co.

Boat H. G. Phelps, Cumberland, coal to Fowle & Co.

Departed, [4/23]

Boat Elizabeth, Cumberland, fish from R. C. Barton and mackerel from Fishback & Bro.

Boat Ben Franklin, for Williamsport, dry goods from Bryan, Adams & Co.; hardware from James A. English & Co.; and groceries from Wm. Bayne; plaster and herrings from T. M. McCormick & Co.

Boat Henrietta, Big Spring Mill, plaster from Fowle & Co., and groceries for Leesburg from McVeigh, Bro. & Co.

AG, Fri. 4/25/51, p. 3. **CANAL COMMERCE**

Arrived, April 24.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Boat Enterprise, Cumberland, coal to Fowle & Co.

Boat Jenny Lind, Artz, Cumberland, coal to Fowle & Co.

Boat Henry Clay, Cumberland, coal to D. B. Smith & Co.

Boat Caroline, Cumberland, coal to D. B. Smith & Co.

Boat Southampton, Cumberland, coal to D. B. Smith & Co.

Departed, [4/24]

Boat Jenny Lind, Artz, Cumberland, from Fowle & Co. and groceries from McVeigh, Bro. & Co.

Boat William, Cumberland, from D. B. Smith & Co.

Boat H. G. Phelps, Cumberland, from Fowle & Co.

Boat Oregon, Cumberland, from D. B. Smith & Co.

Sat., 4/26/51, p. 3. **CANAL TRADE**

DEPARTURES

Date	Boat	Tons Coal
4/18	Millard Fillmore	88 00
	Mountain Ranger	103 19
	M. H. Ensminger	101 04
	North Bend	44 17
4/19	D. Seigle	102 02
	Isaac Long	64 17
	Cumberland	88 01
4/21	Salem	93 14
	G. W. Riggs	105 09
	Isaac Motter	104 00
4/22	Mount Vernon	96 00
	E. J. Neal	100 15
4/23	Mountaineer	99 14
	Eldorado	69 09
	W. T. Hamilton	104 05
	M. Hoffman	83 08
4/24	F. Rawdon	96 02
	D. W. Clinton	69 00
	Otho Baker	105 12
	Westmoreland	83 11
	C. F. Mudge	100 07
	Maryland	76 12

Distance - 185 miles.

DAT, Sat. 4/26/51, p. 2. *Canal Trade* [4/25] – Thos. Charlton, 100 miles, 760 bbls. flour; Ohio, Cumb., coal; Gondola, 31 miles, corn and wheat; Smithson, stone; Hugh Smith, 61 miles, 785 bbls. flour; Thomas Neal, 61 miles, 784 bbls. flour; Mountain Ranger, Cumb., coal; W. A. Harper, 19 miles, wood; D. J. McCoy, Cumb., coal; M. H. Ensminger, Cumb., coal; Louisa, 95 miles, wheat, corn and flour.

The following boats have passed up [4/25]: J. Stream, William, John Hetzer, Chesapeake, Enterprise, John G. Stone, Caroline, J. C. Calhoun, J. F. Essex, Anna Woodward, Southampton.

AG, Sat. 4/26/51, p. 3. **CANAL COMMERCE**
Departed, April 25.

Boat Caroline, fish, &c., for Cumberland, from D. B. Smith & Co.

Boat Enterprise, Cumberland, from Fowle & Co.

AG, Mon. 4/28/51, p. 3. **CANAL COMMERCE**
Arrived, April 26.

Boat H. H. Casey, Cumberland, coal to Waters & Zimmerman.

Boat Mountain Ranger, Cumberland, coal to Waters & Zimmerman.

Boat Eckhart, Cumberland, coal to Waters & Zimmerman.

Boat Ohio, Cumberland, coal to D. B. Smith & Co.

Boat Millard Fillmore, Cumberland, coal to Fowle & Co.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Boat M. H. Ensminger, Cumberland, coal to Waters & Zimmerman.

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

Departed, [4/26]

Boat Mary L. Rawdon, Cumberland, fish from Wm. L. Powell & Son.

Boat Anna Woodward, Cumberland, fish from McVeigh, Bro. & Co.

Boat H. H. Casey, Cumberland, fish from Wm. L. Powell & Son and groceries from Wm. Bayne.

Boat Southampton, Cumberland, by D. B. Smith & Co., and groceries from Wm. Bayne.

Boat L. A. Phelps, Cumberland, by Fowle & Co.

Boat Millard Fillmore, Cumberland, by Fowle & Co.

Sun, Tue., 4/29/51, p. 2. **Sudden Death.** - John Van Lear, Esq., for many years the cashier of the Washington County Bank, in Williamsport, Md., died suddenly on Friday last, in the 70th year of his age. He resided a short distance from Williamsport, and was seized with illness on the road, but managed to reach his house, where he expired in a few moments after. [Transcriber's Note: The canal boat John Van Lear, out of Williamsport, was undoubtedly named after this man, quite an honor.]

DAT, Tue. 4/29/51, p. 2. *Canal Trade* – April 28 – arrived the following boats: Eagle, Hancock, wheat; Col. Clay, Shepherdstown, corn, &c.; W. C. Johnson, 45 miles, corn, oats, &c.; Oregon, Rushville, flour, &c.; Cumberland, Cumb., coal; Capt. Walker, 69 miles, limestone; Henrietta, Edwards' Ferry, flour; Lady of North Bend, Cumb., coal; D. Seigle, Cumb., coal;

April 29, arrived the following: Star, 73 miles, wheat, &c.; Col. Crockett, 57 miles, flour, corn, &c.; Susan Harris, 86 miles, flour, &c.; Isaac Motter, Cumberland, 104 tons coal.

The following boats passed up, April 28: L. A. Phelps, Gondola, J. Smithson, Mary and Eckhart.

April 29, Ann R. Beeslin, Gen. Washington, Ohio and Henrietta.

AG, Tue. 4/29/51, p. 3. **CANAL COMMERCE**
Arrived, April 28.

Boat North Bend, Cumberland, coal to D. B. Smith & Co.

Boat Cumberland, Cumberland, coal to D. B. Smith & Co.

DEPARTURES FROM CUMBERLAND.

April 17 – Tonoloway, Paulding, 49 05 tons of coal from Frostburg Coal Co. to Williamsport.

April 18 – Mountain Ranger, Hetzell, 103 19 tons of coal, from Maryland Mining Co. to Waters & Zimmerman, Alexandria. M. H. Ensminger, Ensminger, 101 04 tons of coal from same to same. North Bend, Kidweller, 44 17 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. Cumberland, Benner, 81 01 tons of coal from same to same. Denton J. McCoy, Crockett, 88 16 tons of coal from Alleghany Co. to Fowle & Co., Alexandria. Eckhart, Robinson, 91 18 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. Millard Fillmore, Beard, 88 tons of coal from same to same.

April 19 – D. Seigle, Dixon, 103 02 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. Isaac Long, Nare, 64 17 tons of coal from Frostburg Coal Co. to W. Brown, Antietam. Isaac Motter, Ardinger, 104 tons coal from Alleghany Co. to Fowle & Co., Alexandria.

April 21, G. W. Riggs, Wellman, 105 09 tons of coal from Maryland Mining Co. to Waters, & Zimmerman, Alexandria. Salem, Kidweller, 93 14 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria.

April 22, E. J. Neal, Neal, 100 15 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. Mountaineer, Martin, 99 14 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria. Eldorado, Rizer, 69 09 tons of coal from same to same. Mount Vernon, Dubbin, 96 tons of coal from Alleghany Co. to Fowle & Co., Alexandria.

April 23 – W. T. Hamilton, Ensminger, 104 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. Martin Hoffman, Burrows, 83 08 tons of coal from same to same.

April 24 – F. Rawdon, Petrie, 96 02 tons of coal from Maryland Mining Co. to Waters & Zimmerman, Alexandria. De Witt Clinton, Moyer, 70 tons of coal from Frostburg Coal Co. to D. B. Smith & Co., Alexandria.

Westmoreland, Moyer, 85 11 tons of coal from same to same.

Wed. 4/30/51, p. 1.⁵ **CITY AFFAIRS** – Mr. Johnson, from the Committee on Canal, to which were referred the bills from the Board of Aldermen making an appropriation to gravel along the line of the Washington City Canal, and for the resolution to obstructions to the passage of boats to and from this city through the Chesapeake and Ohio Canal, caused by the bridges on the said Canal at Georgetown, reported the same without amendments; and they were severally taken up, read the third time, and passed.

DAT, Wed. 4/30/51, p. 4. *Canal Trade* – Arrived [4/29] – Mount Vernon, Cumb., coal; F. Rawdon, Cumb., coal; M. Hoffman, Cumb., coal; Frances, 23 miles, 540 bbls. flour; Wm. Jackson, 62 miles, limestone; Gen. Butler, 62 miles, limestone; Edward Payson, 62 miles, limestone; William T. Hamilton, Cumberland, 104 tons coal; Martha Francis, 62 miles, limestone; James Smithson, 62 miles, stone; Enoch J. Neal, Cumberland, coal.

The following boats passed up [4/29] with merchandise, &c.: Mountain Ranger, North Bend, Cumberland and H. Smith.

AG, Wed. 4/30/51, p. 3. **CANAL COMMERCE**
Arrived, April 29, to 4 o'clock.

Boat Eagle, Snively.

Boat Isaac Motter, 104 tons of coal to Fowle & Co.

Departures, April 29, to 4 o'clock.

Boat Ohio, Hoover, 1-1/2 tons fish by D. B. Smith & Co.

Boat North Bend, Kidweller, by Fowle & Co.

DAT, Thu. 5/1/51, p. 2. *Canal Trade* – Arrived [4/30]: Buena Vista, 69 miles, limestone; W. H. Harrison, 22 miles, wood; John C. Calhoun, 69 miles, 63 tons pig iron; Mountaineer, Cumberland, 99 tons coal; Eldorado, Cumberland, flour, coal and bacon; Mary, 23

⁵ *Daily National Intelligencer*, Washington, D. C.

miles, stone; D. & H. Claggett, 81 miles, 802 bbls. flour; Salem, Cumb., coal; Catoctin, 51 miles, corn, &c.; Chesapeake, 62 miles, limestone; Westmoreland, Cumberland, coal, flour, bacon, &c.

The following boats have passed up [4/30]: Ann, Boston, Capt. Walker, Oregon, Frances, Eagle, Gen. Butler, G. W. Riggs, Jr., I. Motter and the John P. Smart with a pleasure party from Washington to Great Falls.

AG, Thu. 5/1/51, p. 3. **CANAL COMMERCE**
Arrivals, April 29, *after 4 o'clock*.

Boat Col. Crockett, Knoxville, flour and corn to Cazenove & Co.

Boat Martin Hoffman, Burrows, 83 08 tons of coal to Waters & Zimmerman, flour and bacon to Wm. L. Powell & Son.

Arrivals, April 30, *up to 4 o'clock*.

Boat Freeman Rawdon, 96 02 tons of coal to Waters & Zimmerman.

Boat Mount Vernon, Dubbin, 96 tons of coal to Fowle & Co.

Boat Star, Cockerell.

Boat Wm. Jackson, Knotts, limestone to Francis & Maxwell.

Boat Edward Payson, McMurren, limestone to Thomas & Dyer.

Boat Phineas Janney, Harper's Ferry, flour to T. M. McCormick & Co.

Departures, April 29, *after 4 o'clock*.

Boat M. H. Ensminger, empty.

Boat Cumberland, Benner, by D. B. Smith & Co.

Departures, April 30, *up to 4 o'clock*.

Boat Isaac Motter, Ardinger, by Fowle & Co.

Boat George W. Riggs, goods from McVeigh, Bro. & Co. and Wm. Bayne, for Cumberland, and patterns from Smith & Perkins for Harper's Ferry.

Boat Eagle, plaster from Fowle & Co., groceries, boots, shoes, &c., from McVeigh, Bro. & Co. and dry goods from Bryan, Adams & Co., for Hancock, Md.

DAT, Fri. 5/2/51, p. 6. *Canal Trade* [5/1] – Otho Baker, Cumb., coal; C. F. Mudge, Cumb., coal;

Maryland, Cumb., coal; E. Hoffman, Cumb., coal; De Witt Clinton, Cumb., coal; Oregon, Cumberland, coal.

AG, Fri. 5/2/51, p. 3. **CANAL COMMERCE**
Arrivals, May 1, *up to 4 o'clock*.

Boat Mountaineer, Martin, 99 14 tons of coal to D. B. Smith & Co.

Boat Eldorado, Martin, 69 09 tons of coal to D. B. Smith & Co., flour to market, bacon to Wm. L. Powell & Son.

Boat Salem, Kidweller, 93 14 tons of coal to D. B. Smith & Co.

Boat Westmoreland, Moyer, 85 11 tons of coal to D. B. Smith & Co., and 20 bbls. flour to Wm. Bayne.

Departures, April 30, *after 4 o'clock*.

Boat David Seigle, Dixon, from Waters & Zimmerman.

Departures, May 1, *up to 4 o'clock*.

Boat Mount Vernon, Dubbin, guano from Fowle & Co.

Boat Star, Cockerel, fish and furniture.

Boat Freeman Rawdon, from Waters & Zimmerman.

Sat., 5/3/51, p. 2. **Prices of Cumberland Coal.** -

The coal proprietors of the Cumberland region held a meeting in Baltimore lately, to fix uniform rates for the prices of the different kinds of the product of their mines, according to the different points at which it is delivered. Every company in the region was, we understand, represented, and after an interchange of opinions the following rates were agreed to with great unanimity:

Prices of Cumberland Coal delivered on board Canal boat at Cumberland: Fine \$1.20; run of mine \$1.50; screened \$1.75. In Alexandria on board of vessel - Fine \$3.10; run of mines \$3.37½; screened \$3.90. In Georgetown, Washington and Alexandria, on shore, same as last. At Baltimore - Fine \$3.50; run of mines \$3.75; screened \$4.25. On Cars at Cumberland - Fine \$1.10; run of mines \$1.40; screened \$1.65.

Ibid. p. 3. **CANAL TRADE**

DEPARTURES

Date	Boat	Tons Coal
4/25	E. Hoffman	99 17
4/26	Louisa	101 11
	Miles Standish	99 01
	American Flag	95 01
	Delaware	91 11
4/28	J. Snively	99 00
	Oregon	92 17
	Virginia	52 01
	M. R. Zimmerman	107 03
4/29	Salome Clarke	91 14
	Texas	85 16
	Wm. Fowle	93 00
	Mary R. Hale	97 17
4/30	Isaac Long	97 07
	W. B. Clarke	70 03
5/1	Sarah Perry	104 00
	Columbia	101 07
	Southampton	83 11

Distance 185 miles.

Sun, Sat., 5/3/51, p. 4. A large and elegant company of ladies and gentlemen left on Wednesday morning in a canal boat, handsomely fitted up, for a picnic excursion to the Little Falls.

Arrived [5/2] - Eldorado, 185 miles, coal, &c.; Mary, 20 miles, stone; J. C. Calhoun, 69 miles, iron; Catoctin, 51 miles, corn, bran, &c.; Chesapeake, 62 miles, limestone. The boats Mountaineer, Salem, Westmoreland, Ohio, Otho Baker, C. F. Mudge, E. Hoffman, De Witt Clinton, Maryland and Oregon, all from Cumberland, loaded with coal, have passed through to Alexandria.

Departures [5/2] - Boats D. Seigle, E. Payson, Col. H. Clay, M. Francis, W. A. Harper, Star, J. Smithson, Buena Vista, D. & H. Claggett, F. Rawdon, Mount Vernon, W. H. Harrison, S. Harris, J. C. Calhoun, Ohio and Tonoloway.

GA, Sat. 5/3/51, p. 3. **CANAL TRADE** [5/2]

M. Francis, 62 miles, limestone.

James Smithson, 23 miles, stone.

Wm. T. Hamilton, Cumberland, 104 00 tons coal.

E. J. Neal, Cumberland, 100 15 tons coal.

Ed. Payson, 62 miles, limestone.

Buena Vista, 69 miles, limestone.

W. H. Harrison, 22 miles, wood.

Eldorado, Cumberland, coal, flour, &c.

Mountaineer, Cumberland, coal.

Mary, 23 miles, stone.

D. & H. Claggett, 80 miles, 802 bbls. flour

Salem, Cumberland, coal.

J. C. Calhoun, 69 miles, pig iron.

Catoctin, 51 miles, corn, bran, &c.

Chesapeake, 62 miles, limestone.

Westmoreland, Cumberland, coal, flour, bacon, &c.

Otho Baker, Cumberland, coal.

C. F. Mudge, Cumberland, coal.

E. Hoffman, Cumberland, coal.

DAT, Sat. 5/3/51, p. 2. *Canal Trade* – Arrived [5/2] – boats Diana, 73 miles, flour, corn, cement, &c.; Delaware, Cumb., coal; Smithson, 23 miles, stone; Francis, 23 miles, flour, &c.; American Flag, Cumb., coal; Catharine Shafer, 89 miles, 2,300 bushels wheat; W. A. Harper, 19 miles, wood.

The following boats have passed up [5/2]: – Salem, M. Hoffman, Col. Crockett, John P. Smart.

AG, Sat. 5/3/51, p. 3. **CANAL COMMERCE**

Arrivals, May 1, *after 4 o'clock*.

Boat C. F. Mudge, 100 07 tons of coal to Waters & Zimmerman.

Boat Emily Hoffman, 99 17 tons of coal to Waters & Zimmerman.

Boat Otho Baker, 105 12 tons of coal to D. B. Smith & Co.

Arrivals, May 2, *up to 4 o'clock*.

Boat Maryland, 76 12 tons of coal to D. B. Smith & Co.

Boat De Witt Clinton, 69 tons of coal to D. B. Smith & Co.

Boat Oregon, 92 17 tons of coal to D. B. Smith & Co.

Departures, May 2, *up to 4 o'clock*.

Boat Wm. Jackson.

Boat Martin Hoffman, lumber by Waters & Zimmerman and groceries by Wm. Bayne.
Boat Salem, by D. B. Smith & Co.

Sun, Mon. 5/5/51, p. 4. *Canal Trade*. – Arrived [5/4] and passed down to Alexandria, boats American Flag, De Witt Clinton, Maryland, Oregon, Delaware and Louisa, all from Cumberland, with coal. The boat Miles Standish arrived this afternoon and proceeded to the Navy Yard, with coal from Cumberland. Boats Diana, 73 miles, flour, &c., Catharine Shafer, 89 miles, wheat; Francis, 23 miles, flour; James Smithson, 23 miles, stone.

Departed [5/4] – Boats Ohio, M. Jackson, Salem, M. Hoffman, Col. Crockett, J. W. Smart, Mountaineer, Eldorado, W. T. Hamilton, Diana and Chesapeake.

DAT, Mon. 5/5/51, p. 2. *Canal Trade* [5/4] – M. Standish, Cumb., coal; Dan'l Webster, 62 miles, limestone; Susan, 119 miles, 300 bbls. flour, &c.; J. F. Essex, 61 miles, 700 bbls. flour; Virginia, Cumb., coal; John Hetzer, 99 miles, 750 bbls. flour; J. Van Lear, 100 miles, flour, whiskey, &c.; Tom Charlton, 99 miles, flour; Geo. Waters, 73 miles, 1,260 bbls. flour; Belle, 73 miles, 2,520 bushels of oats, &c.; A. Neal, 62 miles, limestone.

Departed [5/4] – Mountaineer, Eldorado, W. T. Hamilton, Diana, Chesapeake, Catocin, C. F. Mudge, E. Hoffman, Otho Baker.

AG, Mon. 5/5/51, p. 3. **CANAL COMMERCE**

Arrivals, May 3, *up to 4 o'clock*.

Boat Delaware, 91 11 tons of coal to D. B. Smith & Co.

Boat American Flag, 95 01 tons of coal to D. B. Smith & Co.

Boat E. J. Neal.

Departures, May 2, *after 4 o'clock*.

Boat Col. Crockett, Knoxville, fish, shoes and groceries by McVeigh, Bro. & Co.

Boat Martin Hoffman, sundries from Waters & Zimmerman.

Departures, May 3, *up to 4 o'clock*.

Boat Eldorado, powder, salt and groceries from D. B. Smith & Co.

Boat Mountaineer, fish, salt and groceries from D. B. Smith & Co., and McVeigh, Bro. & Co.

GA, Tue. 5/6/51, p. 3. **CANAL TRADE** [5/5]

D. W. Clinton, Cumberland, coal.

Maryland, Cumberland, coal, &c.

Oregon, Cumberland, 92 tons coal.

Diana, 73 miles, flour, corn, cement, &c.

Delaware, Cumberland, coal.

American Flag, Cumberland, coal.

Cath. Shafer, 89 miles, 2,300 bu. wheat.

Frances, 23 miles, flour, &c.

James Smithson, 23 miles, stone.

Louisa, Cumberland, 101 tons coal.

Miles Standish, Cumberland, 99 tons coal.

Daniel Webster, 62 miles, limestone.

Susan, 119 miles, 300 bbls. flour, 600 bu. corn, 800 bu. wheat, &c.

Lady, 107 miles, whiskey, flour, &c.

J. F. Essex, 61 miles, 700 bbls. flour.

A. Neal, 62 miles, limestone.

John Hetzer, 750 bbls. flour.

T. Charlton, 100 miles, 750 bbls. flour.

J. Van Lear, 100 miles, 732 bbls. flour & whiskey.

Virginia, Cumberland, coal, &c.

Belle, 73 miles, 221 bbls. flour & 5,500 bu. offal.

Geo. Waters, 73 miles, 1,260 bbls. flour.

DAT, Tue. 5/6/51, p. 2. *Canal Trade* – Arrived,

fish boat, 61 miles, empty hogsheads; Elizabeth,

Cumb., coal; M. R. Hale, Cumberland, coal,

bacon, &c.; M. R. Zimmerman, Cumb., coal; B.

Franklin, 100 miles, flour, hay, &c.; Capt.

Walker, 69 miles, limestone.

Departed – E. J. Neal and P. Janney.

AG, Tue. 5/6/51, p. 3. **CANAL COMMERCE**

Arrived, May 3, *after 4 o'clock*.

Boat Louisa, Streeter, 100 09 tons of coal to Waters & Zimmerman.

Departures, May 3, *after 4 o'clock*.

Boat C. F. Mudge, fish by Waters & Zimmerman, and groceries by Wm. Bayne.

Boat Emily Hoffman, from same.

Boat Otho Baker, from D. B. Smith & Co.

Departures, May 5, *up to 4 o'clock*.

Boat E. J. Neal, fish and groceries.

Sun, Wed., 5/7/51, p. 1. The Chesapeake and Ohio Canal, says the Cumberland Civilian, is now in fine navigable order. During the week ending on the 1st instant, 2,114 tons of coal left Cumberland for Alexandria and Georgetown. For the same period 2,226 tons were dispatched to Baltimore by Railroad.

Ibid, p. 4. Canal Trade – Arrived [5/6], Fish boat, 61 miles, empty hogsheads; Capt. Walker, 69, limestone. The boats Mary R. Hale and M. R. Zimmerman, from Cumberland, with coal, have passed through to Alexandria; as also the fine boat William Fowle, just arrived. She left Cumberland last Monday evening.

Departed [5/6] - Boats E. J. Neal, W. H. Harrison, Tom Charlton, John Hetzer and Maryland.

GA, Wed. 5/7/51, p. 4. Canal Commerce.

Arrived, May 5

Boat Susan, Millstone Point, wheat to Fowle & Co.

DAT, Wed. 5/7/51, p. 2. Canal Trade – Arrived [5/6], boats – E. Hoffman, Cumb., coal; J. Snively, Cumberland 99 tons coal; W. Fowle, Cumb., coal; Gen. Butler, 62 miles, limestone.

Departed [5/6] – John Hetzer, Maryland, Louisa, Lady [of North Bend], Oregon, J. Van Lear, Henrietta, M. R. Hale, Elizabeth, C. Shafer.

Sun, Thu., 5/8/51, p. 4. Georgetown, D. C., Wednesday Afternoon – We have had a fleet of river craft, with wood, &c., which is good news, for the fuel market has been very high.

Canal Trade– Arrived [5/7], B. Franklin, 100 miles, flour and whisky; General Butler, 62

miles, limestone; J. Snively, Cumberland coal, passed through to Alexandria.

Departed [5/7] – Boats Henrietta, M. R. Hale, Elizabeth, Oregon, Lady, J. Van Lear, C. Shafer, Westmoreland and Daniel Webster.

Mercury.

GA, Thu. 5/8/51, p. 3. CANAL TRADE

Arrived 6th

Capt. Walker, 69 miles, limestone.

M. R. Zimmerman, Cumberland, 107 tons coal.

B. Franklin, 100 miles, flour, whiskey, &c.

Ibid. p. 4. Canal Commerce.

Arrived, May 7, up to 4 o'clock P.M.

Boat Elizabeth, Cumberland, 96 tons coal to Fowle & Co.

Boat Mary R. Hale, Cumberland, 97 17 tons of coal to Waters & Zimmerman.

Boat Mary R. Zimmerman, Cumberland, 107 03 tons coal to Waters & Zimmerman

Boats Wm. Fowle & J. Snively, from Cumberland, coal to Fowle & Co.

Boat Salome Clarke, Cumberland, 91 14 tons coal to Fowle & Co.

Boat Susan, Eichelberger, corn and wheat to market.

Departed, May 7, up to 4 o'clock P.M.

Boat DeWitt Clinton, Williamsport, plaster by Fowle & Co.

DAT, Thu. 5/8/51, p. 2. Canal Trade – Arrived [5/7] boats – Edward Payson, 62 miles, limestone; Martha Francis, 62 miles, limestone; Southampton, Cumb., coal; Wm. Jackson, 62 miles, limestone; Isaac Long, Cumb., coal; Charlotte, 108 miles, 713 bbls. flour; F. Thomas, Cumb., coal; D. & H. Claggett, 81 miles, 800 bbls. flour.

Departed [5/7] – J. F. Essex, B. Franklin, George Waters and the Belle.

Sun, Fri., 5/9/51, p. 1. Two Boats Launched - Last week Mr. Baker launched from his boat yard, six miles below Williamsport, Md., two splendid boats. They have started for the District

with loads of flour - one of them *thirteen hundred barrels*.

DAT, Fri. 5/9/51, p. 2. *Canal Trade* – Arrived [5/8], W. C. Johnson, 45 miles, corn, offal, &c.; Josephine Seaton, Cumberland, coal, bacon, &c.; Gondola, 31 miles, corn, wheat, &c.; W. H. Harrison, 20 miles, wood; John P. Smart, flour and corn.

Departed [5/8] – Thos. Jefferson, first trip – built by Easby; E. Payson, D. & H. Clagett, Wm. Jackson, Wm. Fowle, Martha Francis.

AG, Fri. 5/9/51, p. 3. **CANAL COMMERCE**

Arrived, May 7, *after 4 o'clock*.

Boat E. Payson, limestone to Thomas & Dyer.

Departures, May 7, *up to 4 o'clock*.

Boat Susan, sundries by sundry persons.

Sat., 5/10/51, p. 3. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
5/1	Sarah Perry	104 00
5/2	Reindeer	99 18
	H. H. Casey	98 10
	H. G. Phelps	89 00
	J. Seaton	97 18
5/3	Jenny Lind	74 00
	John G. Stone	96 04
	M. L. Rawdon	101 06
5/5	Millard Fillmore	88 00
	Sarah Louisa	102 05
	Anna Woodward	100 19
5/6	Enterprise	93 00
	Caroline	95 13
	D. J. McCoy	93 00
	Pennsylvania	95 18
5/7	David Shriver	102 16
	Ohio	95 14
	L. A. Phelps	80 00
	G. W. Riggs	103 11
5/8	Cumberland	92 13
	Mount Vernon	104 00
	Salem	94 16
	F. Rawdon	95 15
5/9	Eckhart	99 08

To Georgetown, 185 miles.

Sun, Sat., 5/10/51, p. 1. *Cumberland Coal Trade* - *The Civilian* gives the amount of coal this week, by canal, at 2,091 06 tons; amount before, 18,428 tons - amount to date, 20,519 06. Amount of coal by Baltimore and Ohio Railroad, for the week ending Saturday, May 3, 3,006 04 tons.

Ibid., p. 4. *Georgetown, Friday Afternoon* - *Canal News*. - Arrived, boats W. Cost Johnson, Gondola, [W. H.] Harrison, John Smart, Experiment, Hugh Smith, [J. C.] Calhoun and John [P.] Garrott; from Cumberland: Mary Rawdon, for Washington, with coal. There also passed towards Alexandria, boats Texas, Josephine Seaton, Columbia and Reindeer, with Cumberland coal. The steamer Virginia, (towing the boats Ariel, American Eagle and Montour,) from Boston via Alexandria, passed through for Cumberland. The following boats also departed - E. Payson, D. & H. Clagett, Wm. Jackson, Wm. Fowle, M. Francis. Mercury.

Quick Trip - The boat Freeman Rawdon, of Mr. Ward's Cumberland line, made the trip from Cumberland to Alexandria (with a load of coal) and back in eleven days, notwithstanding a detention of nine hours at Harper's Ferry and forty hours at Alexandria - *Civilian*.

Sat., 5/10/51, p. 3.



THIS Line to be composed of first class Canal Boats, built upon the most approved New York models for strength and safety, is now prepared for the transportation of GOODS, and every description of property, from Alexandria and Georgetown to Cumberland and intermediate places on the Chesapeake & Ohio Canal. The Captains are long familiar with Canal Trade, and will give strict attention to any property shipped by this Line.

It is the intention of the Proprietor, that promptness and despatch shall characterise the "Cumberland Line," and he trusts by ensuring both, to meet the approbation of the business community.

A Boat of this Line will leave Cumberland and Alexandria each day (Sundays excepted.)

Agents—

P. B. PETRIE, Cumberland,
WATERS & ZIMMERMAN,
Alexandria.

ISAAC A. MONTROSS,

corner of Cameron and Union sts.,

Nov. 9, 1850—41.

Alexandria.

[Transcriber's Note: At this time a second agent was added in Alexandria and the ad ran weekly through 8/23/51 usually on p. 3.]

GA, Sat. 5/10/51, p. 3. **CANAL TRADE**

Arrived, [5/9]

Edward Payson, 62 miles, limestone.
Martha Francis, 62 miles, limestone.
Southampton, Cumberland, coal.
Wm. Jackson, 62 miles, limestone & flour.
Isaac Long, Cumberland, coal.
Charlotte, 108 miles, 713 bbls. flour.
F. Thomas, Cumberland, coal.
D. & H. Clagett, 81 miles, 800 bbls. flour.
H. H. Casey, Cumberland, coal.
W. C. Johnson, 45 miles, corn, offal, &c.
Josephine Seaton, Cumberland, coal.
Gondola, 31 miles, corn & wheat.
J. P. Smart, 31 miles, flour & corn.
Texas, Cumberland, coal.
Hugh Smith, Harper's Ferry, 803 bbls. flour.

Departed [5/9] — J. F. Essex, B. Franklin, George Waters, Belle, A. Neal, Susan, American Flag, Delaware, De Witt Clinton, Captain Walker, M. R. Zimmerman, Thomas Jefferson, E. Payson, D. & H. Clagett, S. Clark, Wm. Jackson, Wm. Fowle, M. Francis, Frances, Miles Standish.

DAT, Sat. 5/10/51, p. 2. *Canal Trade* — Arrived [5/9], boats H. G. Phelps, Cumberland, 89 tons coal; J. P. Garrott, Knoxville, wheat, flour, corn, potatoes and hay; Experiment, Edwards Ferry, flour, bran, &c.; Texas, Cumb., coal; Hugh Smith, 803 bbls. flour; M. L. Rawdon, Cumb., coal; John C. Calhoun, 69 miles, pig iron; Columbia, Cumb., coal; Reindeer, Cumb., coal; Rambler, 42 miles, corn, hay, &c., &c.

Departed [5/9] — M. Standish, J. Snively, Charlotte, I. Long, J. C. Calhoun, F. Thomas, Wm. H. Harrison, W. A. Harper and the beautiful little steamer, Virginia, with the American Eagle, Montour and Ariel in tow, bound for Cumberland.

AG, Sat. 5/10/51, p. 4. **CANAL COMMERCE**

Arrived, May 9, up to 4 o'clock.

Boat Salem, Cumberland, 97 07 tons coal to D. B. Smith & Co.

Boat Southampton, Cumberland, 83 18 tons coal to D. B. Smith & Co.

Boat I. Long, Cumberland, 97 07 tons coal to D. B. Smith & Co.

Boat Texas, Cumberland, 80 14 tons of coal to D. B. Smith & Co.

Departures, May 9, up to 4 o'clock.

Boat Salome Clarke, from D. B. Smith & Co.

Boat Miles Standish, 28 bbls. fish and 6-1/2 tons sundries.

Boat Mary Washington.

Boat Virginia.

DAT, Mon. 5/12/51, p. 2. *Canal Trade* — Arrived [5/10], boats Jenny Lind, Cumb., coal; John G. Stone, Cumb., coal; P. Janney, Harper's Ferry, 733 bbls. flour and bran; Ohio, 31 miles, oats, corn, &c.; W. A. Harper, 11 miles, wood; Sarah Louisa, Cumb., coal; Gondola, Edward's Ferry, 470 bushels of corn; Millard Fillmore, Cumb., coal; Anna Woodward, Cumberland, coal.

Departed [5/10] — J. P. Smart, Hugh Smith, Rambler, Experiment, Southampton, Texas, Josephine Seaton, H. H. Casey, W. C. Johnson.

AG, Mon. 5/12/51, p. 3. **CANAL COMMERCE**

Arrived, May 9, *after 4 o'clock*.

Boat Columbia, Lynch, 101 07 tons of coal to D. B. Smith & Co.

Boat Reindeer, Grave, 96 18 tons of coal to D. B. Smith & Co.

Arrived, May 10, *up to 4 o'clock*.

Boat H. G. Phelps, McCaffrey, 89 tons coal to Fowle & Co.

Boat Francis Thomas, Cumberland, coal to Fowle & Co.

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

Departures, May 9, *after 4 o'clock*.

Boat I. Long, 50 bbls. fish, 25 tons plaster, and 2-1/2 tons sundries from D. B. Smith & Co.

Departures, May 10, *up to 4 o'clock*.

Boat Josephine Seaton, Sutton, by Waters & Zimmerman.

Boat H. H. Casey, Hopkins, by Waters & Zimmerman.

Boat Texas, Miller, fish from D. B. Smith & Co.

Sun, Tue., 5/13/51, p. 4. **Canal Trade** – Arrived [5/12], Gondola, 31 miles, corn; Gondola, 31 miles, corn and wheat; Ohio, 31, oats and corn; Phineas Janney, 61, flour; boats Sarah Louisa, Anna Woodward and Millard Fillmore, from Cumberland, with coal, passed through to Alexandria.

Departed [5/12], boats Hugh Smith, J. P. Smart, Columbia, Pacific and Reindeer - the last three for Cumberland. Mercury

GA, Tue. 5/13/51, p. 2. **Flour** – The *Republic* says: "Our neighbor, Georgetown, seems to have all the wholesale trade in this article. Nine thousand barrels of it were inspected there during the last week." The *Republic* is anxiously looking forward to the time when the City Canal will float a due portion of the various articles of merchandise to that City.

DAT, Tue. 5/13/51, p. 2. *Canal Trade* – Arrived [5/12], boats Bee, 134 miles, wheat, corn, &c.; Gondola, 134 miles, corn; Buena Vista, 69 miles, limestone; Col. H. Clay, 73 miles, wheat, &c.;

Star, 73 miles, corn; F. Rawdon, Cumberland, coal, &c.; David Shriver, Cumberland, 102 tons coal; G. W. Riggs, Cumberland, 103 tons coal; Daniel Webster, from Dam No. 3, 62 perches limestone.

Departed [5/12] – Pacific, Gondola, Jacob Stream, Ohio, Jenny Lind, J. P. Garrott.

AG, Tue. 5/13/51, p. 3. **CANAL COMMERCE**

Arrived, May 12, *up to 4 o'clock*, P. M.

Boat J. G. Stone, Cumberland, coal to D. B. Smith & Co.

Boat Sarah Louisa, Cumberland, coal to D. B. Smith & Co.

Boat Anna Woodward, Cumberland, coal to Waters & Zimmerman.

Boat Jenny Lind, Cumberland, coal to D. B. Smith & Co.

Boat Sarah Perry, Cumberland, 102 tons coal to Fowle & Co.

Departures, May 10, *after 4 o'clock*, P. M.

Boat H. H. Casey, from Waters & Zimmerman.

Boat Josephine Seaton, from Waters & Zimmerman.

Boat Miles Standish, fish and groceries from Waters & Zimmerman.

Sun, Wed., 5/14/51, p. 4. **Canal Trade** – Arrived

[5/13] - F. Rawdon, coal; David Shriver, coal; Geo. W. Riggs, coal; J. F. Essex, Harper's Ferry, flour; Daniel Webster, limestone; Star, Shepherdstown. Mercury

DAT, Wed. 5/14/51, p. 2. *Canal Trade* [5/13] – Arrived, boats J. F. Essex, 61 miles, flour; Enterprise, Cumberland, hay, coal, &c.; W. H. Harrison, Seneca, wood; P. F. Thomas, 31 miles, hay; Henrietta, 31 miles, 578 bbls. flour; Frances, 23 miles, flour, corn, oats, &c., &c.; Captain Walker, 69 miles, limestone.

Departed [5/13] – J. P. Garrott, Reindeer, Buena Vista, M. L. Rawdon, Anna Woodward, H. G. Phelps.

AG, Wed. 5/14/51, p. 4. **CANAL COMMERCE**

Cleared, May 13, *up to 4 o'clock*, P. M.

Boat John P. Smart, groceries from McVeigh, Bro. & Co., and plaster from Fowle & Co., for Leesburg, Va.
Boat Experiment, groceries from McVeigh, Bro. & Co., for Luray, and dry goods from Bryan, Adams & Co. for Leesburg.
Boat Hugh Smith, goods from McVeigh, Bro. & Co., for Harper's Ferry.
Boat Anna Woodward, shad and herring from Fishback & Bro., for Cumberland, Md.

GA, Thu. 5/15/51, p. 3. **CANAL TRADE**
Arrived, [5/14].

Bee, 134 miles, wheat, corn, &c.
Gondola, 131 miles, corn.
Buena Vista, 69 miles, limestone.
Col. H. Clay, 73 miles, wheat, &c.
Star, 73 miles, corn.
F. Rawdon, Cumberland, coal, &c.
David Shriver, Cumberland, 102 tons coal.
G. W. Riggs, Cumberland, 103 tons, coal.
Daniel Webster, 62 miles, limestone.
P. F. Thomas, 31 miles, hay, &c.
Henrietta, 31 miles, flour.
Frances, 23 miles, flour, offal, &c.
Capt. Walker, 69 miles, limestone.
Enterprise, Cumberland, coal, &c.
Chesapeake, 62 miles, limestone.
Ed. Payson, 62 miles, limestone.
Departed [5/14] – Pacific, Gondola, Jacob Stream, Ohio, Jenny Lind, J. P. Garrott, H. G. Phelps, Reindeer, Anna Woodward, M. L. Rawdon, Col. H. Clay, Jas. Smithson, M. Fillmore, Sarah Perry.

DAT, Thu. 5/15/51, p. 6. *Canal Trade* – Arrived [5/14], boats D. Shriver, Cumb., coal; Caroline, Cumb., coal; Daniel Webster, 62 miles, limestone; Grampus, 124 miles, 3,500 bushels wheat; F. Rawdon, Cumb., coal; George W. Riggs, Cumberland, coal and bacon; E. Payson, 62 miles, limestone; Cumberland, Cumb., coal; D. J. McCoy, Cumb., coal; Eagle, 124 miles, flour, wheat, etc.; Wm. Jackson, 62 miles, limestone; Martha Francis, 62 miles, limestone; D. & H. Claggett, 81 miles, flour, etc.; Thos.

Jefferson, 62 miles, limestone; Salem, Cumb., coal; Pennsylvania, Cumberland, coal.

Departed [5/14] – Col. H. Clay, J. Smithson, Millard Fillmore, Sarah Perry, Henrietta, John G. Stone, D. Shriver, J. F. Essex, Capt. Walker, W. H. Harrison, Daniel Webster.

Sun, Fri. 5/16/51, p. 4. *Canal Trade* – Arrived [5/15], boats Frances, 23 miles, flour, offal; Captain Walker, 69 miles, limestone; W. H. Harrison, 20 miles, wood; Chesapeake, 62 miles, limestone; Grampus, 124 miles, wheat, flour; Edward Payson, 62 miles, limestone; Eagle, 124 miles, flour and wheat; Wm. Jackson, 62 miles, limestone; Martha Francis, 62 miles, limestone; D. & H. Claggett, 81 miles, flour; Thomas Jefferson, 62 miles, limestone.

The boats Enterprise, Cumberland, D. J. McCoy, Salem, Pennsylvania, Caroline and Ohio, all from Cumberland, with coal, passed down to Alexandria.

Departed [5/15] - boats F. Rawdon, Buena Vista, Col. Clay, James Smithson, Fillmore, Sarah Perry, Henrietta, John G. Stone, D. Shriver, J. F. Essex, Captain Walker, W. H. Harrison, D. Webster and Sarah Louisa.

DAT, Fri. 5/16/51, p. 2. *Canal Trade* – Arrived [5/15], boats Ohio, Cumberland, 95 tons coal; Caroline, Cumberland, 95 tons coal; L. A. Phelps, Cumberland, 80 tons coal; W. C. Johnson, 45 miles, 700 bushels of corn and 1,500 bushels offal; John Hetzer, 100 miles, 750 bbls. flour; Thomas Charlton, 100 miles, 750 bbls. flour; Tonoloway, 102 miles, lime.

Departed [5/15] – Edward Payson, Sarah Louisa, P. Janney, Chesapeake, Enterprise, D. & H. Claggett, Thomas Jefferson, Cumberland, Wm. Jackson, Martha Francis, Frances, D. J. McCoy.

AG, Fri. 5/16/51, p. 3. **CANAL COMMERCE**
Arrived, May 15.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Boat Enterprise, Cumberland, coal to Fowle & Co.

Boat Salem, Cumberland, coal to D. B. Smith & Co.

Boat Cumberland, Cumberland, coal to D. B. Smith & Co.

Boat Isabel, Honeywood, corn to Fowle & Co.

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

Sat., 5/17/51, p. 2. **Steam on the Canal.** - The steamer Virginia, with the barges American Eagle, Ariel and Montour, arrived on Wednesday last, about 1 o'clock, P. M., having left Alexandria on Friday at 2½ o'clock, P.M. and laid by two and a half nights on their way up. They are owned by R. S. Denny & Co. of Massachusetts, and are under the direction of Capt. R. H. Clark, of Norfolk, Va. Mr. Parker, the patentee of the steamer, and one of the Company, accompanies them on the experimental trip.

We understand the Steamer worked admirably - taking the tow along at a speed of four miles an hour, without making more wash than an ordinary canal boat at the usual speed and passing the train through many of the locks in 15 minutes. The boats are arranged with windlasses on the bow, by which they can readily be warped in and out of the lock - they are however moved in and out by the steamer, usually.

These boats will load for the Frostburg Coal Company, for New York, passing through the Delaware & Chesapeake and Delaware & Raritan Canals.

The object of the trip is to test the practicability of using steam on the Canal, which, we sincerely hope may prove successful.

p. 3.

**CANAL TRADE
DEPARTURES**

Date	Boat	Tons Coal
5/9	Isaac Motter	111 00
	Otho Baker	113 10
	Mountain Ranger	105 18
5/10	Eldorado	81 16
	M. H. Ensminger	102 09
	North Bend	56 00
	Mountaineer	94 13
	D. Seigle	107 19

5/12	W. T. Hamilton	105 04
	Lewis Cass	114 10
5/13	Elizabeth	93 00
	Emily Francis	100 00
	Delaware	94 18
5/14	W. B. Clarke	87 05
	Westmoreland	96 02
	Oregon	95 02
	Martin Hoffman	92 07
	Salome Clarke	94 09
5/15	Geo. Waters	112 00
5/16	J. Seaton	107 06

Distance 185 miles.

The exact amount of flour brought down the Chesapeake and Ohio Canal during the month of April, was 41,432 barrels. So says the Georgetown register.

Sun, Sat. 5/17/51, p. 1. **Steam on the Canal.** - The steam tow-boat Virginia, which lately started up the Chesapeake and Ohio Canal from Alexandria, having in tow three large canal boats constructed at Boston for the navigation of the Northern lakes and canals, reached Cumberland on Wednesday last, at 1 P.M.

The *Civilian* says:

The appearance of this craft, at a point so far from the seaboard, and so near the foot of the mountains, excited a lively interest among our citizens. She seems to move with great ease and at considerable speed over the waters of the canal. The owners intend to make a fair experiment as to the practicability of towing a fleet of boats laden with coal to market.

DAT, Sat. 5/17/51, p. 6. *Canal Trade* - Arrived [5/16] boats Mt. Vernon, Cumberland, 104 tons coal; J. P. Smart, 31 miles flour and offal; M. H. Ensminger, Cumberland, 102 tons coal; Mountain Ranger, Cumberland, 105 tons coal; J. Smithson, 23 miles, stone; I. Motter, Cumberland, 111 tons coal; Neptune, 31 miles, flour, oats, &c.; Gen. Cass, 31 miles, corn meal, &c.; Geo. Washington, 31 miles, flour, &c.; Eckhart, Cumberland, coal, &c.; Hugh Smith, 61 miles, flour.

Departed [5/16] – Pennsylvania, Caroline, P. F. Thomas, W. C. Johnson, J. Hetzer, Thomas Charlton, Isabel, Salem, Star, Grampus, D. J. McCoy, Geo. W. Riggs, Eagle, Freeman Rawdon.

AG, Sat. 5/17/51, p. 2. **News of the Day**, We learn from the Clearspring (Md.) *Sentinel*, that the canal steamer *Virginia*, Capt. Clarke, passed up the canal at that place on Monday, having in tow three large boats the “Ariel,” “American Eagle” and “Montour.” The *Virginia* is owned by a company of Northern gentlemen, and it is intended as a regular boat between the District and Cumberland. She made but little commotion of the water and not as much swell as a horse-boat.

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

Arrived, May 16.

Boat Caroline, Cumberland, coal to D. B. Smith & Co.

Boat Pennsylvania, Cumberland, coal to D. B. Smith & Co.

Boat Ohio, Cumberland, coal to D. B. Smith & Co.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Departed, [5/16]

Boat D. J. McCoy, from Fowle & Co. for Cumberland.

Boat Enterprise, from Fowle & Co. for Cumberland.

Boat Isabel, Honeywood, shingles and fish to master.

Boat Star, Harper’s Ferry.

Boat Freeman Rawdon, from Waters & Zimmerman, groceries by Wm. Bayne, for Cumberland.

Boat George W. Riggs, Jr., groceries from McVeigh, Bro. & Co. for Harper’s Ferry, Clearspring and Hancock.

GA, Sun. 5/18/51, p. 2. **TOWN TOPICS**

The Canal – There has been some question as to the arrangements which should be made in our town for the accommodation of the

Coal Trade and Coal Business, which it seems to be now thought by many persons will be lost to us unless some measures are taken to keep it within our borders. But the question still recurs, as heretofore, what should be done? We fancy that there are few qualified to give a satisfactory answer to this query. There are, we have no doubt, many who would like to be doing *something*, even if they were acting in the dark as to the prudence or advantage of the course they might have to adopt, or as to what might be the result of their proceedings. Many might do, as it is said that some of our neighbors have done: - go to a considerable expense to but small purpose. But still the question must come home to every citizen of our town, what is to be done to bring the Coal Trade within our precincts, to accommodate it when here, and thus to promote the interests of Georgetown? Several plans have been proposed and among them, one has been that of having outlet-locks to pass the boats into the river; - and another has been, that of having a large Basin at the eastern part of the town.

In regard to the former plan, that is, of having the boats passed into the river by means of outlet-locks so as to bring the Canal boat alongside of the vessel to be loaded, we understand that there is an insuperable objection; - and that is, that the Canal has not a sufficiency of water to supply the loss from such locks. It has been so stated, we understand, by the Engineer of the Canal. This then would settle the question as to the plan for at any rate a considerable time to come.

In regard to the having of a Basin at the eastern part of the town, there is also at present a considerable difficulty, and one which, it is said, operates at the present time, to prevent the trade from coming to us; - and that is, from the Bridges across the Canal being so low that the Canal Coal Boats cannot pass under them. This we learn, from some of those who have been enquiring into the subject, is the reason why the Coal boats do not stop at Georgetown, instead of passing by us. They pass by us from necessity, because there is

no place for them to stop with us, and to unload their cargoes.

What then should be done by Georgetown to prevent this loss and to secure this trade?

It is said that the expense of elevating the Bridges on the Canal would not be very heavy; and that Washington, which it is evident can have none of the Canal Trade before these obstructions are removed, would be willing to meet the expense of their elevation.

It has also been suggested, and it would seem to us with much reason, that if Georgetown and Washington would unite upon some good plan for the construction of accommodations for the Coal Trade and would apply to Congress for aid to carry it out, that there is no doubt that there would be sufficient interest excited, to have it consummated.

We do not think that our people generally harbor any of that petty jealousy towards Washington which some persons think exist among us, for dread that she may become too prosperous at our expense and run off with the trade that naturally belongs to our town. The interest of the two places is too closely united, to allow a healthy circulation of prosperity through the channels of trade in one portion of the District, while there would be a complete stagnation of the vital current in another part of it. The commercial advancement of Washington necessarily embraces the progress also of so close a neighbor as Georgetown.

DAT, Mon. 5/19/51, p. 2. *Canal Trade* – Arrived [5/17] boats Gondola, 31 miles, 277 bbls. flour; North Bend, Cumb., coal; Belle, 73 miles, 814 bbls. flour; D. Seigle, Cumberland, 108 tons coal; Union, Williamsport, 580 bbls. flour, offal, &c.; Rough & Ready, Berlin, 1,800 bushels wheat; W. H. Harrison, 20 miles, wood.

Departed [5/17] – I. Motter, Ohio, L. A. Phelps, W. A. Harper, J. Smithson.

AG, Mon. 5/19/51, p. 3. **CANAL COMMERCE**
Arrived, May 17.

Boat Mount Vernon, Cumberland, 104 tons of coal to Fowle & Co.

Boat Isaac Motter, Cumberland, 111 tons of coal to Fowle & Co.

Departed, May 17.

Boat Caroline, Cumberland, by D. B. Smith & Co

Boat Pennsylvania, Cumberland, by D. B. Smith & Co.

Boat Ohio, Cumberland, by D. B. Smith & Co.

DAT, Tue. 5/20/51, p. 2. *Canal Trade* – Arrived [5/19], Francis, Seneca, flour.

AG, Tue. 5/20/51, p. 3. **CANAL COMMERCE**
Arrived, May 19.

Boat North Bend, Cumberland, coal to Fowle & Co.

Boat Neptune, Goose Creek, wheat to Fowle & Co. and flour to D. F. Hooe and Wm. L. Powell & Son.

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

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

Departed, [5/19]

Boat Isaac Motter, Cumberland, from Fowle & Co.

Boat Mount Vernon, Cumberland, from Fowle & Co.

AG, Wed. 5/21/51, p. 3. **CANAL COMMERCE**
Arrived, May 20.

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

Departed, [5/20]

Boat North Bend, Cumberland, by Fowle & Co.

Boat Neptune, Goose Creek, plaster from Fowle & Co.

Boat Gen. Washington, Goose Creek, lumber from James Green & Son.

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

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

Boat Old Dominion, Cumberland, by Fowle & Co

GA, Thu. 5/22/51, p. 2. **Coal Depot** – From the following article, which we take from the *Republic*, it will be seen that our neighbors at the Eastern Branch are standing, shovel in hand, ready to commence work, for the formation of a great Coal Depot, at that point. The readiness with which the capital has been, or may be, provided for the purpose, shows that they are in earnest in the undertaking. They will make great efforts to draw the Coal business or a large portion of it to that point. There is one obstacle, however, which they will have to meet at the threshold; and that is, the one we spoke of as affecting our own contemplated Depot, the lowness of the bridges which will not now pass the Boats. Whether for ourselves, or for others who may wish to have Depots beyond us, they will have to be elevated. It is said the cost will not be very great, and on doubt the Eastern Branch people will be ready to encounter it.

Some might be willing for the sake of confining the canal trade to Georgetown, to refuse any accommodation to our city neighbors by which they would be enabled to participate in it with us through the Canal. We much doubt though whether this would not be found to prove a narrow and selfish policy in the end. We need not fear the prosperity of Washington; for we shall always be at the *west end* of that increasing and flourishing city.

Ibid, p. 3. **CANAL TRADE**
Arrived [5/21]

Francis, 23 miles, flour, &c.

Gondola, 61 miles, flour, &c.

J. Stream, 31 miles, wheat & corn.

Houser, Cumberland, coal.

Andrew Jackson, 31 miles, corn, &c.

Departed [5/21] – J. P. Smart, W. H. Harrison, North Bend, H. Smith, D. Seigel, Union, Francis, Tonoloway, Mt. Vernon, Old Dominion, Belle, B. Franklin.

DAT, Thu. 5/22/51, p. 2. *Canal Trade* – Arrived, [5/21] boats: Gondola, 31 miles, wheat, &c.; Francis, 23 miles, flour, &c.; Old Zack, 57 miles,

timber; James Smithson, 23 miles, stone; Gondola, 31 miles, corn, &c.; Oregon, Cumb., coal; Henrietta, 31 miles, 610 bbls. flour; W. C. Johnson, 45 miles, offal, hay, &c.; Wm. Jackson, 62 miles, limestone; Cumberland, Cumb., coal; Martha Francis, 62 miles, limestone; Chesapeake, 62 miles, limestone; Gondola, 31 miles, corn, &c.; Eldorado, Cumberland, coal, &c.; Capt. Walker, 69 miles, limestone; John Van Lear, Williamsport, 376 bbls. flour and 1,421 bushels corn; E. Payson, 62 miles, limestone; M. Hoffman, Cumberland, coal.

Departed [5/21] – J. P. Smart, W. H. Harrison, Tip & Tyler, North Bend, H. Smith, D. Seigle, Francis, Union, Tonoloway, Mount Vernon, Old Dominion, Belle, B. Franklin, Gen. Cass, Neptune, Geo. Washington, Gondola.

AG, Thu. 5/22/51, p. 3. **CANAL COMMERCE**
Departed, May 21.

Boat Gen. Cass, groceries from McVeigh, Bro. & Co.

AG, Fri. 5/23/51, p. 4. **CANAL COMMERCE**
Arrived, May 22.

Boat Elizabeth, Cumberland, coal to Fowle & Co.
 Boat Oregon, Cumberland, coal to D. B. Smith & Co.

Sun, Fri., 5/23/51, p. 1. *Canal Break Repaired*. - The Williamsport *Sentinel* says that the break in the canal, which occurred last Friday, near Shepherdstown, has been repaired, and navigation is renewed.

Ibid, p. 4. **Canal Trade** – Arrived [5/22], boats Henrietta, 31 miles, flour; W. C. Johnson, 45 miles, offal, hay, &c.; W. Jackson, 62 miles, limestone; M. Francis, 62 miles, limestone; Chesapeake, 62 miles, limestone; E. Payson, 62 miles, limestone; Captain Walker, 69 miles, limestone; John Van Lear, Williamsport, flour, corn, plank, &c.; Charlotte, 108 miles, flour, &c.; Potomac, Williamsport, timber, &c.; C. Shafer, 89 miles, wheat and corn. Boats Cumberland, M.

Hoffman and C. F. Mudge, from Cumberland, with coal, have passed through to Alexandria.

Departed [5/22] - boats Tonoloway, Mt. Vernon, Old Dominion, Belle, B. Franklin, Gen. Cass, Neptune, George Washington, W. Jackson and J. Stream. Mercury.

DAT, Fri. 5/23/51, p. 2. *Canal Trade* – Arrived [5/22] boats Mountaineer, Cumberland, flour and coal; C. F. Mudge, Cumberland, flour and coal; Charlotte, 108 miles, flour, whiskey, &c.; William T. Hamilton, Cumberland, 105 tons coal; Catharine Shafer, 89 miles, corn and wheat; Lewis Cass, Cumberland, 114½ tons coal; Delaware, Cumb., coal; Susan, 119 miles, flour, &c.; Gov. Sprigg, 100 miles, 1,000 bbls. flour; Oregon, 77 miles, flour and offal; Josephine Seaton, Cumberland, 107¾ tons coal; J. P. Garrott, 57 miles, corn, whiskey, &c.; American Flag, 127 miles, cement; Experiment, 31 miles, corn, &c.; Westmoreland, Cumberland, 96 tons coal; Geo. Waters, Cumberland, 112 tons coal; D. H. Claggett, 81 miles, 644 bbls. flour, &c.; Potomac, 100 miles, timber.

Departed [5/22] – Wm. Jackson, J. Smithson, W. A. Harper, Henrietta, Old Zack and Captain Walker.

Sat., 5/24/51, p. 3. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
5/16	William Fowle	88 00
5/17	C. F. Mudge	101 15
	Jacob Snively	99 00
	Southampton	68 10
5/19	Emily Hoffman	100 02
	F. Thomas	72 00
	Texas	80 00
	Mary R. Hale	100 16
	Steamer Virginia	80 00
	Ariel	80 00
	Montour	80 00
	American Eagle	80 00
5/20	Jenny Lind	72 00
	Charles Perry	86 00
	H. G. Phelps	80 00
5/21	M. R. Zimmerman	103 07

	C. H. Ohr	90 00
	Pacific	101 00
	Reindeer	104 00
	Enoch J. Neal	109 05
	Isaac Long	97 17
5/22	P. B. Petrie	91 06
	William	80 03
	Millard Fillmore	88 00
	Columbia	101 00
	Anna Woodward	99 09
5/23	John G. Stone	98 16

Sun, Sat., 5/24/51, p. 1. **Affairs at Cumberland, Md.** – *Steam on the Canal.* – The steam tow boat Virginia left Cumberland on Tuesday evening last, having her three barges in tow, each laden with 80 tons of coal from the mines of the Frostburg Coal company. She goes directly to New York by the Chesapeake and Ohio, Chesapeake and Delaware, and the Delaware and Raritan Canals. Capt. Parker, who has her in charge, thinks he will be able to transport the same amount of coal at a less cost than by any other mode. The Virginia makes about 4 miles an hour.

Ibid, p. 4. *Canal Trade* – Arrived [5/23] – boats Susan, 119 miles, flour, rye, &c.; Governor Sprigg, 100 miles, 1,000 barrels flour; Oregon, 77 miles, flour, offal, &c.; J. P. Garrott, 57 miles, corn and whiskey; American Flag, 127 miles, cement; Experiment, 31 miles, corn, wheat, &c.; D. & H. Claggett, 81 miles, flour, offal, &c.

Boats Wm. T. Hamilton, (Washington, D. C.,) Lewis Cass, Delaware, J. Seaton, George Waters and Westmoreland, all from Cumberland, with coal, have passed down to Alexandria.

Departures [5/23] – Wm. Jackson, J. Smith, Wells A. Harper, Henrietta, Old Zack, Captain Walker, Rough & Ready and E. Payson.

GA, Sat. 5/24/51, p. 3. **CANAL TRADE**
 Arrived, [5/23].

James Smithson, 23 miles, stone.
 Gondola, 31 miles, corn, &c.
 Oregon, Cumberland, coal.
 Henrietta, 31 miles, 810 bbls. flour.

W. C. Johnson, 45 miles, offal, hay, &c.
 Wm. Jackson, 62 miles, limestone.
 Cumberland, Cumberland, coal.
 Martha Francis, 62 miles, limestone.
 Chesapeake, 62 miles, limestone.
 Gondola, 31 miles, corn, &c.
 Eldorado, Cumberland, coal, &c.
 Capt. Walker, 69 miles, limestone.
 John Van Lear, Williamsport, 376 bbls. flour &
 1,421 bu. corn.
 E. Payson, 62 miles, limestone.
 M. Hoffman, Cumberland, coal.
 C. F. Mudge, Cumberland, coal.
 Charlotte, 100 miles, flour, whiskey, &c.
 Wm. T. Hamilton, Cumberland, 105 tons coal.
 Cath. Shafer, 89 miles, corn, wheat, &c.
 Lewis Cass, Cumberland, 114 tons coal.
 Delaware, Cumberland, coal.
 Gov. Sprigg, 100 bbls. flour.
 Oregon, 77 miles, flour & offal.
 J. Seaton, Cumberland, coal.
 J. P. Garrott, 37 miles, corn, whiskey, &c.
 Am. Flag, 127 miles, cement.
 Experiment, 31 miles, corn & wheat.
 Westmoreland, Cumberland, coal.
 S. Clarke, Cumberland, coal.
 Gondola, Harper's Ferry, flour.
 D. & H. Clagett, 80 miles, 644 bbls. flour, &c.
 Potomac, 100 miles, timber.

Departed [5/23] – Tip & Tyler, Gen. Cass, Neptune, Geo. Washington, Gondola, Wm. Jackson, J. Smithson, W. A. Harper, Henrietta, Old Zack, and Captain Walker.

DAT, Sat. 5/24/51, p. 2. *Canal Trade* – Arrived [5/23] two gondolas, flour; W. H. Harrison, twenty-two miles; Wm. Fowle, Cumb., coal; Francis, 23 miles, flour, offal, &c.; Gondola, 61 miles, flour; Rambler, 42 miles, wheat and corn; Salome Clarke, Cumb., coal; Mary R. Hale, Cumb., coal; Emily Hoffman, Cumb., coal; Southampton, the steamer Virginia, with the Montour, American Eagle and Ariel, from Cumberland, with coal, in tow, will be in this evening; also, three boats from Edward's Ferry, with flour and lumber.

Departed [5/23] – Rough & Ready, E. Payson, Frances, Charlotte, Francis and Gov. Sprigg.

AG, Sat. 5/24/51, p. 3. **CANAL COMMERCE**
 Arrived, May 23.

Boat Martin Hoffman, Cumberland, coal to Waters & Zimmerman.
 Boat C. F. Mudge, Cumberland, coal to Waters & Zimmerman.
 Boat Josephine Seaton, Cumberland, coal to Waters & Zimmerman.
 Boat Mountaineer, Cumberland, coal to D. B. Smith & Co.
 Boat Eldorado, Cumberland, coal to D. B. Smith & Co.
 Boat Delaware, Cumberland, coal to D. B. Smith & Co.
 Boat Lewis Cass, Cumberland, 114 tons coal to D. B. Smith & Co.
 Boat John P. Garrott, Knoxville, corn to Lambert & McKenzie.
 Boat American Flag, [127], cement to G. H. Smoot & Uhler.

Departed, [5/23]

Boat Oregon, Cumberland, by D. B. Smith & Co.
 Boat Elizabeth, Cumberland, by Fowle & Co.

DAT, Mon. 5/26/51, p. 2. *Canal Trade* [5/24] – Lady of North Bend, 107 miles, flour, &c.; James Smithson, 23 miles, stone; Texas, Cumberland, 80 tons coal; P. Janney, Harper's Ferry, 830 bbls. flour; Thomas Jefferson, 62 miles, wheat, corn, &c.; Thomas Charlton, 99 miles, 750 bbls. flour; Buena Vista, 69 miles, limestone; Catoctin, 51 miles, flour, corn, &c.; Francis Thomas, Cumb., coal; John Hetzer, 99 miles, 750 bbls. flour; J. Snively, Cumberland, 99 tons coal; J. P. Smart, 31 miles, 2,841 bushels corn, &c.; C. H. Ohr, Cumberland, 90 tons coal.

Departed [5/24] – W. C. Johnson, Potomac, Elizabeth, C. F. Mudge, Oregon, Wm. H. Harrison, Chesapeake, Susan, American Flag, J. P. Garrott, D. & H. Clagett, Experiment, Eldorado, M. Hoffman, Josephine Seaton, John Van Lear.

AG, Mon. 5/26/51, p. 3. **CANAL COMMERCE**

Arrived, May 24.

Boat Westmoreland, Cumberland, coal to D. B. Smith & Co.

Boat Wm. Fowle, Cumberland, coal to Fowle & Co.

Boat George Waters, Cumberland, 112 tons coal to Fowle & Co.

Boat John Van Lear, Williamsport, corn to Cazenove & Co.

Departed, [5/24]

Boats Mountaineer, Eldorado, American Flag and Oregon, for Cumberland, by D. B. Smith & Co.

Boat C. F. Mudge, Cumberland, groceries by Geo. O. Dixon & Co.

Boat Martin Hoffman, Cumberland, plaster from Lambert & McKenzie, and groceries from McVeigh, Bro. & Co.

Boat Experiment, Goose Creek, lumber from Waters & Zimmerman, and dry goods from Bryan, Adams & Co., for Leesburg.

Boat John P. Garrott, Knoxville, groceries from McVeigh, Bro. & Co., Wm. Bayne, and sundries from Fowle & Co.

Sun, Tue. 5/27/51, p. 4. *Canal News* – Arrived [5/26] – boats Thomas Jefferson, 62 miles, flour and wheat; Buena Vista, 69 miles, limestone; J. Hetzer, 99 miles, 750 bbls. flour; Tom Charlton, 99 miles, 750 bbls. flour; Phineas Janney, 61 miles, 830 bbls. flour; Louisa, Williamsport, 2696 bushels corn.

Boats F. Thomas, 72 tons coal; Texas, 80 tons coal; and C. H. Ohr, 90 tons coal, all from Cumberland, proceeded down to Alexandria.

Departures [5/26] – Boats – John P. Garrott, Oregon, 77 miles; Experiment, Eldorado, Martin Hoffman, Josephine Seaton, (named in honor of the ex-mayor of Washington,) John Van Lear and Mountaineer.

GA, Tue. 5/27/51, p. 3. **CANAL TRADE**

Arrived. [5/26]

Wm. H. Harrison, 22 miles, wood.

2 Gondolas, 61 miles, flour.

Lady, 107 miles, corn, whiskey, &c.

James Smithson, 23 miles, stone.

E. Hoffman, Cumberland, 100 tons coal.

Southampton, Cumberland, coal, &c.

J. P. Smart, 2,841 bu. corn, 66 bu. meal, 12 bu. oats.

Catoctin, 200 bbls. flour, 968 bu. corn, 3,268 bu. shorts.

Th. Jefferson, flour, wheat, &c.

Texas, Cumberland, 80 tons coal.

Buena Vista, limestone

J. Hetzer, 750 bbls. flour.

Th. Charlton, 750 bbls. flour.

Louisa, 100 miles, 2,696 bu. corn.

Departed [5/26] – Elizabeth, Oregon, C. F.

Mudge, Wm. H. Harrison, Chesapeake, Susan, Am. Flag, D. & H. Clagett, J. P. Garrott, Oregon, Experiment, Eldorado, M. Hoffman, J. Seaton, Mountaineer, Rambler.

DAT, Tue. 5/27/51, p. 2. *Canal Trade* – Arrived, [5/26] Col. H. Clay, 73 miles, wheat and corn; Louisa, 100 miles, 2,696 bushels of corn; J. F. Essex, 61 miles, 1,016 bbls. of flour; P. B. Petrie, Cumberland, 91 tons of coal; M. R. Zimmerman, Cumberland, coal.

Departed [5/26] – Mountaineer, Rambler, George Waters, John Hetzer, Delaware, Wm. Fowle.

AG, Tue. 5/27/51, p. 3. **CANAL COMMERCE**

Arrived, May 26.

Boat Salome Clarke, Cumberland, coal to D. B. Smith & Co.

Boat J. Snively, Cumberland, coal to Fowle & Co

Boat Texas, Cumberland, coal to Fowle & Co.

Boat Francis Thomas, Cumberland, coal to Fowle & Co.

Boat Catharine Shafer, Cedar Grove, wheat to Jos. Janney, and corn to Fowle & Co.

Boat J. P. Smart, Springland, corn to Lambert & McKenzie.

Departed, May 26.

Boat Emily Hoffman, Cumberland, by Waters & Zimmerman.

Boat Wm. Fowle, Cumberland, by Fowle & Co.

Boat George Waters, Cumberland, by Fowle & Co., and groceries from McVeigh, Bro. & Co., for Shepherdstown.

Boat Martin Hoffman, by Waters & Zimmerman, with groceries from McVeigh, Bro. & Co., for Harper's Ferry, Kearneysville, Hedgesville, Clearspring and Cumberland, Md.

Sun, Wed., 5/28/51, p. 4. **Canal News** – Arrived [5/27], boats Louisa, 100 miles, flour; J. F. Essex, 61 miles, flour. Boats P. B. Petrie and M. R. Zimmerman, from Cumberland, with coal, passed down to Alexandria.

The steamer Virginia, with her convoy, were passed at the Point of Rocks – all well; will probably be in during the night.

Departures [5/27] – Wm. Fowle, Rambler, Geo. Washington, John Hetzer, Delaware, Buena Vista, Emily Hoffman and C. Shafer.

Mercury.

DAT, Wed. 5/28/51, p. 2. *Canal Trade* – Arrived [5/27], Charles Perry, Cumb., coal; Gen. Jackson, 22 miles, hay, &c.; Union, 100 miles, 681 bbls. flour, &c.; Edward Payson, 62 miles, limestone.

Departed [5/27] – Buena Vista, E. Hoffman, C. Shafer, Tom Charlton, Catoctin, M. R. Hale, J. Snively, Lady, Westmoreland, Thos. Jefferson and Salome Clarke.

I have been informed that the delay of the steamer *Virginia* was caused by one of the boats she had in tow getting aground.

AG, Wed. 5/28/51, p. 3. **CANAL COMMERCE**

Arrived, May 27.

Boat Catoctin, corn to Fowle & Co.

Boat Southampton, Cumberland, coal to D. B. Smith & Co.

Departed, [5/27]

Boat Westmoreland, Cumberland, by D. B. Smith & Co.

Boat Geo. Waters, Cumberland, by Fowle & Co.

Boat Salome Clarke, Cumberland, by D. B. Smith & Co.

Boat J. Snively, Cumberland, by Fowle & Co.

Boat Catharine Shafer, groceries from Fishback & Bro.

Sun, Thu. 5/29/51, p. 4. **Canal Trade** – Arrived [5/28]: General Jackson, 22 miles, hay, &c.; Union, 100 miles, flour; Ed. Payson, 22 miles, limestone. The boats Jenny Lind, Charles Perry and Cumberland, have passed down to Alexandria.

Departures [5/28]: Tom Charlton, Catoctin, M. R. Hale, J. Snively, Lady, Westmoreland, Th. Jefferson, S. Clarke, Lewis Cass and Southampton.

GA, Thu. 5/29/51, p. 3. **CANAL TRADE**

Arrived, [5/28].

J. F. Essex, 61 miles, 1016 bbls. flour.

P. B. Petrie, Cumberland, coal.

M. R. Zimmerman, Cumberland, coal.

Jenny Lind, Cumberland, coal.

C. Perry, Cumberland, coal.

Gen. Jackson, 22 miles, hay, &c.

Union, 100 miles, flour, whiskey, &c.

Ed. Payson, 62 miles, limestone.

Departed [5/28] – Wm. Fowle, Buena Vista, E. Hoffman, C. Shafer, T. Charlton, Catoctin, M. R. Hale, J. Snively, Westmoreland, Lady, Th. Jefferson, L. Cass, Southampton, Col. H. Clay.

Steamer Virginia – About 9 o'clock, on yesterday morning, the Canal Tow-boat Steamer *Virginia*, was aground near the Chain Bridge, having in tow the Canal Boats, Montour, Ariel and American Eagle. She had not arrived at 6 o'clock on yesterday afternoon.

DAT, Thu. 5/29/51, p. 2. *Canal Trade* – Arrived [5/28], John C. Calhoun, 69 miles, 40 tons of pig iron; Ariel, Cumb., coal; Montour, Cumb., coal; American Eagle, Cumb., coal; tow-boat Virginia, Cumberland; H. G. Phelps, Cumb., coal; Wm. H. Harrison, 20 miles, wood; Eagle, 124 miles, 2,500 bushels of wheat; C. C. Smoot, 124 miles, bark, &c.; Millard Fillmore, Cumb., coal; Pacific, Cumb., coal; Wm. Jackson, 62 miles, limestone

and hay; Martha Francis, 62 miles, limestone; Frances, 23 miles, flour, offal, &c.

Departed [5/28] – Lewis Cass, Southampton, Col. H. Clay, F. Thomas, J. P. Smart, W. A. Harper, Texas.

AG, Thu. 5/29/51, p. 3. **CANAL COMMERCE**
Arrived, May 28.

Boat Mary R. Zimmerman, Cumberland, coal to Waters & Zimmerman.
Boat Charles Perry, Cumberland, coal to Fowle & Co.
Boat Jenny Lind, Cumberland, coal to Fowle & Co.
Boat J. F. Essex, Harper's Ferry, flour to Lambert & McKenzie.
Boat Phineas Janney, Harper's Ferry, flour to order.

Departed, [5/28]

Boat Southampton, Cumberland, by D. B. Smith & Co.
Boat Mary R. Hale, Cumberland, by D. B. Smith & Co.
Boat Texas, Cumberland, by Fowle & Co.
Boat Francis Thomas, Cumberland, by Fowle & Co.

Sun, Fri. 5/30/51, p. 4. **Canal Trade** – Steamer Virginia, boats Jenny Lind, C. Perry, Ariel, Montour, American Eagle, H. G. Phelps, M. Fillmore, Pacific, Reindeer, and Columbia, all with coal, from Cumberland passed down to Alexandria.

Arrived here [5/29] boats Gen. Jackson, 22 miles, hay; Union, 100 miles, flour and whiskey; Edward Payson, 62 miles, limestone; W. H. Harrison, wood; Eagle, 124 miles, wheat; C. C. Smoot, 124 miles, bark; W. Jackson, 62 miles, limestone and hay; M. Francis, 62 miles, flour, &c.; Hugh Smith, Harper's Ferry, flour and whiskey; J. C. Calhoun, 69 miles, iron.

Departed [5/29] – Boats, L. Cass, Southampton, Col. H. Clay, F. Thomas, J. P. Smart, W. A. Harper, Texas, E. Payson, W. H. Harrison and J. F. Essex. Yours,
Mercury.

DAT, 5/30/51, p. 2. *Canal Trade* – Arrived [5/29], Belle, 73 miles, flour, wheat and corn; John G. Stone, Cumb. coal; E. J. Neal, Cumb., coal; W. C. Johnson, 45 miles, corn, &c.; Anna Woodward, Cumb., coal; Hugh Smith, 61 miles, flour, &c.; Reindeer, Cumb., coal; Cumberland, Cumb., coal; David Shriver, Cumb., coal.

Departed [5/29] – Wm. Jackson, Union, Jenny Lind, M. R. Zimmerman, J. F. Essex, Wm. H. Harrison, E. Payson and Martha Francis.

AG, Fri. 5/30/51, p. 3. **CANAL COMMERCE**
Arrived, May 29.

Boat H. G. Phelps, Cumberland, coal to Fowle & Co.
Boat Millard Fillmore, Cumberland, coal to Fowle & Co.
Boat Pacific, Cumberland, coal to D. B. Smith & Co.

Departed, [5/29]

Boat Jenny Lind, Cumberland, by Fowle & Co., and salt from T. M. McCormick & Co.
Boat Mary R. Zimmerman, Cumberland, by Waters & Zimmerman, groceries from McVeigh, Bro. & Co., and fish from Stephen Shinn & Son.

Sat., 5/31/51, p. 3. **CANAL TRADE**
DEPARTURES

Date	Boat	Tons Coal
5/23	Miles Standish	98 03
	D. [J.] McCoy	96 00
	David Shriver	103 17
5/24	Otho Baker	99 05
	Mary L. Rawdon	98 14
	Cumberland	92 15
	Isaac Motter	112 00
	Salem	79 05
5/25	Pennsylvania	93 12
	H. H. Casey	104 12
	G. W. Riggs	104 11
5/27	Caroline	94 05
	Enterprise	94 00
	F. Rawdon	97 02
	L. A. Phelps	88 00
5/28	Ohio	82 06
	Gen. Tyson	106 03

	Mount Vernon	86 00
	Oregon	99 10
	Louisa	104 14
5/29	C. F. Mudge	99 07
	Anna Gilleece	107 16
	Old Dominion	96 00
5/30	Elizabeth	94 10

Distance 185 miles.

GA, Sat. 5/31/51, p. 3. **CANAL TRADE**

Arrived, [5/30].

Wm. H. Harrison, 60 miles, wood.
 Eagle, 124 miles, 2,500 bushels wheat.
 C. C. Smoot, 124 miles, bark, &c.
 M. Fillmore, Cumberland, coal, &c.
 Pacific, Cumberland, coal.
 W. Jackson, 62 miles, limestone.
 M. Francis, 62 miles, limestone.
 Frances, 23 miles, flour, offal, &c.
 Reindeer, Cumberland, coal.
 Columbia, Cumberland, coal.
 John C. Calhoun, 69 miles, pig iron.
 Anna Woodward, Cumberland, coal.
 Wm. C. Johnson, 45 miles, corn, &c.
 E. J. Neal, Cumberland, 109 tons coal.
 Belle, flour, wheat & corn.
 Cumberland, Cumberland, 92 tons coal.
 John Kezler, Cumberland, coal.

Departed [5/30] – E. Payson, J. F. Essex, M. R. Zimmerman, Jenny Lind, Union, Wm. Jackson, M. Francis, J. C. Calhoun, Frances, H. G. Phelps.

New Route – By means of the Steam Canal Tow Boats there is likely to be a new route for trade established, so far as the voyage of Canal boats is concerned. They are now loaded at Cumberland and towed down the Canal and round by the Chesapeake and thence by internal navigation, direct to New York. What effect will this have upon the Coal Depots?

DAT, Sat. 5/31/51, p. 3. *Canal Trade* – Arrived [5/30], two gondolas, Harper’s Ferry, 292 bbls. flour; D. J. McCoy, Cumberland, coal, &c.; Grampus, 123 miles, 2,500 bushels wheat, 900 bushels corn, 200 bushels potatoes, 100 bushels rye; Otho Baker, Cumberland, 99¼ tons coal.

Departed [5/30] – J. C. Calhoun, Frances, H. G. Phelps, P. Janney, C. Perry, Millard Fillmore, C. C. Smoot, Pacific, Anna Woodward.

AG, Sat. 5/31/51, p. 3. **CANAL COMMERCE**
 Arrived, May 30.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Boat Columbia, Cumberland, coal to Fowle & Co.

Boat Reindeer, Cumberland, coal to Fowle & Co.

Boat Anna Woodward, Cumberland, coal to Waters & Zimmerman.

Boat J. G. Stone, Cumberland, coal to D. B. Smith & Co.

Boat Belle, Shepherdstown, wheat to Cazenove & Co.

Boat W. Cost Johnson, 45 miles, corn to Fowle & Co.

Departed, [5/30]

Boat Charles Perry, Cumberland, by Fowle & Co.

Boat H. G. Phelps, Cumberland, by Fowle & Co.

Boat C. C. Smoot, groceries for Hancock, Md., from McVeigh, Bro. & Co.

DAT, Mon. 6/2/51, p. 3. *Canal Trade* – Arrived [5/31], M. Standish, Cumb., coal; W. A. Harper, 19 miles, wood, oats and corn; George W. Riggs, Cumberland, 104 tons coal; Salem, Cumb., coal; Isabel, 107 miles, meal, corn, &c.; B. Franklin, 100 miles, flour; D. W. Clinton, 100 miles, flour, &c.; Henrietta, 31 miles, flour; J. P. Garrott, 58 miles, corn, &c.; Captain Walker, 69 miles, limestone; I. Motter, Cumberland, 112 tons coal; Oregon, Cumberland, 99 tons coal; Ohio, 31 miles, corn, &c.; M. L. Rawdon, Cumberland, coal, &c.; Geo. Washington, 31 miles, flour, &c.; Gen. Cass, 31 miles, flour, &c.; W. H. Harrison, 20 miles, wood, &c.; Neptune, 31 miles, 683 bbls. flour; F. Rawdon, Cumb., coal; D. & H. Clagett, 81 miles, flour, &c.

Departed [5/31] – John G. Stone, Gen. Jackson, Louisa, Scow, Belle, Cumberland, Columbia, W. C. Johnson, H. Smith, D. W. Clinton.

AG, Mon. 6/2/51, p. 3. PORT OF ALEXANDRIA, MAY 31. Sailed, [5/31] Steamer *Virginia*, for New York, having in tow 3 canal Boats with coal from Frostburg Coal Company.

CANAL COMMERCE

Arrived, May 31.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Boat Cumberland, Cumberland, coal to D. B. Smith & Co.

Boat David Shriver, Cumberland coal to Waters & Zimmerman.

Departed, May 31.

Boat J. G. Stone, Cumberland, by D. B. Smith & Co.

Boat Pacific, Cumberland, by D. B. Smith & Co.

Boat Belle, Shepherdstown, by D. Bellinger, and groceries from McVeigh, Bro. & Co.

Boat Eagle, Hancock, bacon and fish by Fishback & Bro., and groceries from McVeigh, Bro. & Co.

Boat Reindeer, Cumberland, by Fowle & Co.

Boat Columbia, Cumberland, by Fowle & Co.

Boat Millard Fillmore, Cumberland, by Fowle & Co.

Sun, Tue. 6/3/51, p. 4. **Drowned** – On Sunday afternoon, a boy named John Thompson, aged just nine years, (son of Mr. John Thompson, shoemaker), was drowned in the canal, at Washington, D. C. He had descended the steps near the Twelfth street bridge, to wash the dirt from his shoes, when he fell into the water.

GA, Tue. 6/3/51, p. 3. **CANAL TRADE**

Arrived, [6/2].

Otho Baker, Cumberland, coal.

2 Gondolas, 61 miles, flour.

B. Franklin, 100 miles, flour.

D. W. Clinton, 100 miles, flour, &c.

D. J. McCoy, Cumberland, coal.

Miles Standish, Cumberland, coal.

G. W. Riggs, Cumberland, 104 tons coal.

Salem, Cumberland, 79 tons coal.

Isabel, 107 miles, meal, flour, corn, offal, &c.

Henrietta, 31 miles, flour.

J. P. Garrott, 58 miles, flour, corn & rye.

Capt. Walker, 69 miles, limestone.

Oregon, Cumberland, coal.

Ohio, 31 miles, corn, &c.

M. L. Rawdon, Cumberland, coal.

Neptune, 31 miles, flour, &c.

Geo. Washington, 31 miles, flour, wheat, &c.

Gen. Cass, 31 miles, flour, corn, meal, rye, &c.

W. H. Harrison, 20 miles, wood.

D. & H. Clagett, 81 miles, flour, wheat, &c.

F. Rawdon, Cumberland, coal.

Departed [6/2] – M. Fillmore, C. C. Smoot, Pacific, Anna Woodward, Gen. Jackson, Louisa, Scow, Belle, Reindeer, Cumberland, Columbia, W. C. Johnson, H. Smith, Eagle, D. Shriver, Scow.

DAT, Tue. 6/3/51, p. 3. *Canal Trade* – Arrived [6/2], Caroline, Cumberland, 94 tons of coal; William 108 miles, 75 tons pig iron and 26 bales of hay; Potomac, 100 miles, 3,300 bushels of mill offal.

Departed [6/2] – Eagle, D. Shriver, Scow, Captain Walker, Henrietta, D. J. McCoy, Ohio, Wells A. Harper, M. Standish.

AG, Tue. 6/3/51, p. 3. **CANAL COMMERCE**

Arrived, June 2.

Boat D. J. McCoy, Cumberland coal to Fowle & Co.

Boat Isaac Motter, 112 tons Cumberland coal to Fowle & Co.

Boat J. P. Garrott, Knoxville, corn to order and tan bark to C. C. Smoot & Son.

Boat Salem, Cumberland coal to D. B. Smith & Co.

Boat Oregon, Cumberland coal to D. B. Smith & Co.

Boat Geo. W. Riggs, Jr., Cumberland coal to Waters & Zimmerman.

Boat Miles Standish, Cumberland coal to Waters & Zimmerman.

Departed, June 2.

Boat D. J. McCoy, Cumberland, by Fowle & Co.

Boat Cumberland, Cumberland, by D. B. Smith & Co.

Boat Eagle, dry goods from Bryan, Adams & Co., for Hancock, Md.

Boat Gen. Cass, groceries, boots, shoes, &c., for Bridgeport, Va., from McVeigh, Bro. & Co.

Sun, Wed., 6/4/51, p. 4. Georgetown, D. C., Tuesday Afternoon. [6/3] – Arrived boats Henrietta, 31 miles, flour; J. P. Garrott, 58 miles, corn, rye and flour; Captain Walker, 69 miles, limestone; Isaac Motter and Oregon, Cumberland; Ohio, 31 miles, corn and sundries; M. L. Rawdon, Cumberland; Geo. Washington, 31 miles, flour and grain; Neptune, 31 miles, flour; Gen. Cass, 31 miles, flour, corn, &c.; W. H. Harrison, 20 miles, wood; D. & H. Clagett, 81 miles, flour; F. Rawdon, Cumberland; William, 108 miles, hay and iron; Caroline, Cumberland; Pennsylvania, Cumberland; Potomac, 100 miles, offal; Louisa, Cumberland; C. F. Mudge, Cumberland. The eight boats from Cumberland, with coal, have passed down to Alexandria.

Departures [6/3] – Boats Capt. Walker, Henrietta, D. J. McCoy, Ohio, W. A. Harper, Miles Standish, I. Motter, Salem.

Yours, Mercury.

DAT, Wed. 6/4/51, p. 3. *Canal Trade* – Arrived [6/3], Pennsylvania, Cumberland, coal, &c.; Louisa, Cumberland, coal, &c.; C. F. Mudge, Cumb., coal; Elizabeth, Cumberland, 94 tons of coal; Thomas Jefferson, 62 miles, limestone and hay; Scow, 9 miles, rough stone; Edward Payson, 62 miles, limestone.

Departed [6/3] – steamer Roselia, G. W. Riggs, William, M. L. Rawdon, Otho Baker, William H. Harrison, J. P. Garrott.

AG, Wed. 6/4/51, p. 3. **CANAL COMMERCE**
Arrived, June 3.

Boat Isabel, Honeywood [Mill], corn meal to Fowle & Co.

Boat Caroline, Cumberland, coal to D. B. Smith & Co.

Boat Mary L. Rawdon, Cumberland, coal to Waters & Zimmerman.

Boat Neptune, Goose Creek, flour to D. F. Hooe.
Departed, [6/3]

Boat Miles Standish, Cumberland, by Waters & Zimmerman, and groceries from Wm. Bayne.

Boat Gen. Washington, groceries from Wm. Bayne,

Boats Otho Baker, Salem and Oregon, Cumberland, by D. B. Smith & Co.

Boat Isaac Motter, Cumberland, by Fowle & Co.

Boat J. P. Garrott, Knoxville, salt and laths from Fowle & Co., and groceries from Wm. Bayne.

Sun, Thu., 6/5/51, p. 4. It has been stated that the receipts of Coal by the Alexandria Canal for April were 5,801 tons. During May the receipts have been 8,219 tons, showing a monthly increase of more than 2,000 tons, with a prospect of a continued increase.

Canal Trade – Arrived [6/4], boats E. Payson, 62 miles, limestone; Thos. Jefferson, 62 miles, limestone and hay. Elizabeth, from Cumberland, coal, passed down to Alexandria.

Departed [6/4] - boats [Otho] Baker, W. H. Harrison, J. P. Garrott; steamer Rosalie, G. W. Riggs, William, M. L. Rawdon, B. Franklin, Oregon, Avon. Mercury.

DAT, Thu. 6/5/51, p. 3. *Canal Trade* – Arrived [6/4], H. H. Casey, Cumb., coal; Wm. Albert, Cumb., coal; Wm. Jackson, 62 miles, limestone; Mount Vernon, Cumb., coal; M. Francis, 62 miles, stone; J. Stream, 31 miles, wheat; Gen. Tyson, Cumb., coal; J. P. Smart, 31 miles, flour, wheat, &c.; Rough & Ready, 55 miles, wheat, corn and flour; Enterprise, Cumb., coal; Charlotte, 108 miles, flour and whiskey; John Hetzer, 100 miles, flour; W. A. Harper, 18 miles, wood; Rambler, 45 miles, hay, &c.; Experiment, 31 miles, corn, bark, &c.; W. C. Johnson, corn, offal, &c.; P. F. Thomas, 31 miles, hay, &c.

Departed [6/4] – B. Franklin, Oregon, Ann, Edward Payson, Isabel, Thomas Jefferson, D. & H. Clagett, Caroline and Potomac.

AG, Thu. 6/5/51, p. 3. **CANAL COMMERCE**

Arrived, June 4.

Boat Gen. Cass, Goose Creek, flour, meal and mill offal to D. F. Hooe.

Boat Pennsylvania, Cumberland, coal to D. B. Smith & Co.

Boat Louisa, Cumberland, coal to Waters & Zimmerman.

Boat Elizabeth, Cumberland, coal to Fowle & Co.
Departed, [6/4]

Boat Caroline, Cumberland, by D. B. Smith & Co

Boat Isabel, Honeywood, by Fowle & Co.

Boat Gen. Washington, Goose Creek, salt by Fowle & Co., and groceries from McVeigh, Bro. & Co.

GA, Fri. 6/6/51, p. 3. **CANAL TRADE**

Arrived, [6/5]

J. P. Smart, 31 miles, flour, wheat, &c.

Rough & Ready, 55 miles, wheat, corn, &c.

Enterprise, Cumberland, coal.

Charlotte, 108 miles, flour & whiskey.

John Hetzer, 100 miles, flour.

W. A. Harper, 18 miles, wood.

Rambler, 45 miles, hay, &c.

L. A. Phelps, Cumberland, coal.

Experiment, 31 miles, corn & wheat.

Wm. C. Johnson, 45 miles, corn, offal, &c.

P. F. Thomas, 31 miles, hay.

J. Seaton, Cumberland, coal.

John Van Lear, 100 miles, corn, flour, &c.

Old Dominion, Cumberland, coal.

Dan. Webster, 62 miles, limestone.

Frances, 23 miles, flour, &c.

Departed [6/5] – Th. Jefferson, D. & H. Clagett, Caroline, Potomac, Elizabeth, John Hetzer, M. Francis, Louisa.

DAT, Fri. 6/6/51, p. 3. *Canal Trade* – Arrived,

[6/5] - L. A. Phelps, Cumb., coal; J. Seaton, Cumb., coal; John Van Lear, 100 miles, corn, flour, &c.; Old Dominion, Cumb., coal; Daniel Webster, 62 miles, limestone; Chesapeake, 62 miles, limestone; Frances, 23 miles, flour, &c.; Anna Gilleece, Cumberland, coal.

Departed – Elizabeth, M. Francis, Louisa, John Hetzer, J. Stream, Wm. Jackson, Pennsylvania, Neptune, George Washington, Gen. Cass.

AG, Fri. 6/6/51, p. 3. **CANAL COMMERCE**

Arrived, June 5.

Boat William Albert, Cumberland, coal to D. B. Smith & Co.

Departed, June 5.

Boat Pennsylvania, Cumberland, from D. B. Smith & Co.

Sat., 6/7/51, p. 2. **Steam on the Canal.**

We have received from Alexandria the following interesting particulars of the trip, from Cumberland to Alexandria, of the steam tow-boat *Virginia*, Capt. Parker, with four barges laden with coal: -

“The *Virginia* reached Alexandria on Thursday morning, having lain by every night on our passage down. We deemed it prudent to do so, as some of us were unacquainted with the canal, its shoals, &c. We were 102 hours, what may be considered working time, in accomplishing the trip down; although one quarter of that time was lost in little delays, which are always incident to a new undertaking, and which a little expense and experience will obviate. We passed the entire train through several of the locks in 18 minutes – the steamer hauling the boats in and out of the locks, without detaching the train at all; and when the locks were near together, and the leads short, we frequently had three boats lashing at the same time in as many of the different locks. If our towing or connecting ropes had been long enough, we could with equal ease have had the four boats in as many locks at the same time. – When that number of locks are near together, our success in passing through them was much greater than we expected; - and there is no manner of doubt, that a train of six or eight boats may be passed through a lock in our way much sooner than the same number of horse boats, and with less labor to the hands and lock keepers. – We found no difficulty in passing other boats or passing around the

curves. Prudence and care are all that are required.

During our entire trip we injured nothing connected with the Canal, or other boats, or our own, except the towing lines which were parted whenever a barge went aground, and this was not infrequent. Our barges steered badly, owing to their rudders being too short, and the boats too deeply laden. We found one of them to draw 4 feet 6½ inches, which dragged much of the way on the bottom. This happened in consequence of a mistake in marking.

We traveled some of the way four miles an hour where the Canal was wide, but in the narrow portions we were obliged to *throttle off*, and use but a portion of the steam, as the entire power gave too great speed to steer the barges; - we wanted a *greater load*. And I have no doubt that the *Virginia* will haul five boats carrying one hundred tons each, at as great speed as shall be found either profitable or safe. She works 31 horse power; and works her entire power without any more abrasion to the cranks than an ordinary boat. On the whole, the experiment has proved more successful than I could reasonably have anticipated, considering the novelty of the business and the entire inexperience of the crew. It has clearly demonstrated to my mind, at least, that Steam can be used as a motive power on your Canal, notwithstanding the many locks, over horse and mule power. We found the lock-keepers and all the people, very kind and obliging, and most of the country through which we passed rich and highly delightful. The Canal is the greatest work of the kind I know of in the country. It, however, requires many things to be done before it can be said to be *finished*. Our [canal boat] train left this place for New York yesterday, at half past 2, P.M.”

Ibid. p. 3. **CANAL TRADE
DEPARTURES**

Date	Boat	Tons Coal
5/30	Wm. Albert	106 07
	North Bend	98 10
	Josephine Seaton	106 11
5/31	American Flag	92 12

	Wm. B. Clarke	88 18
	Martin Hoffman	102 11
	James Boyce	108 03
6/2	Sarah Perry	98 00
	Baltimore	106 17
	Oregon of Rushville	61 15
	Isaac Long	87 10
6/4	Mountaineer	89 05
	Eldorado	99 02
	George Waters	101 00
	Wm. Fowle	88 00
	Mary R. Hale	97 04
	Charles Arthur	102 06
	Emily Hoffman	109 16
	M. R. Zimmerman	100 13
	Delaware	100 01
	J. Snively	96 00
	Southampton	86 02
	Texas	89 00
	Anna Woodward	96 17
	Westmoreland	88 13
	Jenny Lind	72 00

Distance 185 miles.

Sun, Sat. 6/7/51, p. 4. Georgetown, D. C., Friday Afternoon – Arrived [6/6], boats Ohio, Cumb., coal; H. H. Casey, do., do.; Wm. Albert, do., do.; W. Jackson, 62 miles, limestone; Mount Vernon, Cumb., coal; M. Francis, 62 miles, stone; J. Stream, 31 miles, wheat; Gen. Tyson, Cumb., coal; John P. Smart, 31 miles, flour, &c.; Charlotte, 108 miles, flour and whiskey; John Hetzer, Williamsport, flour; Wells A. Harper, 18 miles, wood; Rambler, 45 miles, hay; L. A. Phelps, Cumberland; Experiment, 31 miles, corn, &c.; W. Cost Johnson, 45 miles, do.; P. F. Thomas, 31 miles, hay, &c.; Josephine Seaton, Cumberland; John Van Lear, 100 miles, flour and corn; Anna Gilleece, Cumberland; Old Dominion, do.; Daniel Webster, 62 miles, limestone; Chesapeake, 62 miles, do.; Francis, 23 miles, flour.

Departures [6/6] – Boats T. Jefferson, D. & H. Clagett, Caroline, Potomac, Elizabeth, M. Francis, Louisa, John Hetzer, J. Stream, W. Jackson, Pennsylvania, Neptune, George

Washington, General Cass and Charlotte. All the coal from Cumberland went to Alexandria.

GA, Sat. 6/7/51, p. 2. **Alexandria Coal Trade** – The *Alexandria Gazette* says: “We stated at the close of April, that the receipts of coal by the Alexandria Canal for that month were 5,801 tons – ‘the commencement.’ During May the receipts have been 8,219 tons, showing a monthly increase of more than 2,000 [tons], with a prospect of a continued increase.”

Ibid, p. 3. **CANAL TRADE**

Arrived, [6/6].

J. P. Smart, 31 miles, flour, wheat, &c.
Rough & Ready, 55 miles, wheat, corn, &c.
Enterprise, Cumberland, coal.
Charlotte, 108 miles, flour & whiskey.
John Hetzer, 100 miles, flour.
W. A. Harper, 18 miles, wood.
Rambler, 45 miles, hay, &c.
L. A. Phelps, Cumberland, coal.
Experiment, 31 miles, corn & wheat.
Wm. C. Johnson, 45 miles, corn, offal, &c.
P. F. Thomas, 31 miles, hay.
J. Seaton, Cumberland, coal.
John Van Lear, 100 miles, corn, flour, &c.
Old Dominion, Cumberland, coal.
Dan. Webster, 62 miles, limestone.
Frances, 23 miles, flour, etc.

Departed [6/6] – Th. Jefferson, D. & H. Claggett, Caroline, Potomac, Elizabeth, John Hetzer, M. Francis, Louisa.

DAT, Sat. 6/7/51, p. 3. *Canal Trade* – Arrived [6/6], P. Janney, 61 miles, 507 bbls. flour; Union, 100 miles, 883 bbls. flour, &c.; W. H. Harrison, 20 miles, wood; Frances, 23 miles, flour; Chesapeake, 62 miles, limestone; North Bend, Cumberland, coal.

Departed [6/6] – Charlotte, H. H. Casey, W. Albert, F. Rawdon, D. Webster, Rambler, W. C. Johnson, Chesapeake, Frances.

AG, Sat. 6/7/51, p. 4. **CANAL COMMERCE**
Arrived, June 6.

Boat Gen. Tyson, Cumberland, coal to Waters & Zimmerman

Boat Mount Vernon, Cumberland, coal to Fowle & Co.

Boat Enterprise, Cumberland, coal to Fowle & Co.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Boat Ohio, Cumberland, coal to D. B. Smith & Co.

Departed, June 6.

Boat H. H. Casey, Cumberland, by Waters & Zimmerman.

Boat Elizabeth, Cumberland, by Fowle & Co.

Boat William Albert, Cumberland, by D. B. Smith & Co.

Boat Louisa, groceries for Bridgeport, from McVeigh, Bro. & Co.

Sun, Mon., 6/9/51, p. 1. **Merited Compliment.** – A large number of citizens of Cumberland, (Md.), have procured of Messrs. Kirk & Sons, of this city, a massive silver pitcher to be presented some time this week to Wm. Price, Esq., of Cumberland. The *Civilian* says: “The pitcher is richly chased all over with leaves and flowers and scenes representing turreted castles and is of a most beautiful form. It is ten inches high, twenty and a half in circumference, and weighs forty ounces. On a shield in front is the following inscription: ‘Present to William Price, Esq., as a testimonial for his services in aid of the Chesapeake and Ohio Canal, and obtaining funds for its completion – 1851.’”

Ibid, p. 4. *Canal Report* [6/7] – I have the pleasure to announce the arrival, about seven o’clock this evening, of the boat Hugh Smith, from Harper’s Ferry, which place she left at nine o’clock yesterday (Friday) morning, with a fine excursion party of passengers, and a load of good flour. Arrived, also, boats W. H. Harrison, 20 miles, wood; Union, 100 miles, flour, &c.; P. Janney, 61 miles, flour, &c.; Susan, 119 miles, flour, &c.; Gov. Sprigg, 108 miles, flour, &c.

Boats North Bend and American Flag, with coal, from Cumberland, proceeded to Alexandria.

Departed [6/7] – Boats D. Webster, Rambler, W. C. Johnson, Chesapeake, Francis, Experiment and Wm. H. Harrison.

Yours Mercury.

Georgetown, D. C., Saturday Night. – In Common Council, last evening, there were present Messrs. Mix, Trunnell, Ridgeley, Bangs, and Copley, only five – no quorum, and, of course, no business done. The Board of Alderman being more fortunate, proceeded to business. A communication was received from the Mayor, submitting a plan from the President and Directors of the Chesapeake and Ohio Canal Company, for obtaining an additional supply of water to that work between Dam No. 6 and the town of Cumberland. The substance of the letter is as follows: -

To secure an adequate supply of water at all times to the new portion of the Canal, the Company long since determined to construct an additional feeder as soon after the completion of the canal as their means and credit would permit. – The Chief Engineer was accordingly instructed to make such examinations, as early as practicable, as would suggest some efficient plan for furnishing an adequate supply of water to the new line – one which would be the most advisable for the company to adopt in view of their means, and of the failure of Virginia to aid in the construction of a feeder from the South Branch.

The engineer reports the best mode “is by means of pumps, worked by steam, to be stationed at four points along the canal, of sufficient capacity to raise from the Potomac as much water as could possibly be required during the seasons of extreme drought.” He estimates the cost of the engines and pumps not to exceed \$84,000 – and expresses the opinion that it may not exceed \$60,000. The plan, he says, is one that is to be “fully relied on for its efficiency, and if adopted will remove forever all apprehensions that may now exist in regard to the practicability

of obtaining a sufficiency of water for the upper portion of the canal, at all times, and for any amount of trade that the canal may be made capable of accommodations, even with double locks.”

Under the act of Maryland, authorizing the completion of the canal, the company is permitted to use its revenues for the purpose of furnishing the requisite supply of water. Under this provision, the company can give as security for money borrowed and applied to this object, a lien on the revenues of the canal secondary only to pre-existing obligations, not exceeding in amount \$310,000.

The President and Directors express a hope that in view of the deep interest of our three cities in the canal, those corporations will grant such aid as may enable the company to relieve the community from all apprehensions, forever hereafter, of any deficiency of water. A guaranty of \$75,000 of the company’s bonds by the three corporations, say \$25,000 by each, of a substitution of their bonds for that amount of the company’s bonds, would enable the company fully and effectually to accomplish that object. The letter was read and laid on the table till next meeting.

AG, Mon. 6/9/51, p. 2. **Loudoun Affairs.**

The bridge across the Potomac at the Point of Rocks, is progressing to completion.

The Goose Creek Canal work is going forward, not as rapidly as anticipated at the outset, but substantially and surely, and in good time will be finished as far as designed at present.

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

Arrived, June 7.

Boat Ann Gilleece, Cumberland, coal to D. B. Smith & Co.

Boat Josephine Seaton, Cumberland, coal to Waters & Zimmerman.

Boat Old Dominion, Cumberland, coal to Fowle & Co.

Departed, [6/7]

Boat Gen Tyson, Cumberland, by Waters & Zimmerman.
 Boat C. F. Mudge, Cumberland, by Waters & Zimmerman.
 Boat Ohio, Cumberland, by D. B. Smith & Co.
 Boat Mt. Vernon, Cumberland, by Fowle & Co.
 Boat Enterprise, Cumberland, by Fowle & Co.
 Boat Freeman Rawdon, Cumberland, groceries, &c., from McVeigh, Bro. & Co.
 Boat Josephine Seaton, Cumberland, groceries for Kearneysville from McVeigh, Bro. & Co.

GA, Tue. 6/10/51, p. 2. **Pleasure Trip on the Canal** – The “Flying Cloud” is the euphonious name which has been given to a Canal boat, which has been fitted up by Capt. Moore, for pleasure trips upon the Canal. The ‘News’ gives a glowing account of her appearance on an occasion of this kind on last Thursday. It adds: “We understand from Captain Moore, that the President and Directors of the Ch. & O. Canal Company intend to make a trip in the *Flying Cloud* to Cumberland; and if so, it may not be improper to say, that the boat seems well adapted to such a purpose, as she moves very easily and handsomely along the canal, making little or no ripple in the water. The Captain appears to be very obliging and attentive to his passengers.”

Ibid, p. 3. **CANAL TRADE**
 Arrived [6/9]

W. H. Harrison, 20 miles, wood.
 North Bend, Cumberland, coal.
 Union, 100 miles, flour, whiskey & oats.
 P. Janney, 61 miles, flour, bran, &c.
 Susan, 119 miles, flour, &c.
 Am. Flag, Cumberland, coal.
 Gov. Sprigg, 108 miles, pig iron & flour.
 H. Smith, 61 miles, corn, &c.
 Belle, 73 miles, flour, &c.
 Col. Crockett, 58 miles, corn, &c.
 S. Perry, Cumberland, coal.
Departed [6/9] – Frances, Experiment, W. H. Harrison, Mt. Vernon, Enterprise, J. Seaton, Ohio, C. F. Mudge, *Flying Cloud*, Union.

DAT, Tue. 6/10/51, p. 3. *Canal Trade* [6/9] – Charles Arthur, Cumb., coal; Martin Hoffman, Cumberland, 102 tons coal; pleasure boat *Flying Cloud*, 14 miles, passengers.

Departed [6/9] – Union, Rough & Ready, P. F. Thomas, J. P. Smart, Gov. Sprigg, Virginia, Anna Gilleece.

AG, Tue. 6/10/51, p. 3. **CANAL COMMERCE**
 Arrived, June 9.

Boat North Bend, Cumberland, coal to Fowle & Co.
 Boat J. P. Smart, Springland, wheat to Cazenove & Co., flour to D. F. Hooe and W. L. Powell & Son.
 Boat Rough & Ready, Berlin, wheat and corn to Cazenove & Co., and flour to D. F. Hooe.
 Boat J. Van Lear, Williamsport, corn to order.
 Departed, [6/9]
 Boat L. A. Phelps, Cumberland, by Fowle & Co.
 Boat Old Dominion, Cumberland, by Fowle & Co
 Boat J. P. Smart, Springland, plaster by Cazenove & Co.
 Boat Rough & Ready, Berlin, by D. F. Hooe.

DAT, Wed. 6/11/51, p. 3. *Canal Trade* – Arrived [6/10], Baltimore, Cumb., coal; J. P. Garrott, 51 miles, bark; Salem, 62 miles, flour; M. R.

Zimmerman, Cumb., coal; M. R. Hale, Cumberland, coal and bark; Texas, Cumberland, coal, &c.; E. Payson, 62 miles, limestone; J. F. Essex, 61 miles, 3,400 bushels of corn and 109 bbls. flour; Southampton, Cumb., coal; Thomas Jefferson, 62 miles, stone, &c.; Geo. Waters, Cumberland, 104 tons coal.

Departed [6/10] – L. A. Phelps, P. Janney, American Flag, W. A. Harper, J. Boyce, Old Dominion, Augusta.

AG, Wed. 6/11/51, p. 3. **CANAL COMMERCE**
 Arrived, June 10.

Boat Sarah Perry, Cumberland, coal to Fowle & Co.
 Boat American Flag, Cumberland, coal to D. B. Smith & Co.

Boat Charles Arthur, Cumberland, coal to D. B. Smith & Co.

Boat Belle, Shepherdstown, corn to Fowle & Co.

Boat Col. Crockett, Weverton, corn to Cazenove & Co., and tan bark to C. C. Smoot & Son.

Departed, [6/10]

New Boat Augusta, of Alleghany Company's Line, by Fowle & Co., for Cumberland.

Boat Ann Gilleece, Cumberland, by D. B. Smith & Co.

Boat North Bend, Cumberland, by Fowle & Co.

GA, Thu. 6/12/51, p. 3. **CANAL TRADE**

Arrived, [6/11].

Baltimore, Cumberland, coal.

J. P. Garrott. 51 miles, bark.

Salem, 62 miles, flour & bark.

M. R. Zimmerman, Cumberland, coal.

J. F. Essex, 61 miles, corn.

Thos. Jefferson, 62 miles, limestone & hay

Texas, Cumberland, coal.

E. Payson, 62 miles, limestone.

Geo. Waters. Cumberland, coal.

Departed [6/11] – Virginia, L. A. Phelps, P.

Janney, Am. Flag, W. A. Harper, Old Dominion, North Bend.

AG, Thu. 6/12/51, p. 3. **CANAL COMMERCE**

Arrived, June 11.

Boat Martin Hoffman, Cumberland, coal to Waters & Zimmerman.

Boat James Boyce, Cumberland, coal to Waters & Zimmerman.

Boat Baltimore, Cumberland, coal to D. B. Smith & Co.

Boat J. P. Garrott, Knoxville, corn and flour to order.

Departed, [6/11]

Boat American Flag, Cumberland, by D. B. Smith & Co.

Boat Sarah Perry, Cumberland, by Fowle & Co.

Boat John Van Lear, groceries, boots and shoes for Williamsport, Md., from McVeigh, Bro. & Co

Sun, Fri., 6/13/51, p. 4. *Georgetown, D. C., Thursday Afternoon – Canal News – Arrived*

[6/12], today, boats Wm. H. Harrison, 20 miles, wood; Wm. Jackson, 62 miles, stone; M. Francis, 62 miles, stone; Powhatan, 31 miles, wheat and corn; Henrietta, 31 miles, flour; Captain Walker, 69 miles, limestone.

Boats Delaware and George Waters, from Cumberland, with coal, have gone down to Alexandria.

Departures [6/12] – Boats Sarah Perry, M. Hoffman, Edward Payson, John Van Lear, Wm. H. Harrison and Belle, for Shepherdstown.

Mercury.

GA, Thu. 6/13/51, p. 3. **CANAL TRADE**

Arrived, [6/12].

Baltimore, Cumberland, coal.

J. P. Garrott, 57 miles, bark.

Salem, 62 miles, flour & bark.

M. R. Zimmerman, Cumberland, coal.

J. F. Essex, 61 miles, corn.

Thos. Jefferson, 62 miles, limestone & hay

Texas, Cumberland, coal, &c.

E. Payson, 62 miles, limestone.

Geo. Waters, Cumberland, coal.

Departed [6/12] – Virginia, L. A. Phelps, P.

Janney, Am. Flag, W. A. Harper, Old Dominion, North Bend.

DAT, Fri. 6/13/51, p. 3. *Canal Trade* – Arrived [6/12], Geo. Waters, Cumb., coal; Wm. H. Harrison, 21 miles, wood; Alex. Neal, 62 miles, limestone; Wm. Jackson, 62 miles, limestone; M. Francis, 62 miles, limestone; Gondola, 31 miles, wheat and corn; Delaware, Cumb., coal; Capt. Walker, 69 miles, limestone; Henrietta, 31 miles, flour, &c.; W. A. Harper, 22 miles, wood; Wm. Fowle, Cumberland, coal, &c.; A. K. Stake, 115 miles, lumber; Chesapeake, 62 miles, limestone; D. & H. Clagett, 81 miles, 641 bbls. flour; A. Jackson, 31 miles, corn, &c.

Departed [6/12] – North Bend, C. Arthur, Thomas Jefferson, S. Perry, M. Hoffman, E. Payson, J. Van Lear, W. H. Harrison, Col. Crockett, Salem, A. Neal, Baltimore, M. R. Zimmerman, Texas, M. Francis, J. P. Garrott,

Belle, Wm. Jackson, P. Janney, Capt. Walker,
Flying Cloud.

AG, Fri. 6/13/51, p. 3. **CANAL COMMERCE**

Arrived, June 12.

- Boat Texas, Cumberland, coal to Fowle & Co.
- Boat Geo. Waters, Cumberland, coal to Fowle & Co.
- Boat Southampton, Cumberland, coal to D. B. Smith & Co.

Departed, June 12.

- Boat Baltimore, Cumberland, by D. B. Smith & Co.
- Boat Charles Arthur, Cumberland, by D. B. Smith & Co.
- Boat Texas, Cumberland, by Fowle & Co.
- Boat J. P. Garrott, Knoxville, plaster from Cazenove & Co., and groceries from Wm. Bayne.
- Boat Col. Crockett, Weverton, plaster from Cazenove & Co.
- Boat Belle, groceries for Shepherdstown and Bridgeport, Va., from McVeigh, Bro. & Co., and groceries from Wm. Bayne.

Sat., 6/14/51, p. 2. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
6/6	David Shriver	103 10
	Lewis Cass	105 10
6/7	Francis Thomas	72 00
	Salome Clarke	95 19
	Millard Fillmore	83 00
6/9	John G. Stone	100 00
	Columbia	104 00
	Miles Standish	100 00
	G. W. Riggs	102 04
6/10	Pacific	99 19
	Reindeer	104 00
	M. L. Rawdon	103 01
	Cumberland	94 08
	Louisa	102 01
6/11	H. G. Phelps	80 00
	H. H. Casey	101 03
	Oregon	98 14
6/12	William	82 11
	Charles Perry	94 10
	Caroline	92 00

	Elizabeth	89 10
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Distance 185 miles.

Water for the Canal

At a meeting of the Corporation of Georgetown, last week, the Mayor laid before that body, a communication from the President of the Chesapeake & Ohio Canal Company, in relation to the supply of more water between Dam No. 6 and Cumberland, as Virginia had failed to aid in the construction of a feeder from the South Branch.

The Engineer of the Company recommends the raising of the requisite quantity of water from the Potomac, "by means of pumps, worked by steam, to be stationed at four points along the Canal." He estimates the cost of the engines and pumps not to exceed \$84,000 – and expresses the opinion that it may not exceed \$60,000. The plan, he says, is one that is to be "fully relied on for its efficiency, and if adopted will remove forever all apprehensions that may now exist in regard to the practicability of obtaining a sufficiency of water for the upper portion of the Canal, at all times, and for any amount of trade that the Canal may be made capable of accommodating, even with double locks."

The Company proposes to give a lien on its revenues, secondary only to the obligations already existing and which do not exceed \$310,000; and the corporations of Georgetown, Washington and Alexandria are asked to guarantee the Company's bonds in the amount of \$25,000, each, to accomplish the object.

The communication was laid on the table until the next meeting.

Boating to New York. - The *New York Express* of Monday last, thus announces the arrival of two Cumberland boats:

We have to chronicle rather a novel arrival in our port. Two canal boats of a large class, built by the Washington Coal Company, for the transportation of coal on the Chesapeake and Ohio Canal, came into port this morning. They

were laden with coal at Cumberland, Md., from the Washington mines. The coal is of a superior quality and comes without handling in very fine order. The boats of "C. H. Ohr" and "P. B. Petrie" are to be seen at the "Haxton Docks," Brooklyn.

Sun, Sat., 6/14/51, p. 1. *Killed by a Canal Boat.* - The Clearspring (Md.) *Sentinel* says that on Saturday last, as the canal boat Mary R. Zimmerman, was passing near the lake, a young man who was driving the tow-horses, in attempting to pass the boat by means of a plank, fell with his breast against the side of the boat. He was taken on board and did not appear to be much hurt. After setting a few minutes he was observed to be falling over; and only had time to say "O Lord!" before his spirit was in another world.

Canal News - Arrived [6/13] boats W. A. Harper, 22 miles, wood; Henrietta, 31 miles, flour; A. K. Stake, 115 miles, lumber; Chesapeake, 62 miles, limestone; D. & H. Clagett, 81 miles, flour; And. Jackson, 31 miles, wheat and flour. The boat W. Fowle, from Cumberland, with coal, proceeded to Alexandria.

Departures [6/13] - Boats Col. Crockett, Salem, Alexander Neal, Baltimore, M. R. Zimmerman, Texas, Martha Francis, J. P. Garrott, Wm. Jackson, Phineas Janney, Capt. Walker, A. K. Stake, M. R. Hale and Southampton.

The boat *Flying Cloud*, with a gay party, accompanied with music, on an excursion to Great Falls.

GA, Sat. 6/14/51, p. 3. **CANAL TRADE**
 Arrived, [6/13].

Alex. Neal, 62 miles, limestone.
 Wm. Jackson, 62 miles, limestone.
 M. Francis, 62 miles, limestone.
 Capt. Walker, 69 miles, limestone.
 Henrietta, 31 miles, flour, &c.
 Delaware, Cumberland, coal.

Departed [6/13] - Alex. Neal, Baltimore, M. Francis, Texas, J. P. Garrott, Belle, Wm. Jackson, P. Janney, Capt. Walker, *Flying Cloud*, M. R. Hale.

Sat. 6/14/51, p. 4. ⁶ **The Canal** - The Board of Control of the Washington City Canal met at City Hall yesterday morning, and, among other business, signed the articles submitting the matters of disagreement between the contractors who cleaned out the canal, and the corporation, to Mr. Fisk, the engineer.

AG, Sat. 6/14/51, p. 3. **CANAL COMMERCE**
 Arrived, June 13.

Boat Wm. Fowle, Cumberland, coal to Fowle & Co.
 Boat Delaware, Cumberland, coal to D. B. Smith & Co.

Departed, June 13.

Boat George Waters, Cumberland, by Fowle & Co.
 Boat Southampton, Cumberland, by D. B. Smith & Co.
 Boat Mary R. Hale, groceries from Wm. Bayne.

Sun, Mon. 6/16/51, p. 1. *Cumberland Coal Trade* - The amount of coal shipped from Cumberland by the Chesapeake and Ohio Canal, for the week ending Thursday, was 2,180 tons. The amount sent by the Baltimore and Ohio Railroad, for the week ending 7th inst., was 3,664 tons.

Ibid. p. 2. **New Trade on the Canal** - The *Cumberland Civilian* says: "The other day we saw a large number of boxes, bales, &c., lying on Mr. Ward's canal wharf, and forwarded from New York, by Chesapeake and Ohio Canal. They are destined for St. Louis, Mo., and are to be sent thence to some point in Illinois."

Ibid. p. 4. *Canal Report* - Arrived [6/14], boats C. C. Smoot, 124 miles, bark; C. Shafer, 89 miles, wheat and corn; Oregon, 77 miles, flour

⁶ *Republic*, Washington, D. C.

and offal; Isabel, 107 miles, meal and flour; B. Franklin, 100 miles, flour; Boston, wood.

Boats Cumberland, Emily Hoffman, Jenny Lind, Francis Thomas, Lewis Cass, Eldorado, Mountaineer, Millard Fillmore, Louisa, Anna Woodward, Westmoreland, J. Snively and Salome Clarke, all from Cumberland, with coal, passed through to Alexandria.

Twenty-four boats, in all, have arrived this week with coal from Cumberland.

Departed [6/14] - Boats W. Jackson, G. Waters, D. & H. Clagett, Isabel, Chesapeake, William Fowle and Experiment.

When will our citizens awake to the importance of their having a share of the coal trade? Hope deferred maketh the heart sick.

Mercury.

Sun, Mon. 6/16/51, p. 4. *Georgetown, D. C., Monday Afternoon.* - **Canal Trade.** [6/14] - Arrived boats W. H. Harrison, 17 miles, wood; Ohio, 31 miles, wheat; Lady [of North Bend], 107 miles, corn; W. C. Johnson, corn; Maryland, 42 miles, wheat; Catoctin, 51 miles, flour; Dan Webster, 62 miles, limestone; P. Janney, 61 miles, flour; Two Gondolas, 61 miles, bark.

Boats D. Shriver, George W. Riggs, Louisa, M. L. Rawdon, Columbia and Oregon, have passed down to Alexandria.

Departures [6/14] - Boats Jenny Lind, Emily Hoffman, Potomac, Oregon and Wells A. Harper.

DAT, Mon. 6/16/51, p. 3. *Canal Trade* – Arrived [6/14], Potomac, 48 miles, wood, &c.; Westmoreland, Cumb., coal; J. Snively, Cumb., coal; M. Standish, Cumb., coal; D. Shriver, Cumb., coal; G. W. Riggs, Cumb., coal; Salome Clarke, Cumb., coal; W. H. Harrison, 17 miles, wood; Ohio, 31 miles, wheat, &c.; Lady, 107 miles, corn, &c.; M. L. Rawdon, Cumb., coal; W. C. Johnson, 45 miles, corn, &c.; Louisa, Cumb., coal; Columbia, Cumb., coal; Maryland, 42 miles, wheat, &c.; Catoctin, 51 miles, flour, &c.; Daniel Webster, 62 miles, limestone; P. Janney, 61 miles, flour, &c.; two gondolas, 61 miles, bark.

Departed [6/14] – Isabel, Chesapeake, Wm. Fowle, Experiment, J. Lind, E. Hoffman, Potomac, Oregon, W. A. Harper.

AG, Mon. 6/16/51, p. 3. **CANAL COMMERCE**
Arrived, June 14.

Boat Jenny Lind, Artz, Cumberland, coal to Fowle & Co.

Boat Francis Thomas, Cumberland, coal to Fowle & Co.

Boat Millard Fillmore, Cumberland, coal to Fowle & Co.

Boat J. Snively, Cumberland, coal to Fowle & Co.

Boat Emily Hoffman, Cumberland, coal to Waters & Zimmerman.

Boat Anna Woodward, Cumberland, coal to Waters & Zimmerman.

Boat Eldorado, Cumberland, coal to D. B. Smith & Co.

Boat Mountaineer, Cumberland, coal to D. B. Smith & Co.

Boat Lewis Cass, Cumberland, coal to D. B. Smith & Co.

Boat C. C. Smoot, Hancock, tan bark to C. C. Smoot & Son.

Departed, [6/14]

Boat Mary R. Zimmerman, Cumberland, by Waters & Zimmerman.

Boat Wm. Fowle, Cumberland, by Fowle & Co.

Boat Jenny Lind, Cumberland, by Fowle & Co.

Sun, Tue. 6/17/51, p. 4. *Canal Trade* – Arrived [6/16] – Boats – W. H. Harrison, 17 miles, wood; Ohio, 31 miles, wheat; Lady, 107 miles, corn; W. C. Johnson, corn; Maryland, 42 miles, wheat; Catoctin, 51 miles, flour; Dan Webster, 62 miles, limestone; P. Janney, 61 miles, flour; Two Gondolas, 61 miles, bark.

Boats J. Shriver, George W. Riggs, Louisa, M. L. Rawdon, Columbia and Oregon, have passed down to Alexandria.

Departures [6/16] – Boats – Jenny Lind, Emily Hoffman, Potomac, Oregon and Wells A. Harper.

GA, Tue. 6/17/51, p. 3. **CANAL TRADE.**

Arrived, [6/16].

D. Shriver, Cumberland, coal.

Geo. W. Riggs, Cumberland, coal.

Salome Clarke, Cumberland, coal.

W. H. Harrison, 17 miles, wood.

Ohio, 31 miles, wheat, &c.

Lady [of North Bend], 107 miles, corn, flour, &c.

M. L. Rawdon, Cumberland, coal.

W. C. Johnson, 45 miles, corn, &c.

Louisa, Cumberland, coal.

Columbia, Cumberland, coal.

Maryland, 42 miles, wheat, &c.

P. Janney, 61 miles, flour, &c.

2 Gondolas, 61 miles, bark.

Oregon, Cumberland, coal.

Departed [6/16] – D. & H. Clagett, Isabel, Chesapeake, Wm. Fowle, Experiment, Jenny Lind, Potomac, Oregon, W. A. Harper.

DAT, Tue. 6/17/51, p. 3. *Canal Trade* – Arrived [6/16], Oregon, Cumb., coal; John G. Stone, Cumb., coal; Buena Vista, 69 miles, limestone; H. H. Casey, Cumb., coal; Charlotte, 108 miles, 665 barrels of flour.

Departed [6/16] – Boats, Col. H. Clay, Lewis Cass, C. C. Smoot, *Flying Cloud*, Anna Woodward, Francis Thomas, De Witt Clinton, D. Webster, B. Franklin, Delaware and the Atlantic.

Ibid, p. 4. The beautiful pleasure boat, *Flying Cloud*, Capt. Moore, left this morning with a pleasure party for the Great Falls.

AG, Tue. 6/17/51, p. 3. **CANAL COMMERCE**

Arrived, June 16.

Boats Geo. W. Riggs, Jr., David Shiver, Mary L. Rawdon and Louisa, from Cumberland, coal to Waters & Zimmerman.

Boats Delaware, Westmoreland and Salome Clark, from Cumberland, coal to D. B. Smith & Co.

Boats Columbia and Reindeer, from Cumberland, coal to Fowle & Co.

Departed, June 16.

Boat C. C. Smoot, Hancock, Md., dry goods from Bryan, Adams & Co., and groceries from McVeigh, Bro. & Co.

Boat Lewis Cass, Cumberland, by D. B. Smith & Co.

Boat Francis Thomas, Cumberland, by Fowle & Co.

Boat Millard Fillmore, Cumberland, by Fowle & Co.

DAT, Wed. 6/18/51, p. 3. *Canal Trade* [6/17] – Arrived, Elizabeth, Cumb., coal; Reindeer, Cumb., coal; Cumberland, Cumb., coal; Pacific, Cumb., coal; Thomas Jefferson, 62 miles, limestone; E. Payson, 62 miles, limestone.

Departed [6/17] – Millard Fillmore, M. Standish, W. C. Johnson, Louisa, Ohio, Lady, Catoctin, Maryland, C. Shafer.

AG, Wed. 6/18/51, p. 2. **CANAL COMMERCE**

Arrived, June 17.

Boat Oregon, from Cumberland, coal to D. B. Smith & Co.

Boat J. G. Stone, from Cumberland, coal to D. B. Smith & Co.

Boat Cumberland, from Cumberland, coal to D. B. Smith & Co.

Boat Maryland, Monocacy, wheat to Cazenove & Co.

Boat Catharine Shafer, Cedar Grove, corn to Fowle & Co.

Boat Phineas Janney, flour to Wm. L. Powell & Son.

Departed, [6/17]

Boat Anna Woodward, Cumberland, by Waters & Zimmerman.

Boat Miles Standish, Cumberland, by Waters & Zimmerman.

Boat Atlantic, Cumberland, by D. B. Smith & Co.

Boat Delaware, Cumberland, by D. B. Smith & Co.

Sun, Thu. 6/19/51, p. 4. A gentleman who came down the canal yesterday, informs us that on the level this side of Big Slack Water, the N. Y. barge Phelps had grounded, and that a number of boats

from here, and bound down, was thereby detained. He suggests that during the dry season, especially, the boats should not be too heavily laden.

GA, Thu. 6/19/51, p. 3. **CANAL TRADE**
Arrived, 17th

John G. Stone, Cumberland, coal.
Buena Vista, 69 miles, limestone.
H. H. Casey, Cumberland, coal
Charlotte, 108 miles, 665 bbls. flour.
Elizabeth, Cumberland, coal.
Reindeer, Cumberland, coal.
Cumberland, Cumberland, coal.
Thos. Jefferson, 62 miles, limestone.
Pacific, Cumberland, coal.
E. Payson, limestone.
Eagle, 124 miles, flour, 2,500 bu. wheat, plank.
Gondola, 87 bbls. flour.

Departed [6/19] – W. H. Harrison, Col. H.

Clay, L. Cass, C. C. Smoot, *Flying Cloud*, Anna Woodward, F. Thomas, D. Webster, Delaware, Atlantic, Millard Fillmore, Miles Standish, W. C. Johnson, Louisa, Ohio, Lady, Catocin, Maryland, C. Shafer, D. Shriver, Charlotte, J. Snively, G. W. Riggs, Columbia.

The following arrivals were not reported in our last: E. Hoffman, Jenny Lind, F. Thomas, L. Cass, M. Fillmore, Mountaineer, Anna Woodward, Westmoreland, J. Snively, M. Standish, from Cumberland with coal; C. C. Smoot, 124 miles, bark; C. Shafer, 89 miles, wheat and flour; Oregon, 77 miles, flour & offal; Isabel, 107 miles, meal & flour; B. Franklin, 100 miles, flour, &c.; Potomac, 48 miles, wood, &c.; Col. H. Clay, 89 miles, wheat; Catocin, 51 miles, flour, &c.; D. Webster, 62 miles, limestone; Eldorado, Cumberland, coal.

Thu. 6/19/51, p. 3. **THE CHESAPEAKE AND OHIO CANAL AND THE COAL AND IRON REGIONS.** – I had been loitering about Washington twelve months or more, when a sudden thought struck me; I will go and look at a little farm I have in Alleghany, and in doing so will take the Canal, and look to the probable trade

and commerce the riches of Alleghany may bring to old Alexandria and the District; but Alexandria being first in my affections, was first on my mind. I left Georgetown on the boat Eckhart, owned by Hunter & Dowling, and commanded by Capt. James H. Robinson, on Monday, the 28th of April. If I were to give you all that I saw on that interesting journey, I should tax you and your readers so much that you would not like to hear from me again. Suffice it to say, that on either side of the Canal, on the Maryland and Virginia shores, I saw prospects for a most abundant harvest, and the fine clover fields, even that early, showed the attention the farmers paid to the improvement of their lands; but I was more particularly struck with the sound of the boat horn as it nearest us, and we were passed by a *long black vessel*, loaded, on inquiry, with Alleghany coal. Of those I passed, in my voyage of five and a half days to Cumberland, thirty-five had cargoes of coal, varying from 86 to 106 tons. Of others loaded with flour, wheat, corn, ship stuff, bacon, whiskey, limestone, cedar posts and one of coke, I marked on my Journal fourteen boats. Well, this is a pretty good beginning for five and a half days, and yet this is only a beginning; for, in passing up, I found one boat loading at Shepherdstown; saw three or four fine boats building at Hancock, and at Cumberland I noticed three new boats just completed, and twelve more in a state of forwardness; and even in passing your city I saw several boats constructing for the same commerce. There I looked at your coal wharves and thought that they too would have to be enlarged. After spending the Sabbath in Cumberland, I took the Maryland Mining company's cars on Monday morning, and after a pleasant ride arrived at its terminus. Mr. Davidson, the agent, gave me a candle and a box of matches, with which I travelled to where the miners were at work, 1,130 feet from the entrance. It is beautiful to see the cars ascending and descending, each driver having a lamp fastened to his cap. I was told that there were two main passages or galleries. They employ about 200 hands; everything seems to be carried on like

clock-work. The men all looked hearty and contented, but a little dingy of course. There are some ten or twelve other mining companies in the neighborhood of Frostburg. At this one alone (from the quantity they seemed to be unloading from the trucks into the cars which conveyed them to Cumberland) I thought the amount to be immense. I did not inquire into all the trade passing up the National road. I saw one or two other mines which seemed to be opened just for the convenience of the neighborhood. I had been frequently told that there was no coal to be found south of the National road. I know that is not the case; for I know of several coal mines south of Youghiogheny river and west of Kyser's ridge, and I know of mountains of iron ore of the best kind within fourteen miles of the Baltimore and Ohio railroad, and eighteen of the National road. It will not do yet for us to talk about our iron ore. It is of no use for us to try to compete with the pauper labor of England. When our Government will protect our iron and coal interests, then Alleghany county will add another to the list of rich productions she can furnish to the Alexandria market. As I went up the Canal, I was shown some iron works, I think at Knoxville, which were obliged to stop operations, with an abundance of ore lying all around them, obtained from an ore bank in Jefferson county, nearby. I saw a quantity of railroad iron arriving at Cumberland from Mount Savage Iron works, which I was told some company had bought for their railroad, preferring our home manufacture, although it cost a little more than the foreign.

There happened during that week to be but five boats returning; I saw two or three with return cargoes for different points on the Canal. I inspected the whole Canal. It is a noble and beautiful work, and most of the locks, aqueducts, &c., show a good deal of architectural taste and judgment. The work is all well done. I could tell you of many beautiful works of nature and art on the Canal. The tunnel through the mountain is 3,150 feet long, by which the distance is shortened by seven miles; the beautiful little towns springing up as if by magic, to wit, the

Point of Rocks, Weverton, Sandy Hook, &c. But the length of my article admonishes me to stop, and I would advise any one desirous of enjoying a pleasant trip in the country at this season to go by way of the Canal, and extend the trip as high as Kyser's Ridge, Petersburg, &c.; and, if he is fond of gunning and fishing, he can enjoy a few weeks of real pleasure at but little expense, as he can get good board anywhere there for from \$1.50 to \$2 a week. About the 1st of July is the best time for trout fishing.

Your, Truly

H. A. B.

DAT, Thu. 6/19/51, p. 3. *Canal Trade* – Arrived [6/18], Eagle, 124 miles, wheat, &c.; Wm. Jackson, 62 miles, limestone; Gondola, 61 miles, flour, &c.; M. Francis, 62 miles, limestone; Texas, 77 miles, hay, &c.

Departed [6/18] – Oregon, Westmoreland, S. Clarke, E. Payson, W. A. Harper, H. H. Casey, P. Janney.

AG, Thu. 6/19/51, p. 3. **CANAL COMMERCE**
Arrived, June 18.

Boat Elizabeth, Cumberland, coal to Fowle & Co.
Departed, [6/18]

Boats J. Snively, Columbia and Elizabeth, for Cumberland, by Fowle & Co.

Sun, Fri. 6/20/51, p. 4. The H. G. Phelps is aground in the canal and has so obstructed the navigation that boats are unable to pass.

Mercury.

DAT, Fri. 6/20/51, p. 3. *Canal Trade* – Arrived [6/19], Tonoloway, 102 miles, lime; J. P. Smart, 31 miles, flour, wheat, &c.; Capt. Walker, 69 miles, limestone; F. Rawdon, Cumb., coal; Josephine Seaton, Cumb., coal; Wm. H. Harrison, 20 miles, wood; Potomac, 45 miles, wood; P. F. Thomas, 31 miles, wheat, &c.; Gen. Cass, 31 miles, 150 bushels wheat, 600 bushels corn, 830 bushels meal, 130 bushels oats.

Departed [6/19] – Thomas Jefferson, J. F. Essex, Louisa, Elizabeth, M. Francis, John G.

Stone, Buena Vista, Cumberland, William Jackson, Texas.

AG, Fri. 6/20/51, p. 3. **CANAL COMMERCE**

Arrived, June 19.

Boat Pacific, Cumberland, coal to D. B. Smith & Co.

Departed, [6/19]

Boat Westmoreland, Cumberland, by D. B. Smith & Co.

Boat Salome Clarke, Cumberland, by D. B. Smith & Co.

Boat Cumberland, Cumberland, by D. B. Smith & Co.

Boat Oregon, Cumberland, by D. B. Smith & Co.

Boat John G. Stone, Cumberland, by D. B. Smith & Co., and groceries, shoes, &c., from McVeigh, Bro. & Co.

Boat Mary L. Rawdon, Cumberland, by Waters & Zimmerman, and groceries, boots, shoes, &c., from McVeigh, Bro. & Co.

Boat Louisa, Cumberland, by Waters & Zimmerman.

Boat H. H. Casey, Cumberland, by Waters & Zimmerman.

Boat Reindeer, Cumberland, by Fowle & Co.

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

Sat., 6/21/51, p. 2. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
6/13	Pennsylvania	97 16
	Otho Baker	99 04
	F. Rawdon	100 04
	Isaac Motter	104 00
	Wm. B. Clarke	
6/14	D. J. McCoy	87 19
	James Terrell	104 00
	Josephine Seaton	103 12
	Col. Young	11 13
6/16	Gen. Tyson	104 09
	Mount Vernon	96 00
	Anna Gilleece	99 03
	Wm. Albert	93 19
	C. F. Mudge	106 16

6/17	James Boyce	104 13
	Enterprise	96 00
	Ohio	96 05
	Mary R. Zimmerman	101 06
	Annawan	97 01
	Gov. Sprigg	95 05
6/18	Martin Hoffman	103 09
	Mary R. Hale	99 10
	Isaac Long	19 14
	Salem	91 11
6/19	Charles Arthur	98 13
	Yankee	106 11
	Southampton	86 17
	Augusta	96 00
	Old Dominion	96 00
	Baltimore	95 17

Distance, 185 miles.

Sun, Sat. 6/21/51, p. 4. **Canal news** - I have the pleasure to state that the boat which obstructed the Canal has got off, and we have the following arrivals [6/20]: Boats M. Francis, 62 miles, limestone; Texas, 77, flour; Tonoloway, 102, lime; J. P. Smart, 31, flour and grain; Captain Walker, 69, limestone; W. H. Harrison, 20, wood; Potomac, 45, wood; Neptune, 31, flour; P. F. Thomas, 31, wheat; Geo. Washington, 31, wheat and corn; Gen. Cass, 31, wheat and corn; Virginia, 124, corn. The boats F. Rawdon and Charles Perry, from Cumberland, have passed down to Alexandria.

Departures [6/20] - Thomas Jefferson, J. F. Essex, Louisa, Elizabeth, M. Francis, John G. Stone, Buena Vista, Cumberland, W. Jackson, Texas, M. L. Rawdon, Eagle and Pacific.

Mercury.

GA, Sat. 6/21/51, p. 3. **CANAL TRADE.**

Arrived, [6/20].

Wm. Jackson, 62 miles, limestone.

M. Francis, 62 miles, limestone.

Texas, 77 miles, flour & hay.

Tonoloway, 102 miles, lime.

J. P. Smart, 31 miles, flour, wheat, corn & meal.

Capt. Walker, 69 miles, limestone.

F. Rawdon, Cumberland, coal.

W. H. Harrison, 20 miles, wood.

Potomac, 45 miles, wheat.
Neptune, 31 miles, flour, &c.
P. F. Thomas, 31 miles, wheat, &c.
Geo. Washington, 31 miles, wheat & corn.
Gen. Cass, 31 miles, wheat & corn.
J. Seaton, Cumberland, coal.
Charles Perry, Cumberland, coal.
Virginia, 124 miles, corn.
D. J. McCoy, 77 miles, 680 bbls. flour, &c.
(At the time of the closing of our report, other boats are hourly expected to arrive.)

Departed [6/20] – Oregon, Westmoreland, S. Clarke, E. Payson, W. A. Harper, H. H. Clay, P. Janney, Th. Jefferson, J. F. Essex, Louisa, Elizabeth, M. Francis, J. Stone, Buena Vista, Cumberland, Wm. Jackson, Texas, M. L. Rawdon, Eagle.

DAT, Sat. 6/21/51, p. 1. *Canal Trade* – Arrived [6/20], William Albert, Cumb., coal; Otho Baker, Cumb., coal; Rambler, 42 miles, bark, oats, &c.; Isaac Motter, Cumb., coal; D. J. McCoy, Cumb., coal; Oregon, 77 miles, flour, &c.; Chesapeake, 62 miles, limestone; Caroline, Cumb., coal; Col. Young, Cumb., coal; Virginia, Cumb., coal; Charles Perry, Cumb., coal; Geo. Washington, 31 miles, wheat and corn; Neptune, 31 miles, flour, &c.; H. G. Phelps, Cumberland, coal.

Departed [6/20] – Eldorado, Reindeer, Pacific, Tonoloway, Eagle, M. L. Rawdon.

AG, Sat. 6/21/51, p. 3. **CANAL COMMERCE**
Arrived, June 20.

Boat Freeman Rawdon, Cumberland, coal to Waters & Zimmerman.

Departed, June 20.

Boat Pacific, Cumberland, by D. B. Smith & Co.

Sun, Mon. 6/23/51, p. 1. **Affairs in Allegany County.** - The Cumberland *Civilian* has the following items:

Coal Trade - The amount of coal shipped from Cumberland by the Chesapeake and Ohio Canal, for the week ending on Thursday last, was 3,044 tons; by the Baltimore and Ohio Railroad, for the week ending 14th instant, 3,834 tons.

Ibid, p. 4. *Canal Intelligence* – On Monday, the President and Directors of the Canal Company leave her in the fine baroque “Flying Cloud,” Capt. Moore, on a survey excursion along the whole line of canal to Cumberland. They will, doubtless, have a delightful time, and the “Baltimore Sun,” at each point and village, will keep them posted as to affairs in the national metropolis.

Arrived [6/21] – Boats Chesapeake, 62 miles, limestone; Oregon, 77 miles, flour; Rambler, 42 miles, bark and oats.

Departed [6/21] – Boats Tonoloway, Reindeer, Eldorado, Potomac and Oregon.

The boats Colonel Young, (new,) Caroline, D. J. McCoy, Isaac Motter, Otho Baker, William Albert, James Terrill, H. C. Phelps and Williams, nine in all, from Cumberland, with coal, have passed down to Alexandria.

DAT, Mon. 6/23/51, p. 4. **Georgetown**, June 28 – The president and directors of the Canal company, Gov. Lowe and W. C. Johnson, left this morning at nine o’clock, in the pleasure boat *Flying Cloud*, Captain Moore, for Cumberland. Their object is to explore the entire line of the canal, and ascertain what if any, repairs or improvements are necessary for the accommodation of the rapidly increasing trade thereon. They will not return before the 3rd of July.

AG, Mon. 6/23/51, p. 2. **Loudoun Items.**

The County Court of Loudoun, at its last June term, ordered that \$800 be levied for the construction of the bridge across Goose Creek, at Davis’ Mill. The individual subscriptions already amount to \$900, and there is no doubt but what the remaining \$300 will soon be raised. A contractor has offered to do the whole work for \$2,000.

Ibid, p. 3. **CANAL COMMERCE**
Arrived, June 21.

Boat Col. Young, Cumberland, coal to Waters & Zimmerman.

Boat Josephine Seaton, Cumberland, coal to Waters & Zimmerman.

Boat Caroline, Cumberland, coal to D. B. Smith & Co.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Boat Charles Perry, Cumberland, coal to Fowle & Co.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Boat Isaac Motter, Cumberland, coal to Fowle & Co.

Boat Wm. Albert, Cumberland, coal to Fowle & Co., Borden Mining Co's Boat.

Departed, [6/21]

Boat Eldorado, Cumberland, salt and groceries by D. B. Smith & Co.

Sun, Tue., 6/24/51, p. 2. **Transportation of Coal from Cumberland.** - The Cumberland *Civilian* says that negotiations are now pending to convey the coal from Cumberland to New York by the Chesapeake and Ohio, the Chesapeake and Delaware, and the Delaware and Raritan canals. The price asked is less than three dollars per ton, toll included. By such augmentation in the coal railroads as may be reasonably anticipated under the present enlightened policy of the Chesapeake and Ohio Canal Company, it is thought the coal can be placed on board the canal boats at Cumberland at an expense, including mining, of fifty cents per ton. This method would require but a single shifting or handling of the coal from the time it leaves the mines until it reaches the port of consumption; and would place the coal alongside the wharves of New York, or the steamships, at a *cost* of less than three dollars and fifty cents per ton! Can anyone (asks the *Civilian*) fix the limits to its sale, *in such a condition*, at four dollars per ton.

GA, Tue. 6/24/51, p. 2. **Transportation of Coal** – There can be no denial of the fact, that the new mode of transporting Coal from the mines at

Cumberland, by means of a steam-tow-vessel, through the C.& O. Canal, and the Ches. & Del. Canal, and the Raritan Canal, to N. York, a distance of about six hundred miles, is likely to modify to some extent the character of the Coal business from what was heretofore calculated upon. It will in some measure do away with the necessity for Coal Depots at the intermediate points, and lessen expense by obviating, to such extent, the occasions for re-handling.

The success of the experiment of conveying Coal in this way seems to have been fully established by the late arrival of the tow-boat *Virginia* at N. York, with her three heavily laden barges in tow.

The *Civilian* states some additional interesting facts in relation to this experiment.

The *Virginia* took 102 hours to run from Cumberland to Alexandria, distance 191 miles; one fourth of which time is thought to have been lost by getting aground, and other accidents of a similar character. She passed her train through some of the locks in 18 minutes; and when the locks were close together, without detaching the trains. It is thought that she could tow six or more boats on the canal without impeding the ascending trade. With slight improvements in locking, - “a Steamer on the plan of the *Virginia*, working 50 horsepower, will take 800 tons of Coal in 8 boats from Cumberland to Alexandria without any difficulty, and at as great speed as true economy and safety to the boats will admit.” “In the narrow and rocky portions of the Canal,” continues he, “there can be no profit in moving with loaded boats more than 2 miles an hour. True economy, it seems to me, requires the use of as large a power as the Canal will admit, say 50 horse – and then attach to it just as many boats as it can haul at a speed of from 2 to 2½ miles an hour, with hands enough to handle the fleet – 2 to each boat will be sufficient. To every *coming* down there is a *going* back, which is all out of pocket, or nearly so, as the *cash* figure will be trifling, and it is a long way to travel for nothing; therefore, the fewer hands the better in my view.”

That the Coal trade will to considerable extent be carried on in this way, may be now reasonably anticipated, we presume. And it is equally to be expected that much of the heavy western trade from New York to the West, where expedition is not so much of an object as cheapness, will come down through the same route by the empty return barges. Thus, a new business of important character, it is highly probable, will spring up, as a consequence of the completion of the Canal, and the adoption of this new mode of transportation. The question will very naturally arise in the minds of our readers, will our town be likely to be profited by this new business, and if so, in what way, and to what extent?

Ibid, p. 3. **CANAL TRADE**

Arrived. [6/23]

C. Perry, Col. Young, Caroline, D. J. McCoy, Isaac Motter, Otho Baker, W. Albert, James Terrell, H. G. Phelps, William, Gen. Tyson, C. F. Mudge, Annawan, Anna Gilleece, J. Boyce, from Cumberland, with coal.

- Virginia, 124 miles, corn.
- Chesapeake, 62 miles, limestone.
- Oregon, 77 miles, flour.
- Rambler, 42 miles, bark.
- W. A. Harper, 19 miles, wood.
- Am. Flag, 127 miles, cement.
- D. Webster, 62 miles, limestone.
- Susan, 119 miles, flour.

Departures [6/23] – Tonoloway, Pacific, Reindeer, Eldorado, Potomac, Oregon, P. F. Thomas, Chesapeake, F. Rawdon, W. A. Harper, C. H. Ohr, Caroline, *Flying Cloud*.

It will be seen that the C. H. Ohr, has got back from her trip to New York, meeting with no difficulty in her progress.

DAT, Tue. 6/24/51, p. 3. *Canal Trade* – Arrived, [6/23] - J. Terrell, Cumb., coal; William, Cumb., coal; W. A. Harper, 19 miles, wood; Gen. Tyson, Cumb., coal; C. F. Mudge, Cumb., coal; Annawan, Cumb., coal; American Flag, 127 miles, cement; D. & H. Claggett, 81 miles, flour,

&c.; John Van Lear, 100 miles, flour, &c.; Ann Gilleece, Cumb., coal; James Boyce, Cumb., coal; M. R. Zimmerman, Cumb., coal; Dan Webster, 62 miles, limestone; Susan, 119 miles, flour, &c.

Departed [6/23] – F. Rawdon, W. A. Harper, C. H. Ohr, Caroline, Rambler, J. Seaton, Col. Young, O. Baker, D. & H. Claggett, J. Lambie.

AG, Tue. 6/24/51, p. 3. **CANAL COMMERCE**
 Arrived, June 23.

- Boat Gen. Tyson, Cumberland, coal to Waters & Zimmerman.
- Boat C. F. Mudge, Cumberland, coal to Waters & Zimmerman.
- Boat William, Cumberland, coal to Waters & Zimmerman.
- Boat James Terrell, Cumberland, coal to D. B. Smith & Co.
- Boat H. G. Phelps, Cumberland, to Fowle & Co.
- Boat John P. Smart, Springland, wheat to Cazenove & Co.
- Boat Gen. Washington, Goose Creek, wheat to Cazenove & Co.
- Boat Gen. Cass, Goose Creek, corn to Cazenove & Co.

Departed, [6/23]

- Boat Caroline, Cumberland, by D. B. Smith & Co
- Boat Otho Baker, Cumberland, by D. B. Smith & Co.
- Boat Mountaineer, Cumberland, salt and fish by D. B. Smith & Co.
- Boat Freeman Rawdon, groceries, &c., for Harper's Ferry, from McVeigh, Bro. & Co.

Sun, Wed., 6/25/51, p. 4. The cleaning out, deepening and repairing that portion of the Washington canal which lies between Virginia avenue and the Anacostia, is progressing rapidly. This work proves to be easier than on either of the other sections and will be completed by the first of October next.

Yours, &c.

Mercury.

DAT, Wed. 6/25/51, p. 3. *Canal Trade* – Arrived [6/24], Enterprise, Cumb., coal; Mount Vernon, Cumberland, coal.

Departed [6/24] – American Flag, William, C. Perry, William Albert, Mountaineer, Gen. Cass, John Van Lear, J. P. Smart.

AG, Wed. 6/25/51, p. 3. **CANAL COMMERCE**
Arrived, June 24.

Borden Mining Company's boat Annawan, Cumberland, coal to Fowle & Co.

Washington Coal Company's boat James Boyce, Cumberland, coal to Waters & Zimmerman.

Boat Mary R. Zimmerman, Cumberland, coal to Waters & Zimmerman.

Boat Ann Gilleece, Cumberland, coal to D. B. Smith & Co.

Boat Neptune, Goose Creek, flour to D. F. Hooe.
Departed, [6/24]

Boat Charles Perry, Cumberland, by Fowle & Co.

Boat Wm. Albert, Cumberland, by Fowle & Co.

Boat Gen. Cass, Goose Creek, guano from Fowle & Co.

Boat Gen. Tyson, groceries for Martinsburg, Va., and Williamsport, Md., from McVeigh, Bro. & Co.

Boat J. P. Smart, groceries from Wm. Bayne.

Boat Geo. Washington, groceries from Wm. Bayne.

GA, Thu. 6/26/51, p. 3. **CANALO TRADE**
Arrived. [6/25]

Mt. Vernon, Cumberland, coal.

Enterprise, Cumberland, coal.

Departures – P. B. Petrie, Rambler, J. Seaton, Col. Young, Otho Baker, D. & H. Clagett, J. Lambie, Am. Flag, William, C. Perry, W. Albert, Mountaineer, J. Van Lear, J. P. Smart, Gen. Cass, Gen. Tyson, Susan, James Terrell.

AG, Thu. 6/26/51, p. 4. **CANAL COMMERCE**
Arrived, June 25.

Boat Mt. Vernon, Cumberland, coal to Fowle & Co.

Departed, [6/25]

Boat James Terrell, Cumberland, by D. B. Smith & Co.

Boats D. J. McCoy and Isaac Motter, Cumberland, by Fowle & Co.

Sun, Fri. 6/27/51, p. 4. **The Canal Steamer** - The steamer C. H. Haswell, Captain Miner, employed in towing canal boats to New York, arrived at Alexandria on Tuesday.

DAT, Fri. 6/27/51, p. 3. *Canal Trade* [6/26] – Ben. Franklin, 99 miles, flour and corn; Charles Arthur, Cumb., coal; Salem, Cumberland, coal.

Departed [6/26] – J. Terrell, D. J. McCoy, Daniel Webster, Annawan, C.F. Mudge, I. Motter, H. G. Phelps.

Sat., 6/28/51, p. 2. **CANAL TRADE**
DEPARTURES

Date	Boat	Tons Coal
6/20	Emily Hoffman	102 10
	Massasoit	98 00
	Sarah Perry	96 00
6/21	L. A. Phelps	78 02
	Anna Woodward	98 06
	North Bend	56 00
6/23	George Waters	104 00
	Miles Standish	99 14
	Delaware	94 13
	Geo. W. Riggs	96 10
6/24	Oregon	88 06
	David Shriver	96 13
	Wm. Fowle	96 00
6/25	H. H. Casey	94 03
	Louisa	91 04
	Lewis Cass	101 05
	M. L. Rawdon	100 08
6/26	Jenny Lind	72 00
	Atlantic	87 03
	Pennsylvania	94 07
	Millard Fillmore	88 00

Distance, 185 miles.

The Canal Office.

The Chesapeake and Ohio Canal Board have determined to change the location of the Company's Office, to Washington City. We have

never been prepared to approve the policy of locating the office of this Maryland work out of the limits of the State. We have regarded Cumberland as the proper location for the office; but if it is not a suitable point, some such point could certainly be found in Maryland. With the Frederick Herald, "we rejoice that under the New Constitution the people will have a controlling voice in this question. If they are willing that the officers of this Maryland work shall reside beyond the limits of the State - that all official business shall be transacted beyond the State jurisdiction, they can so determine by the election of Commissioners who will ratify the act of the present Board. If, however, the people desire that the office of the Canal Company shall remain within the State of Maryland, they will elect only those as Commissioners of public works who will, in this respect, conform to their wishes. The matter rests with the people. It will be for them to determine and settle the whole question to their own satisfaction."

Trip up the Canal

The President and Directors of the Canal Company accompanied by Gov. Lowe, and other guests, left Georgetown on Monday last, in the pleasure boat, *Flying Cloud*, Capt. Moore, for Cumberland. The object of the trip was to explore the entire line of the canal, and ascertain what, if any repairs or improvements are necessary for the accommodation of the rapidly increasing trade thereon.

It is expected that *Flying Cloud* will reach Cumberland today.

Canal Monument. - The Baltimore papers notice a monument, in Mr. Geddes' marble yard in that city, designed by Col. John Pickell, and intended to commemorate the completion of the Chesapeake & Ohio Canal. The monument is to be erected at Cumberland, and it is said to be unique, chaste and beautiful, and will be about twelve feet high. It is made of Maryland marble, and will stand on a pedestal of granite. It is too late now to object to the monument; but the money it will cost had been appropriated to

paying so much of the Canal Scrip or other debts of the company, the act would have been worthy of commendation.

Sun, Sat. 6/28/51, P. 1. **Cumberland Affairs.** - We extract the following items of interest from the Cumberland *Civilian* of yesterday: -

The Coal Trade - The Canal continues in good boating order, but business limited on account of the scarcity of boats. The amount of coal shipped on the boats during the past week was 1,916 tons, and by the railroad 4,191 tons.

A Canal Packet - Mr. Ward is fitting up at his boat-yard, a handsome canal packet which he expects to have ready for use by the 4th of July. It is probable she will ultimately run as a regular packet between Cumberland and Alexandria, and be the first of a line, being handsomely fitted up for passengers.

GA, Sat. 6/28/51, p. 3. **CANAL TRADE**

Arrived. [6/27]

G. A. Arthur, Cumberland, coal.

Salem, Cumberland, coal.

Old Dominion, Cumberland, coal.

Augusta, Cumberland, coal.

Massasoit, Cumberland, coal.

B. Franklin, 100 miles, flour, corn, &c.

Departures [6/27] - D. J. McCoy, D. Webster, American Flag, C. F. Mudge, I. Motter, H. G. Phelps, Mt. Vernon, Anna Gilleece.

DAT, Sat. 6/28/51, p. 3. *Canal Trade* - Arrived [6/27], boats Old Dominion, Cumb., coal; Augusta, Cumb., coal; Massasoit, Cumb., coal; Martin Hoffman, Cumb., coal; M. R. Hale, Cumb., coal; Anna Woodward, Cumb., coal; Emily Hoffman, Cumb., coal; Hugh Smith, 61 miles, flour.

Departed [6/27] - Anna Gilleece, Mount Vernon and Enterprise.

AG, Sat. 6/28/51, p. 3. **CANAL COMMERCE**

Arrived, June 28.

Boat Charles Arthur, Cumberland, coal to Fowle & Co.

Boat Enterprise, Cumberland, coal to Fowle & Co
Departed, [6/28]

Boat H. G. Phelps, Cumberland, by Fowle & Co.

Boat Mt. Vernon, Cumberland, by Fowle & Co.

Boat Annawan, Cumberland, by Fowle & Co.

Boat Ann Gilleece, Cumberland, by D. B. Smith
& Co.

DAT, Mon. 6/30/51, p. 3. *Canal Trade* – Arrived
[6/28], Sarah Perry, Cumb., coal; Baltimore,
Cumb., coal; North Bend, Cumb., coal; Yankee,
new boat, Cumb., coal; Oregon, Cumb., coal; M.
Standish, Cumb., coal; Geo. Waters, Cumb., coal;
*Oregon, Cumb., coal; Ohio, Cumb., coal; L. A.
Phelps, Cumb., coal; G. W. Riggs, Cumb., coal;
Delaware, Cumberland, coal; Union, 100 miles,
flour, &c.; Eagle, 124 miles, wheat, &c.; J. P.
Smart, 31 miles, corn, flour, &c.; John Lambie.

Departed [6/28] – C. Arthur, James Boyce, M.
R. Zimmerman.

* There are two boats by the name of Oregon.

AG, Mon. 6/30/51, p. 2. **CANAL COMMERCE**
Arrived, June 28.

Boat Old Dominion, Cumberland, coal to Fowle
& Co.

Boat Augusta, Cumberland, coal to Fowle & Co.

Boat Massasoit, Cumberland, coal to Fowle &
Co.

Boat Martin Hoffman, Cumberland, coal to
Waters & Zimmerman.

Boat Anna Woodward, Cumberland, coal to
Waters & Zimmerman.

Boat Mary R. Hale, Cumberland, coal to Waters
& Zimmerman.

Boat Salem, Cumberland, coal to D. B. Smith &
Co.

Departed, [6/28]

Boat Enterprise, Cumberland, by J. P. Garrott.

Boat Charles Arthur, Cumberland, by Fowle &
Co.

Boat Gelish, groceries, &c., for Petersville,
Sharpsburg, 4 Locks and Clearspring, Md., and
Hedgesville and Harper's Ferry, Va., from
McVeigh, Bro. & Co.

Sun, Wed. 7/2/51, p. 4. The Canal is open and
boats daily arriving and departing. Mercury.

DAT, Tue. 7/1/51, p. 3. *Canal Trade* – Arrived
[6/30], David Shriver, Cumb., coal; H. H. Casey,
Cumb., coal; Louisa, Cumberland, coal.

Departed [6/30] – Salem, Benjamin Franklin,
Union.

AG, Tue. 7/1/51, p. 3. **CANAL COMMERCE**
Arrived, June 30.

Boat Oregon, Cumberland, coal to D. B. Smith &
Co.

Boat Ohio, Cumberland, coal to D. B. Smith &
Co.

Boat Sarah Perry, Cumberland, coal to Fowle &
Co.

Boat George Waters, Cumberland, coal to Fowle
& Co.

Boat L. A. Phelps, Cumberland, coal to Fowle &
Co.

Boat North Bend, Cumberland, coal to Fowle &
Co.

Boat G. W. Riggs, Jr., Cumberland, coal to
Waters & Zimmerman.

Boat Yankee, Cumberland, coal to Waters &
Zimmerman.

Boat Miles Standish, Cumberland, coal to Waters
& Zimmerman.

Boat Emily Hoffman, Cumberland, coal to
Waters & Zimmerman.

Boat Hugh Smith, Harper's Ferry, flour to D. F.
Hooe and W. L. Powell & Son.

Departed, [6/30]

Boat Salem, Cumberland, by D. B.
. Smith & Co.

Boat Old Dominion, Cumberland, by Fowle & Co
Boat Augusta, Cumberland, by Fowle & Co.

AG, Wed. 7/2/51, p. 3. **CANAL COMMERCE**
Arrived, July 1.

Boat Baltimore, Cumberland, coal to D. B. Smith
& Co.

Boat Delaware, Cumberland, coal to D. B. Smith
& Co.

Boat H. H. Casey, Cumberland, coal to Waters & Zimmerman.

Departed, [7/1]

Boat Martin Hoffman, Cumberland, by Waters & Zimmerman.

Boat Ohio, Cumberland, by D. B. Smith & Co.

Boat Oregon, Cumberland, by D. B. Smith & Co.

Boat Sarah Perry, Cumberland, by Fowle & Co.

Boat Massasoit, Cumberland, by Fowle & Co.

GA, Thu. 7/3/51, p. 2. **CANAL TRADE**

Arrived. [7/2]

D. Shriver, Cumberland, coal.

H. H. Casey, Cumberland, coal.

Louisa, Cumberland, coal.

M. L. Rawdon, Cumberland, coal.

Jenny Lind, Cumberland, coal.

Frances, flour & oats.

Departures [7/2] – M. Hoffman, Oregon, E.

Hoffman, S. Perry, Ohio.

DAT, Thu. 7/3/51, p. 3. *Canal Trade* – Arrived [7/2], Frances, 23 miles, flour, &c.; M. L. Rawdon, Cumb., coal; Jenny Lind, Cumb., coal; Wm. Fowle, Cumb., coal; Rough & Ready, 55 miles, wheat and flour.

Departed [7/2] – Massasoit, Oregon, Old Dominion, Augusta, M. Hoffman, Oregon, E. Hoffman, Sarah Perry, Ohio, Hugh Smith, Louisa.

AG, Thu. 7/3/51, p. 3. **CANAL COMMERCE**

Cleared, July 2.

Boat Louisa, groceries, &c. for Petersville and Clearspring, Md., and Shepherdstown, Va., from McVeigh, Bro. & Co.

Boat Oregon, groceries for Sharpsburg, Md., from McVeigh, Bro. & Co.

AG, Fri. 7/4/51, p. 3. **CANAL COMMERCE**

Arrived, July 3.

Boat Jenny Lind, Artz, Cumberland, coal to Fowle & Co.

Boat Wm. Fowle, Cumberland, coal to Fowle & Co.

Boat Mary L. Rawdon, Cumberland, coal to Waters & Zimmerman.

Departed, [7/3]

Boat Delaware, Cumberland, by D. B. Smith & Co.

Boat Baltimore, Cumberland, by D. B. Smith & Co., and groceries for Sharpsburg, Charles Town and Bridgeport, from McVeigh, Bro. & Co.

Boat George Waters, Cumberland, by Fowle & Co., and groceries for Williamsport and Shepherdstown, from Wm. Bayne.

Boat North Bend, Cumberland, by Fowle & Co. Boats Yankee and Mary R. Hale, from Waters & Zimmerman.

Sat. 7/5/51, p. 2. **Visit of the Canal Board.**

The President and several of the Directors of the Chesapeake & Ohio Canal, accompanied by Mr. Eackes, President of the Alexandria Canal Company, and other gentlemen, arrived in Cumberland on Saturday last, in Capt. Moore's pleasure boat, *Flying Cloud*, from Georgetown. It had been announced that Gov. Lowe was with the company, but this proved to be a mistake. - The company were received at the wharf of Mr. Ward by a deputation of the corporation and citizens and welcomed to the "mountain city" by Mr. Tower, in a brief speech, to which Ex-Gov. Sprigg, President of the Canal Company, responded. The citizens present were then formed in procession by J. M. Schley, Esq., and marched to Barnum's Hotel, where a number of citizens dined with the distinguished visitors.

On Monday, the President and Directors of the Canal, and their guests, with a number of our citizens, upon the invitation of several of the Coal Companies, visited Frostburg coal basin. The company left the Depot, accompanied by the Cumberland Brass Band, in the train of cars for Eckhart Mines, at half past 8 o'clock, and arrived at the mines about half past 9, where they were handsomely received by Col. M. O. Davidson, General Superintendent of the Maryland Mining Company. The Colonel, after leading his visitors through the subterranean passages which open the way to the vast mineral resources of the

Company, invited them to his handsome residence, where he refreshed them with a well prepared and profuse lunch.

From the Maryland Mines, the company were conveyed to Frostburg in coaches of the N. R. Stage company - and thence visited and explored the mines of the Frostburg and Borden Coal companies, under the guidance of Mr. Bruce and Mr. Greene, Superintendents of the respective companies.

Returning to Frostburg, at 3 o'clock the company sat down to an elegant dinner, prepared for the occasion at Highland Hall. After the cloth was removed, a number of sentiments were proposed and drank, and brief speeches were made by Col. McKaig, Ex-Gov. Sprigg, and Hon. J. Dixon Roman.

The company returned to Cumberland in the evening, highly gratified with their visit to the coal region.

The several coal companies visited, as well as others in the neighborhood, are making arrangements to increase their facilities for bringing out the hidden stores of wealth locked up in this portion of our mountain county. We doubt not that what might now be considered most extravagant calculations of the probable growth of the coal trade within the next ten years, will be more than realized.

We were pleased to learn from the President of the Canal Company, that the Canal is in very fine condition from Georgetown to Cumberland, and abundantly supplied with water, notwithstanding the dryness of this season, except between Cumberland and Dam No. 6, and on this portion of the work, there is a sufficiency of water for the present trade.

Steamers and Coal

There is probably no business (says the Georgetown *Advocate*) which has sprung up so during the past three or four years which has grown into such rapid importance as the construction of large Steam-vessels. There have been more than seventy Steamers of upwards of 1,000 tons each, built in the last three years, and

the number is being constantly added to. Each of these Steamers will require a supply of Coal, and it is acknowledged that the article cannot be furnished in any other way, of as good a quality as that which comes down the Chesapeake and Ohio Canal. What limit then can be placed, in the course of a very few years, to the immense trade of the Chesapeake and Ohio Canal, and to the amount of the mineral products which must be brought to tide water by its aid. The amount of Coal sent by it at present is only some 3 or 4,000 tons per week, but it will take upwards of a million tons to pay the interest on the cost of its construction. But who can doubt that this amount will ere long be forthcoming? Certainly no one who will consider for a moment the vast amount of Coal which will be required to supply the Steamers of the world, and for other purposes.

Ibid, p. 3. **CANAL TRADE
 DEPARTURES**

Date	Boat	Tons Coal
6/27	Westmoreland	80 17
	F. Rawdon	92 01
	S. Clarke	87 16
	Columbia	104 00
6/28	C. H. Ohr	96 03
	Cumberland	93 14
	P. B. Petrie	97 00
	Pacific	91 03
6/30	J. Snively	96 00
	Josephine Seaton	99 18
	Col. Young	95 09
	Osprey	78 13
7/1	Elizabeth	88 00
	A. J. Benton	94 07
	C. F. Mudge	96 18
	John G. Stone	89 03
	Gen. Tyson	97 07
	Southampton	78 18
	Reindeer	96 00
	American Flag	83 13
	Otho Baker	95 13
	Eldorado	95 15
	Charles Perry	84 09

Distance, 185 miles

DAT, Sat. 7/5/51, p. 3. *Canal Trade* – Arrived [7/4], F. Rawdon, Cumb., coal; M. Fillmore, Cumb., coal; Salome Clarke, Cumb., coal; C. H. Ohr, Cumb., coal; Atlantic, Cumb., coal; Columbia, Cumb., coal; Pennsylvania, Cumb., coal; Westmoreland, Cumb., coal; Pacific, Cumberland coal; Cumberland, Cumberland, coal.

Departed [7/4] – Frances, George Waters, Yankee, Baltimore, M. R. Hale, Delaware, *Flying Cloud*.

Ibid, p. 4. The pleasure boat *Flying Cloud*, Captain Moore, left this morning on a trip to the Great Falls, with a party of Gentlemen.

Mon. 7/7/51, p. 2.⁷ **To the Editors** –

To show more fully the progress of the city, it is only necessary to state that there are at present in operation sixteen brick-yards, having 95 tables, calculated to make not less than 33,450,000 bricks this year. The trade on the Chesapeake and Ohio Canal is fast increasing; large quantities of produce, particularly coal, are daily coming down, mostly to be shipped from Alexandria. A goodly portion of this trade will find its way to the Eastern Branch as soon as our city canal is deepened so as to admit boats through its whole line. A very culpable neglect has been manifested in not deepening from the mouth of the Creek to Fifteenth street, so as to admit vessels of a draught equal to those passing through the Chesapeake and Ohio Canal, passing up as far as 12th, delivering anthracite coal, and taking a return load of bituminous, as well as various other articles, lumber, &c. Our manufactures are increasing to a great extent under the enterprising mechanics, McKinstry, Ryder, Page and Sneider, in machinery, besides planning and saw mills. A fine steamboat has been built by Mr. Page, who has another on the stocks; and much is done in building vessels by the Easby's, at the west end of the city.

DAT, Mon. 7/7/51, p. 3. *Canal Trade* – Arrived [7/5], J. Seaton, Cumb., coal; Southampton, Cumb., coal; Lewis Cass, Cumb., coal; Pacific, Cumb., coal; Col. Young, Cumb., coal; Elizabeth, Cumb., coal; J. Snively, Cumb., coal; A. J. Benton, Cumb., coal; C. F. Mudge, Cumberland, coal.

Departed [7/5] – Isabel, W. A. Harper, D. Shriver, M. L. Rawdon, G. W. Riggs, *Flying Cloud*.

AG, Mon. 7/7/51, p. 3. **CANAL COMMERCE**
 Arrived, July 5.

Boats Freeman Rawdon and C. H. Ohr, Cumberland, to Waters & Zimmerman.

Departed, [7/5]

Boat L. A. Phelps, Cumberland, by Fowle & Co.
 Boat Jenny Lind, Artz, Cumberland, by Fowle & Co.

Boats Miles Standish and G. W. Riggs, from Waters & Zimmerman.

Sun, Tue., 7/8/51, p. 2. **Cumberland Coal**

Trade - The amount of coal shipped at Cumberland by Canal for the week ending July 3, was 2,840 tons. Total since the opening of the Canal, 39,578 tons. Sent by railroad for the week ending June 28, 4,852 tons.

DAT, Tue. 7/8/51, p. 3. *Canal Trade* – Arrived [7/7], Thomas Charlton, 100 miles, 491 bbls. flour; Osprey, Cumberland, coal.

Departed [7/7] – Wm. Fowle, Pennsylvania, Salome Clarke, H. H. Casey.

AG, Tue. 7/8/51, p. 3. **CANAL COMMERCE**
 Arrived, July 7th.

Boats Pennsylvania, Salome Clarke, Atlantic, Westmoreland, Cumberland, Southampton and Lewis Cass, Cumberland, coal to D. B. Smith & Co.

Boats A. J. Benton, Josephine Seaton and P. B. Petrie, Cumberland, coal to Waters & Zimmerman.

⁷ *Daily National Intelligencer*, Washington, D. C.

Boats Millard Fillmore and Columbia,
Cumberland, coal to Fowle & Co.
Departed, July 7th.

Boats G. W. Riggs, David Shriver, M. L. Rawdon
and Miles Standish, Cumberland, by Waters &
Zimmerman.

Boat Wm. Fowle, Cumberland, by Fowle & Co.

Wed. 7/9/51, p. 3.⁸ **Arrival Extraordinary**
The steamer *Virginia*, which towed three boats
laden with coal from Cumberland to New York,
via Washington, a few weeks ago, today arrived
in the Washington City Canal, having in tow
three boats laden with anthracite coal, for
merchants in this city. She is now at the foot of
Sixth street but will soon depart for Cumberland
for another train of coal boats. – *Telegraph*.

Wed. 7/9/51, p. 3.⁹ **The Canal – Arrival
Extraordinary** – Some of our citizens were
surprised yesterday by the arrival in the
Washington City Canal waters of three barges,
similar to those on Lake Erie, and towed by a
puffing steamer. The freight is two hundred and
thirty-one tons of Pottsville anthracite coal,
obtained at Port Richmond, near Philadelphia,
and consigned to Messrs. Smith and Greaves.
The fleet lies at the foot of Sixth street. The
captain intends going to Cumberland, as he did on
a previous occasion, for a cargo of coal, to be
conveyed northward. He has supplied Troy, New
York, with that article from the Cumberland
mines. Such boats as those to which we have
alluded have never before been seen in our city
water.

GA, Wed. 7/9/51, p. 2. **Chesapeake and Ohio
Canal.** – The writer, as one of the guests of the
President and Directors of the Chesapeake and
Ohio Canal Company, has had the pleasure of
accompanying the Board on a delightful
excursion up the Canal from Georgetown to
Cumberland.

The party, the President, Directors,
Engineer and Clerk of the Company, and a few

invited guests, on board the good boat “Flying
Cloud,” Captain Moore, set out from Georgetown
on the morning of the 23rd ult. The object of the
President and Directors being to inspect the work
thoroughly; we proceeded at the rate of 30 to 40
miles per day, which afforded ample time for
examination, without any sense of tediousness.
The works of art, the sublime scenery, delightful
breeze and agreeable company, even with less
expedition, would have been sufficient to
dissipate every thing like *ennui*. The day’s
journeys were so arranged as to reach convenient
points for passing the nights on land, one of
which was spent at Bath, that delightful spot,
being but two or three miles from a point on the
Canal six miles above Hancock.

The Chesapeake and Ohio Canal is a most
magnificent work, in length 184½ miles, in
breadth at the water surface 60 feet, the first 134
miles; and 54 feet in width from dam No. 6 to
Cumberland. The banks are sufficient, with a full
supply of water, to afford a depth of six feet; at
present the levels vary from 4 to 6 feet. There
are, from tide water to Cumberland, 74 lift locks
and 3 guard locks; the elevation of the basin at
Cumberland being 609 feet above mid-tide in the
Potomac. The Tunnel, passing through a spur of
Townhill mountain, is 3118 feet long, and cost
\$700,000. The entire cost of the canal has been
upwards of \$11,000,000. With the proceeds of
the bonds guaranteed by the State of Virginia,
important improvements and essential repairs
have been made, care has been had to those
portions of the Canal subject to lime sinks and to
those parts composed of slaty materials, where
the leakage has been very great. On the division
from Dam No. 1 to Dam No. 2, at the two points
(Bear Island and near Seneca) where the greatest
damage was done by freshets in ’43 and ’47, the
Canal has been made entirely secure against
damage from freshets even higher than those. At
Dam No. 4, where great injury has been done by
freshets from water passing over and around the
abutments, the guard bank, guard and stop lock,
have been raised so as to protect the Canal against

⁸ *Daily National Intelligencer*, Washington, D. C.

⁹ *Republic*, Washington, D. C.

overflows from the highest freshets; and on the other levels, which will yet be liable to overflows, long over-falls or wastes have been made, the effect of which will be to lessen, if not entirely prevent, damage from future freshets. The new portion of the work, from dam No. 6 to Cumberland, 50 miles, is entirely out of the reach of freshets, and that dam is in as good condition as it was the day it was completed. Dam No. 3, called the Government Dam, at Harper's Ferry, is also in good order, but the other dams, not having been originally so well constructed, require every year more or less temporary repair, and at present need raising and permanently repairing, especially dams No. 1 and 4; and on the division next above Harper's Ferry, a culvert will be substituted for a wooden trunk. This work and all other necessary on the whole line of the Canal, I am informed, can be done with but slight interruption to the navigation; and there remains unexpended of the Virginia guarantee fund, sufficient to defray the probable cost.

The banks and locks of the Canal are in good order throughout the whole line, and, with an ordinary supply of water, boats carrying 100 tons of coal can readily pass from Cumberland to tide-water at Georgetown, or through the Alexandria Canal, to Alexandria. But it is now apparent, indeed it has from the commencement of the work been known, that to afford an adequate supply of water at all times from Cumberland to Dam No. 6, a distance of 50 miles, it will be necessary to construct additional works. Dam No. 8, at Cumberland, will probably be sufficient at all times, to supply the first 10 miles of the Canal; the additional quantity of water necessary in the driest season is estimated at 6,000 cubic feet per minute. Since the failure of the company to obtain the guarantee of Virginia of the Company's bonds to an amount sufficient to construct the south branch feeder (estimated cost \$150,000 and capacity in the driest season 2,500 cubic feet per minute,) the scientific and accomplished engineer, C. B. Fisk, esq., proposes raising a sufficient supply of water from the river Potomac by means of four steam

pumps, placed at distances of about 10 miles apart, (the first or upper pump 10 miles from Cumberland,) at a cost of not over \$34,000, or but three pumps with Evitts Creek as a feeder; that creek is only 4 or 5 miles from Cumberland and would enter the Canal at a point favorable for furnishing water on the whole of the division from that point to dam No. 6, 45 or 46 miles. The natural flow of that stream in a dry time, is 400 cubic feet per minute, (1-15 of the capacity of four pumps) with a reservoir of 100 acres ten feet deep, it would be equal to the capacity of four pumps for five days; a supply for sixty days would require a reservoir of 600 acres, 20 feet deep.

If Evitts Creek be used at all, it will probably be with the reservoir sufficient to supply the place of one pump. Doubts have been expressed in some quarters of the feasibility of the plan, but it is no experiment, having been tried elsewhere, and its efficiency is capable of mathematical demonstration. Those well acquainted with the location and deeply interested in the usefulness and success of the Canal, with whom I have conversed, fully approve of the plan, and express entire confidence in its adequacy.

With the Canal once supplied with six feet water and a sufficiency of boats, seeing the inexhaustible supply of coal in the mountains of Allegany, it is difficult to form any conception of the immense quantity of coal that will be transported to the tide-water cities, Washington, Georgetown and Alexandria. The mines are now turning out about 1,000 tons daily, and there are on the line of the Canal, upwards of 80 boats suited to the coal trade and more building. Alexandria is prepared with wharves to accommodate the shipment of a quarter of a million of tons per annum, and can, as required, increase her works to almost any extent.

The capacity of the Canal with its present locks, is generally spoken of as a million of tons per annum. It will probably prove to be much greater. With a full supply of water, there could certainly [be] more than 10,000 boats of 100 tons

each, pass through the locks in one year, it requiring but three minutes to fill or empty a lock, and the whole detention of the boat not averaging more than 5 or six minutes. If necessary, another set of locks may be constructed at a cost of about one million of dollars, thereby doubling the capacity of the canal. The writer, though making no pretensions to the spirit of prophecy, will venture to predict, that, in less than 20 years, two millions of tons per annum will be transported on the Chesapeake and Ohio Canal, and the company be relieved from its embarrassments.

I took up my pen with the intention of giving a brief account of my trip, and expressing the satisfaction I had experienced in taking it, but have however extended my remarks until I fear that they may become wearisome. I will conclude by giving a short account on the termination of the voyage of the "Flying Cloud." When within three miles of our journey's end, our boat was met by one from Cumberland, with music and banners, and having on board a deputation from the public authorities of the city, who invited the President and Directors and their guests on board. After being hospitably entertained, our Company, with a portion of the deputation from Cumberland, returned to the "Flying Cloud," and on arriving at the Mountain city, about 3 o'clock in the afternoon of Saturday, the President and Directors and their guests were welcomed by firing of cannons and an appropriate address delivered by F. B. Tower, esq., on behalf of the Common Council and citizens, which was responded to by the President of the Canal Company, Ex-Gov. Sprigg, in his usual happy manner. Just as our boat approached the city, a splendid Canal boat was launched from the boat yard of the enterprising contractor and public-spirited citizen W. L. R. Ward, esq.

After these ceremonies were over, a procession was formed, and the visitors were escorted to Barnum's Hotel, where, with a large number of citizens, they set down to a sumptuous dinner, which was discussed with much good appetite and feeling, and was followed with happy toasts and speeches, and great hilarity,

manifesting the warmth of the hearts of the Alleganians.

On Monday, by invitation of Messrs. M. O. Davidson, D. C. Bruce and A. C. Greene, Managers of the Maryland, Frostburg and Borden Mining Companies, the President and Board of the Canal Company, with their guests, and a number of citizens of Cumberland (cars having been provided for the purpose) visited the mines, and were received at the Ekhart under a salute of Artillery, and were conducted through the Maryland Company's Mines by M. O. Davidson, esq., and after examining the works were politely invited by him to his residence, and there hospitably and elegantly entertained; and after having enjoyed the refined society under his roof, as long as our limited time would permit, the company reluctantly departed – verily, Ekhart hath jewels other and more to be prized, than her "black diamonds." From thence, about 12 o'clock, the Company were conveyed in carriages to Frostburg, where, after having examined the Mines in the vicinity, they dined with the Officers and Agents of the Mining Companies and citizens of Frostburg, Col. T. J. McKaig presiding.

The entertainment as in Cumberland, was sumptuous, and the toasts and speeches animated and eloquent, "Woman, Heavens last best gift to man," was not forgotten: the ladies of Allegany were repeatedly toasted, both at Cumberland and Frostburg. The Company rose from the table between five and six o'clock, and by seven arrived in Cumberland, all delighted with the proceedings of the day. It has not been my purpose to give a description of the Mines, but rather a brief narration of that portion of the journey. I will, however, in order that some idea may be formed of the extent of the operations, mention the fact that, in one of the Mines, the Maryland Mining Company's – the main track and branches extend nine miles.

The citizens of Cumberland, Frostburg and the vicinity, spared no pains, either publicly or privately, to entertain their guests. Such enthusiasm and hospitality must have been highly gratifying to the President of the Chesapeake and

Ohio Canal Company, evincing as it did the interest taken in the Canal, and the confidence in, and respect for, its President.

The excursion altogether, from Georgetown to Cumberland and Frostburg, was one of the most agreeable ever witnessed by the writer- and he would advise all who wish a few days rational enjoyment, free from the cares of business, or those who desire to dispel the *blues*, to charter the "Flying Cloud," Capt. Moore, and take a trip to Cumberland – and his word for it they will not regret it. A.

AG, Wed. 7/9/51, p. 2. **CANAL COMMERCE**

Arrived, July 7.

Boat Osprey, Cumberland, coal to D. B. Smith & Co.

Boat Rough & Ready, Berlin, flour to D. F. Hooe.

Departed, [7/7]

Boats Pennsylvania, Salome Clarke and Westmoreland, for Cumberland, by D. B. Smith & Co.

Boat Rough & Ready, Berlin, groceries, &c., from McVeigh, Bro. & Co.

Our daily reports of Canal Commerce, show the number of boats reaching here from Cumberland, loaded with coal. We paid a visit yesterday to the coal wharves and found them heaped up with the products of the mines. Some six or seven vessels were lying there taking in their cargoes, for the Eastern cities; and the steamer Martin Hoffman was filled with about five hundred tons, ready to start on her passage to New York. The more this Cumberland coal is used, the more will be the demand for it. The Agents of the coal companies in this place, are all active, business men, and, as Alexandria has been established as the Cumberland Coal Depot, they are determined to advance and extend the trade, and show its capabilities.

GA, Thu. 7/10/51, p. 2. **Steam Tow Boat** – The little Steam Tow Boat *Virginia*, brought back from New York to the Washington City Canal, three boats laden with anthracite coal for

merchants in that city. She proceeds again to Cumberland for more Canal boats laden with coal.

Ibid, p. 3. **CANAL TRADE**

Arrived, [7/9]

Thomas Charlton, 99 miles, 491 bbls. flour Osprey, Cumberland, coal.

C. F. Mudge, Cumberland, coal.

Gen. Tyson, Cumberland, coal.

American Flag, Cumberland, coal.

Otho Baker, Cumberland, coal.

J. Terrell, Cumberland, coal.

W. A. Harper, 17 miles, wood.

C. Shafer, 89 miles, wheat, &c.

Departures [7/9]– Wm. Fowle, Pennsylvania, Salome Clarke, H. H. Casey, North Bend, Anna Woodward, T. Charlton, Rough & Ready, Westmoreland, F. Rawdon.

The Ches. & Ohio Canal Company having been lionizing and feasting up at the Allegany Mines in great style. – Fine dinners and good cheer, makes everything look very gratifying up in that direction. But the lack of water in the Canal! – oh! that is a sad thing! The necessity of pumping the Canal full by steam engines, does not look well – or scientific! However, the papers report a sufficiency of water for the present trade.

DAT, Thu. 7/10/51, p. 3. *Canal Trade* [7/9] – W. A. Harper, 17 miles, wood; Gen. Tyson, Cumb., coal; C. Shafer, 89 miles, wheat, &c.; American Flag, Cumb., coal; Otho Baker, Cumb., coal; Reindeer, Cumb., coal; James Terrell, Cumb., coal; John G. Stone, Cumb., coal; F. Bloodgood, (a new boat,) Cumb., coal; F. Thomas, Cumberland, coal.

Departed [7/9] – North Bend, Anna Woodward, Thos. Charlton, Rough & Ready, Westmoreland, F. Rawdon, C. H. Ohr, Southampton, Cumberland and Pacific.

AG, Thu. 7/10/51, p. 3. **CANAL COMMERCE**

Departed, July 9.

Boats Freeman Rawdon and C. H. Ohr, Cumberland, by Waters & Zimmerman. Boat Westmoreland, groceries for Clearspring, Md., from McVeigh, Bro. & Co.

Sun, Fri., 7/11/51, p. 2. **Fatal Accident** - The lifeless body of Capt. Geo. Beard, of the canal boat Millard Fillmore, was found, on Tuesday morning, in the second lock of the canal, at Alexandria. It is supposed, that in attempting to cross the lock with a bundle of hay for his horses, he slipped and fell in. He was a worthy and industrious man and leaves a wife and two children to mourn their loss.

DAT, Fri. 7/11/51, p. 3. I have just learned that there is a breach in the Alexandria canal, at the four-mile run, which will interrupt the navigation for three or four days.

Canal Trade – Arrived [7/10], Charles Perry, Cumb., coal; Eldorado, Cumb., coal; James Boyce, Cumb., coal.

Departed [7/10] Catharine Shafer, P. B. Petrie.

AG, Fri. 7/11/51, p. 3. **CANAL COMMERCE**
Arrived, July 10.

Boats Columbia, J. Snively and Elizabeth, Cumberland, coal to Fowle & Co.
Boats J. G. Stone, American Flag and James Terrell, Cumberland, coal to D. B. Smith & Co.
Boat Gen. Tyson, Cumberland, coal to Waters & Zimmerman.

Departed, [7/10]

Boats Lewis Cass and Southampton, for Cumberland, by D. B. Smith & Co.

DAT, Sat. 7/12/51, p. 3. *Canal Trade* – Arrived [7/11], Gov. Sprigg, Cumb., coal; Wm. B. Clarke, Cumb., coal; Anna Gilleece, Cumb., coal; Baltimore, 77 miles, flour and whiskey; H. B. Loomis, Cumb., coal.

Departed [7/11] – General Cass.

P.S. There are now eighty-nine boats running from Cumberland, all engaged in the coal trade.

AG, Sat. 7/12/51, p. 3. **CANAL COMMERCE**
Arrived, July 11.

Boat Charles Perry, Cumberland, coal to Fowle & Co.

Boat F. Thomas, Cumberland, coal to Fowle & Co.

Departed, [7/11]

Boat Josephine Seaton, groceries for Mill Stone Point, from Wm. Bayne.

Sun, Mon., 7/14/51, p. 2. **The Coal Trade** - The Cumberland *Civilian* states that the amount of coal sent by canal during the week ending on Thursday last, was 2,803 tons, and by railroad, for the week ending on the fifth, 3,941 tons.

Canal Break - The *Alexandria Gazette* states that the settlement of the bank which has taken place on the berm side of the Alexandria canal, at Four-Mile Run, will cause a suspension of the navigation for about one week.

Ibid. p. 4. **The Canal.** - The officers of the Chesapeake and Ohio Canal Company are earnestly pressing the corporation of Georgetown for the further loan of its credit to the amount of some twenty-five thousand dollars, to enable them to put up the steam engines to pump water into the canal. - *Georgetown Advocate*.

Georgetown, D.C., July 12, 1851

During the last fall or winter, Mayor Addison submitted to the two boards of Council an able and elaborate report of Chief Engineer Fisk, on the subject of the Canal, as now located in this town. That energetic officer explained all of the existing difficulties - in the width of certain parts of the canal, and in all the bridges - all being too low for the passage of boats building for the coal trade. In addition to this report, he furnished estimates of the amount of money required to remedy the evils. At considerable pains and cost, the "Baltimore Sun" published the entire report.

Does anybody in the wide world know what action was taken by the Councils on that

document? How was it disposed of, or where it so soon found a resting place?

George W. Riggs, Esq., I am credibly assured, contemplates the erection of a coal depot here during the approaching fall, and certain other circumstances revive our hopes that a large share of the coal trade will, ere long, be done at our wharves.

 From Monday morning last until tonight there were thirty-one arrivals by canal. Of these, 25 were from Cumberland, with coal for Alexandria. Arrived, this afternoon [7/14], boats H. B. Loomis, Oregon and Wm. Albert.

Twenty-two boats departed in the same time.

DAT, Mon. 7/14/51, p. 3. *Canal Trade* [7/12] – Arrived, Oregon, Cumb., coal; William Albert, Cumb., coal; C. C. Smoot, 124 miles, bark; Belle, 73 miles, 660 bbls. flour, 1,400 bushels bran; D. & H. Clagett, 81 miles, 761 bbls. flour; Benjamin Franklin, 115 miles, timber, 291 bbls. of flour, 20 bbls. whiskey, 4 tons hay, &c.; J. Lambie, 111 miles, wood; J. F. Essex, 61 miles, 441 bbls. flour, 300 bushels bran, &c.; D. J. McCoy, Cumb., coal, 72 tons bones, 88 tons coal; Gen. Cass, 31 miles, 222 bushels oats, &c.

Departed [7/12] – Osprey, Baltimore, J. Seaton, Col. Young, Reindeer, J. Terrell, Elizabeth, American Flag, J. Snively.

AG, Mon. 7/14/51, p. 3. **CANAL COMMERCE**

Arrived, July 12.

Boats Gov. Sprigg, Ann Gilleece and Eldorado, coal to D. B. Smith & Co.

Departed, [7/12]

Boat American Flag, groceries for Shepherdstown and Clearspring, from McVeigh, Harper & Chamberlain.

Boats Osprey and Lewis Cass, Cumberland, by D. B. Smith & Co.

Boat Elizabeth, Cumberland, plaster, by Fowle & Co., and groceries for Falling Waters, by Wm. Bayne.

Boats J. Snively and Reindeer, Cumberland, by Fowle & Co.

Sun, Tue., 7/15/51, p. 1. **The Coal Trade** - We learn from the Republic that there are about ninety boats on the Chesapeake and Ohio Canal engaged in the Cumberland coal trade.

GA, Tue. 7/15/51, p. 3. **CANAL TRADE** [7/14]

Gov. Sprigg, Cumberland, coal.

Wm. B. Clark, Cumberland, coal.

Anna Gilleece, Cumberland, coal.

H. B. Loomis, Cumberland, coal.

Oregon, Cumberland, coal.

William Albert, Cumberland, coal.

D. J. McCoy, Cumberland, coal.

Baltimore, 77 miles, flour & whiskey.

C. C. Smoot, 124 miles, bark.

Belle, 73 miles, 660 bbls. flour, 1,400 bu. bran.

D. & H. Clagett, 81 miles, 761 bbls. flour.

Ben Franklin, 115 miles, timber, flour, whiskey, hay, &c.

J. Lambie, 111 miles, wood.

J. F. Essex, 61 miles, 441 bbls. flour, &c.

Gen. Cass, 31 miles, 222 bu. oats, &c.

Departures. [7/14]

Gen. Cass, Osprey, Baltimore, J. Seaton, Col. Young, Reindeer, L. Ferrin, Elizabeth, American Flag, J. Snively.

There are now eighty-nine boats running on the Canal from Cumberland, all engaged in the coal trade.

DAT, Tue. 7/15/51, p. 3. *Canal Trade* – Arrived

[7/14], E. W. Dunham, (new boat, first trip.)

Cumb., coal; Annawan, Cumb., coal; M. R. Hale, Cumb., coal.

Departed [7/14] – Otho Baker, D. & H. Clagett, F. Thomas, C. F. Mudge, A. J. Benton, John G. Stone, W. A. Harper, Gov. Sprigg.

AG, Tue. 7/15/51, p. 3. **CANAL COMMERCE**

Arrived, July 14.

Boat Wm. Albert, Cumberland, coal to Fowle & Co.

Boats H. B. Loomis and James Boyce,
Cumberland, coal to Waters & Zimmerman.
Boat Oregon, Cumberland, coal to D. B. Smith &
Co.

Departed, [7/14]

Boats John G. Stone, American Flag, James
Terrell and Gov. Sprigg, Cumberland, by D. B.
Smith & Co.

Boats Francis Thomas and Charles Perry,
Cumberland, by Fowle & Co.

DAT, Wed. 7/16/51, p. 3. *Canal Trade* – Arrived
[7/15], Rambler, 42 miles, empty; Maryland, 42
miles, corn, &c.; H. G. Phelps, Cumb., coal;
Mount Vernon, Cumb., coal; Yankee, Cumb.,
coal; Miles Standish, Cumb., coal; Edward
Payson, 62 miles, limestone.

Departed [7/15] – J. Lambie, Gen. Tyson, F.
Bloodgood, J. Boyce, *Flying Cloud*, Wm. Albert.

AG, Wed. 7/16/51, p. 3. **CANAL COMMERCE**
Arrived, July 15.

Boat D. J. McCoy, Cumberland, coal to Fowle &
Co.

Departed, [7/15]

Boat Wm. Albert, Cumberland, by Fowle & Co.
Boats F. Bloodgood, Gen. Tyson, A. J. Benton,
C. F. Mudge, James Boyce, from Waters &
Zimmerman.

Boat Gen. Cass, groceries for Leesburg, Va.,
from McVeigh, Harper & Chamberlain.

Boat Experiment, groceries, boots, shoes, &c., for
Shepherdstown, from McVeigh, Harper &
Chamberlain.

Sun, Thu. 7/17/51, p. 4. The canal is open and in
fine navigable order, boats arrive and depart with
great regularity.

Yours, &c.

Mercury.

GA, Thu. 7/17/51, p. 3. **CANAL TRADE**
Arrived. [7/16]

E. W. Dunham, (new boat, first trip)
Cumberland, coal.

Annawan, Cumberland, coal.

H. G. Phelps, Cumberland, coal.

Mount Vernon, Cumberland, coal.

Yankee, Cumberland, coal.

Miles Standish, Cumberland, coal.

Edward Payson, 62 miles, limestone.

Rambler, 42 miles, empty.

Maryland, 42 miles, limestone.

Experiment, 31 miles, corn, &c.

Departed [7/16] – Otho Baker, D. & H. Clagett,
F. Thomas, C. F. Mudge, A. J. Benton, John G.
Stone, W. A. Harper, Gov. Sprigg, J. Lambie,
Gen. Tyson, F. Bloodgood, J. Boyce, *Flying*
Cloud, Wm. Albert, C. Berry, Belle.

DAT, Thu. 7/17/51, p. 3. *Canal Trade* [7/16] –
Experiment, 31 miles, corn, &c.; Delaware,
Cumb., coal; Old Dominion, Cumb., coal;
Massasoit, Cumb., coal; Caroline, Cumb., coal;
Augusta, Cumb., coal; G. W. Riggs, Cumb., coal;
Departed [7/16] – C. Perry, Belle, Ben.
Franklin, Anna Gilleece, H. B. Loomis, Eldorado,
Oregon, Gondola, Maryland, W. B. Clarke.

AG, Thu. 7/17/51, p. 3. **CANAL COMMERCE**
Arrived, July 16.

Boat Annawan, Cumberland, coal to Fowle & Co.
Boats Mary R. Hale and E. W. Dunham,
Cumberland, coal to Waters & Zimmerman.
Boats H. G. Phelps and Mt. Vernon, Cumberland,
coal to Fowle & Co.

Departed, [7/16].

Boats Oregon and Eldorado, Cumberland, by D.
B. Smith & Co.

Boat Anne Gilleece, Cumberland, from D. B.
Smith & Co., and for Hancock with groceries
from McVeigh, Harper & Chamberlain.

DAT, Fri. 7/18/51, p. 3. *Canal Trade* [7/17] –
Delaware, Cumb., coal; Martin Hoffman, Cumb.,
coal; M. R. Zimmerman, Cumb., coal; C. Arthur,
Cumb., coal; J. R. Annan, (new boat, first trip,
Cumb., coal; Louisa, Cumb., coal; Gondola, 49½
miles, corn, &c.; Metacomet, (new boat, first
trip,) Cumb., coal.

Departed [7/17] – Geo. Washington, E. Payson,
M. R. Zimmerman, D. J. McCoy, M. Hoffman,
Amazon.

AG, Fri. 7/18/51, p. 3. **CANAL COMMERCE**

Departed, July 17.

Boat Martin Hoffman, Cumberland, by Waters & Zimmerman.

Boat D. J. McCoy, Cumberland, by Fowle & Co.

Sun, Sat., 7/19/51, p. 4. Nine thousand five hundred and forty tons of coal were received from Cumberland, by the Alexandria Canal, during the month of June.

Twelve miles from Martinsburg we again crossed the Potomac, and entered the pretty and pleasant town of Williamsport, in Washington county, Md., the place which was once strongly contemplated by George Washington as the seat of Government. The canal passes through the edge of town, and there is considerable business apparently doing, there being little or no scarcity of water in the river and canal here. I observed a fine canal boat nearly ready to launch, and as we passed through the town, the substantial building of the substantial Washington County Bank attracted general attention.

GA, Sat. 7/19/51, p. 2. **CANAL TRADE**

Arrived. [7/18]

Delaware, Cumberland, coal.

Old Dominion, Cumberland, coal.

Massasoit, Cumberland, coal.

Caroline, Cumberland, coal.

Augusta, Cumberland, coal.

G. W. Riggs, Cumberland, coal.

Martin Hoffman, Cumberland, coal

M. R. Zimmerman, Cumberland, coal.

C. Arthur, Cumberland, coal.

J. R. Annan, Cumberland, coal.

Louisa, Cumberland, coal.

Metacomet, Cumberland, coal.

Gondola, 49 miles, corn, &c.

Departed [7/18] – Ben. Franklin, Ann Gilleece, H. B. Loomis, Eldorado, Oregon, Gondola, Maryland, W. B. Clarke, Geo. Washington, E. Payson, M. R. Zimmerman, D. J. McCoy, M. Hoffman, Amazon.

DAT, Sat. 7/19/51, p. 3. The steamer *Virginia* leaves today with five large tow boats in tow, for Cumberland.

Canal Trade [7/18] – Arrived, Isaac Motter, Cumb., coal;

Departed [7/18] – M. R. Hale, H. G. Phelps, Millard Fillmore, Delaware, E. W. Dunham, Andrew Jackson. The names of the five boats in tow of the *Virginia* are American Eagle, Montour, Aerial, David Leigh and W. H. Ensminger.

AG, Sat. 7/19/51, p. 3. **CANAL COMMERCE**

Arrived, July 18

Boats Caroline and Delaware, Cumberland, coal to D. B. Smith & Co.

Boats Louisa and G. W. Riggs, Jr., Cumberland, coal to Waters & Zimmerman.

Boats Massasoit, Old Dominion and Augusta, Cumberland, coal to Fowle & Co.

Departed, [7/18]

Boats Annawan, H. G. Phelps and Mt. Vernon, Cumberland, by Fowle & Co.

Boats E. W. Dunham and M. R. Hale, Cumberland, by Waters & Zimmerman.

Boat M. Hoffman, groceries, &c., for Williamsport, Old Town and Cumberland, from McVeigh, Harper & Chamberlain.

DAT, Mon. 7/21/51, p. 3. *Canal Trade* – Arrived [7/19], Mountaineer, Cumb., coal; Emily Hoffman, Cumb., coal; Ohio, Cumb., coal; L. A. Phelps, Cumb., coal; John Lambie, 22 miles, wood; Buena Vista, 69 miles, limestone.

Departed [7/19] – Mt. Vernon, Miles Standish, C. C. Smoot, Caroline, Yankee, J. P. Smart.

AG, Mon. 7/21/51, p. 3. **CANAL COMMERCE**

Arrived, July 19.

Boats Metacomet, Charles Arthur, Isaac Motter, Cumberland, coal to Fowle & Co.

Boat C. C. Smoot, Hancock, tan bark, to C. C. Smoot & Son.

Departed, [7/19]

Boats Caroline and Delaware, Cumberland, by D. B. Smith & Co.

Boat C. C. Smoot, groceries for Hancock, Md., from McVeigh, Harper & Chamberlain.
Boat E. W. Dunham, groceries for Frostburg, from Wm. Bayne.

GA, Tue. 7/22/51, p. 3. **CANAL TRADE**

Arrived. [7/21]

- Isaac Motter, Cumberland, coal.
- Mountaineer, Cumberland, coal.
- E. Hoffman, Cumberland, coal.
- Ohio, Cumberland, coal.
- L. A. Phelps, Cumberland, coal.
- John Lambie, 22 miles, wood.
- Buena Vista, 69 miles, limestone.

Departed. [7/21]

M. R. Hale, H. G. Phelps, Delaware, A. Jackson, Tow Boat *Virginia*, Montour, American Eagle, M. R. Zimmerman, D. Siegle, Mt. Vernon, Miles Standish, C. C. Smoot, Caroline, Yankee, J. P. Smart, Massasoit.

Coal Trade – Mr. Robert Mills publishes an article in the last *Intelligencer*, on the importance of the Coal Trade to Washington, and the necessity of her making some effort to secure it. He speaks of the praiseworthy exertions of Alexandria and Georgetown, whose facilities for exportation he says, “are at present superior to ours.”

We are sorry that the facility, so far as Georgetown is concerned, are so meagre as yet; but still, we hope on, that something to accommodate the trade will shortly be done, and that under the sure guidance of that best of teacher, Experience, the people of Georgetown, when they do act, will act both prudently and efficiently.

Mr. Mills goes on to boast, that Washington has a “better harbor” than either Alexandria or Georgetown; and yet makes no effort to realize its advantages by improving the facilities of approaching it.

In regard to this point, we fancy that Georgetown and Alexandria will scarce be willing to yield the palm to our neighboring city,

since the decision of mariners seems to have hitherto been pretty conclusively in our favor.

And there is one advantage which Georgetown securely possesses from Nature, which cannot be taken from her. She is at the foot of the Canal, and at the head of navigable water. People below her may use all the circumlocution of which they are capable, but it will puzzle them to get over this undeniable advantage.

Mr. Mills complains that the canal does not open in a broad basin; that the eastern outlet is inadequate to the trade that will pass through it; and that the canal narrows so as scarcely to allow the passage of two boats. Two alternatives are presented; either to widen the canal, or to cut a new channel through more favorable grounds.

The latter plan is advocated by Mr. M. On the plan of the City, the southern line is laid down as the principal line and could have been executed at half the expense of the other. Mr. M. continues as follows:

“Independent of the local advantages which this branch of the canal possesses; it is due to this southern section of the city that its interests should claim some consideration of its public guardians. The passage of this canal through this section, while it would contribute to its salubrity, would afford the best terminus to our foreign trade which would float on its waters. One of the best harbors along our shores will be found at this point, and, from the nature of the ground through which this canal would pass, a basin spacious enough to contain *hundreds of boats* can be formed at comparatively little expense.

The advantages of this canal to the Government would be important also, terminating, as it will, so near to its two great establishments, the Arsenal and Navy Yard; we may then anticipate a liberal appropriation from Congress to aid in completing the work. Not a moment should be lost to put this canal under execution, and our public authorities should take up the subject without delay, and act on it, either to undertake the work itself, or to place it in the hands of men of capital; a company of whom, I

understand, is willing to embark on this navigation, and on terms advantageous to the city. The aid which Congress would afford to this would constitute the city stock invested that of the company. The deep interests which this company would have in this undertaking would ensure its early completion, and the revenue created by it will yield a handsome dividend, so that every inducement is held out to active exertion and permanent works.

AG, Tue. 7/22/51, p. 3. **CANAL COMMERCE**
Arrived, July 21.

Boats Mountaineer and Ohio, Cumberland, coal to D. B. Smith & Co.
Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Departed, [7/21]

Boat G. W. Riggs, Jr., Cumberland, by Waters & Zimmerman.
Boats Old Dominion and Augusta, Cumberland, by Fowle & Co.

DAT, Thu. 7/24/51, p. 3. *Canal Trade* – Arrived [7/23], Star, 73 miles, wheat and flour; Wm. Jackson, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; American Flag, 127 miles, wheat, flour, hay and cement; Edward Payson, 62 miles, limestone.

Departed [7/23] – Capt. Walker, Buena Vista, Rambler, C. Arthur, J. R. Annan, Louisa, I. Motter, Ohio, Metacomet, Experiment, Wm. Jackson, Thomas Jefferson, L. A. Phelps.

AG, Thu. 7/24/51, p. 3. **CANAL COMMERCE**
Departed, July 23.

Boats Ohio and Mountaineer, Cumberland, by D. B. Smith & Co.
Boat L. A. Phelps, Cumberland, by Fowle & Co., and mackerel from Fishback & Bro.

AG, Fri. 7/25/51, p. 3. **CANAL COMMERCE**
Arrived, July 24.

Boat Star, Shepherdstown, 2,500 bushels wheat to Fowle & Co.

Departed, July 24.

Boats Metacomet and Charles Arthur, Cumberland, by Fowle & Co.
Boat Mountaineer, groceries from Fishback & Bro., for Orleans, Md.
Boat M. Hoffman, groceries, &c., for Harper's Ferry and Shepherdstown, Va., and Red Hill, Md., from McVeigh, Harper and Chamberlain.

Sat., 7/26/51, p. 2. **Transportation on the Canal.** - Notwithstanding the low stage of the water, 42 boats laden with coal, have departed from Cumberland within the last eight days. These boats have carried, on average 60 tons of coal; about two-thirds of their various capacities. We understand that the several levels between Cumberland and Dam No. 6 have from 3 to 4 feet of water, which quantity will be likely to be kept up from the Dam at this place, unless the drought should continue for several weeks longer.

GA, Sat. 7/26/51, p. 2. **CANAL TRADE**
Arrived, [7/25]

Star, 73 miles, wheat and flour.
Wm. Jackson, 62 miles, limestone.
Thomas Jefferson, 62 miles, limestone.
American Flag, 127 miles, wheat, flour, hay and cement.
Edward Payson, 62 miles, limestone.
Departed [7/25] – Capt. Walker, Buena Vista, Rambler, C. Arthur, J. R. Annan, Louisa, I. Motter, Ohio, Metacomet, Experiment, Wm. Jackson, Thos. Jefferson, L. A. Phelps.

DAT, Sat. 7/26/51, p. 3. *Canal Trade* – Arrived [7/25], Southampton, Cumb., coal; Canonicus, Cumb., coal; Col. Clay, 73 miles, cement, &c.; Reindeer, Cumb., coal.

Departed [7/25] – Emily Hoffman, Mountaineer, Edward Payson, Mary, American Flag, Star, Wm. J. Boothe.

The recent rains have increased the water in the upper levels of the canal, and a large number of boats are expected between this and Monday.

AG, Sat. 7/26/51, p. 3. **CANAL COMMERCE**

Arrived, July 25.

Boat Southampton, Cumberland, coal to D. B. Smith & Co.

Departed, July 25.

Boat E. Payson, groceries for Williamsport, from McVeigh, Harper & Chamberlain.

DAT, Mon. 7/28/51, p. 3. *Canal Trade* – Arrived [7/26], Columbia, Cumb., coal; I. Long, Cumb., coal; Lewis Cass, Cumb., coal; Jenny Lind, Cumb., coal; M. L. Rawdon, Cumb., coal; Oregon, Cumb., coal; David Shriver, Cumb., coal; William Fowle, Cumb., coal; H. H. Casey, Cumb., coal; Freeman Rawdon, Cumb., coal; C. H. Ohr, Cumb., coal; Capt. Walker, 69 miles, limestone; J. P. Smart, 31 miles, corn, &c.; D. & H. Clagett, 80 miles, flour.

Departed [7/26] – Col. H. Clay, Canonicus, Southampton.

AG, Mon. 7/28/51, p. 3. **CANAL COMMERCE**

Arrived, July 26.

Boat Canonicus, Cumberland, coal to Fowle & Co.

Boat Reindeer, Cumberland, coal to Fowle & Co.

Sun, Tue., 7/29/51, p. 2. **Cumberland Coal**

Trade - The amount of coal shipped from Cumberland by the Chesapeake and Ohio Canal during the week ending on the 24th instant, was 2,251 tons. During the week ending 19th, 4,963 tons were sent to Baltimore by railroad.

GA, Tue. 7/29/51, p. 2. **CANAL TRADE**

Arrived. [7/28]

Southampton, Cumberland, coal.

Canonicus, Cumberland, coal.

Reindeer, Cumberland, coal.

Columbia, Cumberland, coal.

I. Long, Cumberland, coal.

Lewis Cass, Cumberland, coal.

Jenny Lind, Cumberland, coal.

M. L. Rawdon, Cumberland, coal.

Oregon, Cumberland, coal.

David Shriver, Cumberland, coal.

William Fowle, Cumberland, coal.

H. H. Casey, Cumberland, coal.

Freeman Rawdon, Cumberland, coal.

C. H. Ohr, Cumberland, coal.

Captain Walker, 69 miles, limestone.

J. P. Smart, 31 miles, corn, &c., &c.

Col. Clay, 73 miles, cement, &c.

D. & H. Clagett, 80 miles, flour.

Departed [7/28] – Emily Hoffman, Mountaineer, Edward Payson, Mary, American Flag, Star, Wm. J. Boothe, Col. H. Clay, Canonicus, Southampton.

DAT, Tue. 7/29/51, p. 3. *Canal Trade* – Arrived [7/28], Pacific, Cumb., coal; North Bend, Cumb., coal; Sarah Perry, Cumb., coal; Salome Clarke, Cumb., coal; Anna Woodward, Cumb., coal; Packet boat *Fashion*; John G. Stone, Cumb., coal; Osprey, Cumb., coal; Mary.

Departed [7/28] – Reindeer, Jenny Lind, M. L. Rawdon, Columbia, Oregon, Pacific, H. H. Casey.

AG, Tue. 7/29/51, p. 4. **CANAL COMMERCE**

Arrived, July 28.

Boats Freeman Rawdon, Mary L. Rawdon, David Shriver, Mary L. Hale & Isaac Long, Cumberland, coal to Waters & Zimmerman.

Boats Pacific, Lewis Cass and Oregon, Cumberland, coal to D. B. Smith & Co.

Boats Jenny Lind, Wm. Fowle and Columbia, Cumberland, coal to Fowle & Co.

Departed, July 28.

Boats American Flag, Wm. J. Booth, Canonicus, Reindeer and Jenny Lind, Cumberland by Fowle & Co., and groceries for Charles Town from McVeigh, Harper & Chamberlain.

Boat Southampton, Cumberland, by D. B. Smith & Co.

DAT, Wed. 7/30/51, p. 3. *Canal Trade* – Arrived [7/29], Josephine Seaton, Cumb., coal; Elizabeth, Cumb., coal; Wm. Albert, Cumb., coal; P. B. Petrie, Cumb., coal; Annawan, Cumb., coal; A. J. Benton, Cumb., coal; Col. Young, Cumb., coal; Star, 22 miles, 300 bbls. of staves and wood;

Martha Francis, 62 miles, limestone; Jacob Snively, Cumb., coal; W. B. Clarke, Cumb., coal.
Departed [7/29] – W. Fowle, D. & H. Claggett, C. H. Ohr, Capt. Walker, I. Long, L. Cass, *Fashion*, S. Clarke, S. Perry, F. Rawdon, J. P. Smart.

AG, Wed. 7/30/51, p. 3. **CANAL COMMERCE**
 Arrived, July 29.

Boats A. J. Benton, C. H. Ohr, P. B. Petrie and Josephine Seaton, Cumberland, coal to Waters & Zimmerman.

Boat Sarah Perry, Cumberland, coal to Fowle & Co.

Boat Salome Clarke, Cumberland, coal to D. B. Smith & Co.

Departed, [7/29]

Boats Columbia and Wm. Fowle, Cumberland, by Fowle & Co.

Boats Pacific, Lewis Cass and Oregon, Cumberland, by D. B. Smith & Co.

Sun, Thu. 7/31/51, p. 2. **Accident at Georgetown** - We learn from the Washington Telegraph that Charles Merrill, of the canal packet *Fashion*, was yesterday knocked down and severely injured by the accidental breaking of the singletree. His arm was broken and his head severely cut. A drunken negro, named Smith, also fell into the canal and was drowned.

AG, Wed. 7/30/51, p. 3. **Local Items.**
 The Packet Boat *Fashion*, belonging to the "Cumberland Line," under the charge of P. B. Petrie, made an excursion from this place yesterday, to Georgetown, leaving the Canal Basin at 10 o'clock, and arriving in Georgetown in one hour and ten minutes. Everything passed off very pleasantly, until in the act of starting from Georgetown, one of the hands of the boat, named Charles Merrill, was seriously injured by a blow on the head and arm, from a part of a singletree which broke as the horses started. The wound on the head was serious, and the arm broken – fears are entertained for his recovery. This accident cast a gloom over the whole

company, consisting of a large number of ladies and gentlemen.

GA, Thu. 7/31/51, p. 2. **CANAL TRADE**
 Arrived. [7/30]

Pacific, Cumberland, coal.

North Bend, Cumberland, coal.

Sarah Perry, Cumberland, coal.

S. Clarke, Cumberland, coal.

Anna Woodward, Cumberland, coal.

Packet boat *Fashion*

John G. Stone, Cumberland, coal.

Osprey, Cumberland, coal.

Mary, Cumberland, coal.

Josephine Seaton, Cumberland, coal.

Elizabeth, Cumberland, coal.

Wm. Albert, Cumberland, coal.

Col. Young, Cumberland, coal.

Departed [7/30] – Reindeer, Jenny Lind, M. L. Rawdon, Columbia, Oregon, Pacific, H. H. Casey, Wm. Fowle, D. & H. Claggett, C. H. Ohr, Capt. Walker, I. Long, L. Cass, *Fashion*, J. P. Smart.

AG, Thu. 7/31/51, p. 2. **News of the Day.**
 The Canal packet boat *Fashion* is a beautiful model, and is fitted up in the most splendid manner, with accommodations for one hundred and fifty passengers. She has two handsome cabins, one for ladies and the other for gentlemen; and so arranged that they can easily be thrown into one, running the length of the boat, with berths elegantly furnished, arranged on both sides. She is also provided with a bar-room, kitchen, and other necessary apartments.

Ibid, p. 3. **CANAL COMMERCE**
 Arrived, July 30.

Boats John G. Stone and Osprey, Cumberland, coal to D. B. Smith & Co.

Departed, [7/30].

Boat Salome Clarke, Cumberland, by D. B. Smith & Co.

Boat Sarah Perry, Cumberland, by Fowle & Co.

DAT, Fri. 8/1/51, p. 3. *Canal Trade* – Arrived [7/31], Belle, 73 miles, flour, &c.; Maryland, 42 miles, corn, &c.; J. P. Garrott, 57 miles, corn, rye, &c.; Edward Payson, 62 miles, limestone; Col. H. Clay, 62 miles, limestone.

Departed [7/31] – M. Francis, D. Shriver, W. Albert, W. B. Clarke, P. B. Petrie, Osprey, Thos. Jefferson, Otho Baker, J. Seaton, Anna Woodward.

AG, Fri. 8/1/51, p. 3. **CANAL COMMERCE**

Arrived, July 31.

Boat Col. Young, Cumberland, coal to Waters & Zimmerman.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Boat Wm. Albert, Cumberland, coal to Fowle & Co.

Boat Annawan, Cumberland, coal to Fowle & Co.

Boat Elizabeth, Cumberland, coal to Fowle & Co.

Boat J. Snively, Cumberland, coal to Fowle & Co

Departed, July 31.

Boats Joseph Shriver and Josephine Seaton, Cumberland, by Waters & Zimmerman.

Boat P. B. Petrie, groceries for Shepherdstown, Va., Sharpsburg and Hancock, Md., from McVeigh, Harper & Chamberlain.

Boats John G. Stone and Osprey, Cumberland, by D. B. Smith & Co.

Boat Wm. Albert, Cumberland, by Fowle & Co.

Sat., 8/2/51, p. 2. **Trade upon the Canal.**

The rains since the issue of our last paper, have supplied the Canal with water, and boats are now enabled to take nearly full loads. About 20 boats, laden with coal, have departed within the week, about one-fourth of them carrying above 100 tons each.

The following extract from the 23rd annual report of the President and Directors of the Chesapeake & Ohio Canal Company, shows the increase of trade upon the Canal:

"The trade upon the canal during the present season compares very favorably with any former year, in the leading articles of transportation; but we regret to say that in the

article of coal, there has so far, been less transported, than we were induced to expect from the representations of the various mining companies. This, in part, may be owing to the want of sufficient number of boats, on the opening of the canal, and as they are gradually increasing in number, we confidently hope before the close of the present year, that a greatly augmented trade will result from it. Comparing the trade upon the canal, from the 1st of January to the 31st of May, for the years 1850 and 1851 respectively, it will be seen that a gratifying increase both in the articles transported, and the tolls accrued, has been realized. It is proper however, to state, that in this period of the former year, the canal was navigable for 2½ months only, whilst in the present year, it was navigated 3½ months.

Articles transported on the Chesapeake and Ohio Canal, from the

1 st Jan'y to 31 st May, 1850		1 st Jan'y to 31 st May, 1851	
Flour	138,930 barrels	Flour	131,220 barrels
Wheat	58,800 bushels	Wheat	97,320 bushels
Corn	32,280 bushels	Corn	138,360 bushel
Coal	897 tons	Coal	20,319 tons
Total of all articles ascending, 1850,		8,821 tons	
" " " " descending, "		22,084 tons	
Tolls accrued, \$26,724.71			
Total of all articles ascending, 1851,		9,192 tons	
" " " " descending, "		59,620 tons	
Tolls accrued, \$44,106.41			
Increase in the year 1851 over 1850: \$17,381.70			

Sun, Sat. 8/2/51, p. 2. **The Canal.** - The Cumberland *Civilian* says that the heavy rains on Saturday night, with the frequent showers that have since fallen, have raised to Potomac and afforded a large supply of water for the canal. On Thursday there were *five feet eight inches* of water in the canal at that place, with a head of nearly *ten inches* in the river, and still rising. This has already revived business on the canal, and the boats now ascending will be able to take down heavier cargoes of coal. With judicious management, says the *Civilian*, there will probably be no further lack of water this season.

GA, Sat. 8/2/51, p. 2. **CANAL TRADE**

Arrived. [8/1]

Isabel, 107 miles, wood.
 Col. Young, Cumberland, coal.
 Otho Baker, Cumberland, coal.
 Baltimore, Cumberland, coal.
 Thomas Jefferson, 62 miles, limestone.
 Wm. Jackson, 62 miles, limestone.
 Belle, 73 miles, flour, &c.
 Maryland, 42 miles, corn, &c.
 J. P. Garrott, 57 miles, corn, &c.
 E. Payson, 62 miles, limestone.
 Col. H. Clay, 62 miles, limestone.

Departed [8/1] – Wm. Jackson, John G. Stone, M. Francis, D. Shriver, W. Albert, W. B. Clarke, P. B. Petrie, Osprey, Thomas Jefferson, Otho Baker, J. Seaton, Anna Woodward.

Sat. 8/2/51, p. 3. **Wood** – Oak is selling at \$4.12½, and pine at \$3 per cord, from long-boats in the Washington City Canal. The prices are a shade lower on boats in the Potomac river.¹⁰

DAT, Sat. 8/2/51, p. 3. *Canal Trade* – Arrived [8/1], Charlotte, 108 miles, flour, &c.; J. Van Lear, 100 miles, flour, &c.

Departed [8/1]– Jacob Snively, Col. Young, Baltimore, Elizabeth, Isabel, Annawan, A. J. Benton, Edward Payson, Frances, Col. H. Clay.

AG, Sat. 8/2/51, p. 3. **CANAL COMMERCE**

Arrived, August 1.

Boat Baltimore, Cumberland, coal to D. B. Smith & Co.

Departed, [8/1]

Boats Baltimore and Otho Baker, Cumberland, by D. B. Smith & Co.

Boats Annawan and J. Snively, Cumberland, by Fowle & Co.

Boat Elizabeth, Cumberland, plaster by Fowle & Co., and salt for Luray, Newport and Honeyville, from McVeigh, Harper & Chamberlain.

Sun, Mon., 8/4/51, p. 4. **Canal Report** - During the last week 44 boats arrived by canal, 27 of which were from Cumberland with coal. The boat Enterprise, from that place, arrived late this evening. But few arrivals within the last two days, owing, in part, to a sunken boat on one of the upper levels.

Boats departed [8/2] - Jacob Snively, Francis, Maryland and North Bend.

 Alexandria, August 2.

The amount of coal received from Cumberland during the month of July, is 5,315 tons. I am informed that the coal which is landed on the fish wharves belong to the "Washington City Mining Company." Not having accommodations themselves, they send it down here for shipment. Wonder the company didn't wharf it in Georgetown.

DAT, Mon. 8/4/51, p. 3. *Canal Trade* – Arrived [8/2], Hugh Smith, Harper's Ferry, 400 boxes guns, flour, &c.; Geo. Washington, Edwards' Ferry, corn, flour, &c.; Gen. Tyson, Cumb., coal; C. F. Mudge, Cumb., coal; Massasoit, Cumb., coal; Enterprise, Cumb., coal; J. P. Smart, Edwards' Ferry, flour, &c.; Ohio, Edwards' Ferry, wheat, flour, oats, &c.; John Lambie, 116 miles, wood.

Departed [8/2] – North Bend, Belle, John P. Garrott, John Van Lear.

AG, Mon. 8/4/51, p. 2. **Advertisement.**

TRIP TO CUMBERLAND – The Packet Boat *FASHION*, Capt. Petrie, will leave the Canal Basin for Cumberland, *on Tuesday afternoon, 5th inst., at 3 o'clock.* Fare for the trip, including board and lodging, \$4.75. Apply on board, or to
 I. A. MONTROSS, Agent.

[Transcriber's Note: This advertisement ran only 2 times.]

Ibid, p. 3. **CANAL COMMERCE**
 Departed, August 2.

¹⁰ *Republic*, Washington, D. C.

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

GA, Tue. 8/5/51, p. 2. **TRADE UPON THE CANAL** – The rains since the issue of our last paper, have supplied the Canal with water, and boats are now enabled to take nearly full loads. About 20 boats, laden with coal, have departed within the week, about one-fourth of them carrying above 100 tons each.

Coal Trade – The following is the amount of Coal shipped by the Ches. & Ohio Canal for the week ending Thursday, July 31st, at 3 o'clock, P.M.:

By Frostburg Coal Co.	Tons	271 13
By Allegany Mining Co.	“	366 00
By Borden Mining Co.	“	338 17
By Maryland Mining Co.	“	<u>173 04</u>

 Amt of coal by canal this week, Tons, 1,149 14
 Amt. before, since opening of canal, 45,700 03
 Amount to date, Tons 46,849 17

CANAL TRADE

Arrived. [8/4]

Hugh Smith, Harper's Ferry, 400 boxes guns, flour, &c.
 Geo. Washington, Edward's Ferry, corn, flour, &c.
 Gen. Tyson, Cumberland, coal.
 C. F. Mudge, Cumberland, coal.
 Massasoit, Cumberland, coal.
 Enterprise, Cumberland, coal.
 J. P. Smart, Edward's Ferry, flour, &c.
 Ohio, Edward's Ferry, wheat, flour, oats, &c.
 John Lambie, 116 miles, wood.

Departed [8/4]

Jacob Snively, Francis, Maryland, N. Bend, Belle, John P. Garrott, John Van Lear.

DAT, Tue. 8/5/51, p. 3. *Canal Trade* – Arrived [8/4], Gen. Tyson, Cumb., coal; M. R. Zimmerman, Cumb., coal; Southampton, Cumb., coal; Miles Standish, Cumb., coal; James Terrell, Old Town, 2,600 bushels of wheat; M. R. Hale, Cumb., coal; Martin Hoffman, Cumb., coal;

Delaware, Cumb., coal; Tonoloway, 99 miles, flour; Daniel Webster, 62 miles, limestone, &c.; F. Bloodgood, Cumb., coal; Lady of North Bend, flour. The packet boat *Fashion* is hourly expected.

Departed [8/4] – Charlotte and Charles F. Mudge.

AG, Tue. 8/5/51, p. 2. **CANAL COMMERCE**
 Arrived, August 4.

Boat J. P. Smart, Spring land, corn to Cazenove & Co.

Boat Geo. Washington, Goose Creek, flour to D. F. Hooe and corn to Cazenove & Co.

Boats C. F. Mudge and Gen. Tyson, Cumberland, to Waters & Zimmerman.

Boats Massasoit and Enterprise, Cumberland, to Fowle & Co.

Departed, August 5.

Boat C. F. Mudge, Cumberland, by Waters & Zimmerman, and sugar and mackerel from Fishback & Bro.

Sun, Wed., 8/6/51, p. 2. **Canal Breach** - We learn from the *Alexandria Gazette* that a slight breach occurred on the Chesapeake and Ohio Canal, near Dam No. 6, below Williamsport, on Saturday last. It will be repaired in the course of this week.

DAT, Wed. 8/6/51, p. 3. The packet boat *Flying Cloud* left this morning with a large company, bound to the Great Falls, on a pleasure excursion.

Owing to a small break or leak in the canal near Williamsport, the packet boat *Fashion* has not yet arrived.

Canal Trade – Arrived [8/5], James Boyce, Cumb., coal; Charles Arthur, Cumb., 104 tons coal; Metacomet, Cumb., coal; H. B. Loomis, Cumb., coal; Eldorado, Cumb., coal; Martha Francis, 62 miles, limestone.

Departed [8/5] – Massasoit, Gen. Tyson, *Flying Cloud*, Enterprise, M. R. Zimmerman.

AG, Wed, 8/6/51, p. 3. **CANAL COMMERCE**
 Arrived, August 5.

Boats M. R. Hale, M. R. Zimmerman, Miles Standish, Cumberland, coal to Waters & Zimmerman.

Departed, [8/5]

Boat Charles F. Mudge, groceries for Williamsport and Falling Waters, from Wm. Bayne.

Boat John P. Smart, groceries for Philomont, from Wm. Bayne, and groceries for Philomont and North Fork, Va., from McVeigh, Harper & Chamberlain.

Boat P. B. Petrie, groceries, &c., for Harper's Ferry and Shepherdstown, from McVeigh, Harper & Chamberlain.

GA, Thu. 8/7/51, p. 3. **CANAL TRADE**

Arrived. [8/6]

Gen. Tyson, Cumberland, coal.

M. R. Zimmerman, Cumberland, coal.

Southampton, Cumberland, coal.

Miles Standish, Cumberland, coal.

James Terrell, Old Town, 2,600 bushels wheat.

M. R. Hale, Cumberland, coal.

Martin Hoffman, Cumberland, coal.

Delaware, Cumberland, coal.

Tonoloway, 100 miles, flour.

Daniel Webster, 62 miles, limestone, &c.

F. Bloodgood, Cumberland, coal.

Lady of North Bend, flour.

James Boyce, Cumberland, coal.

Charles Arthur, Cumberland, 104 tons coal

Metacomet, Cumberland, 104 tons coal.

H. B. Loomis, Cumberland, coal.

Eldorado, Cumberland, coal.

Martha Francis, 62 miles, limestone.

Departed [8/6] – Charlotte, Charles F. Mudge, Massasoit, Gen. Tyson, *Flying Cloud*, Enterprise, M. Zimmerman.

DAT, Thu. 8/7/51, p. 3. *Canal Trade* – Arrived [8/6], Wm. Jackson, 62 miles, limestone; Edward Payson, 62 miles, limestone; Experiment, 31 miles, wheat, flour, corn, &c.; Buena Vista, 69 miles, limestone; D. & H. Clagett, 81 miles, 820 bbls. flour.

Departed [8/6] – Miles Standish, F. Bloodgood, John Lambie, M. Francis, John P. Smart, Hugh Smith.

AG, Thu. 8/7/51, p. 3. **CANAL COMMERCE**

Arrived, August 6.

Boat Lady of North Bend, Berkeley County, flour and wheat to Fowle & Co.

Boat James Terrell, Cumberland, wheat to J. J. Wheat & Bros.

Departed, [8/6].

Boat Gen. Cass, Goose Creek, guano from Fowle & Co., forty tons Peruvian guano from T. M. McCormick & Co., and drugs and medicines from Cook & Peel.

Boat Geo. Washington, groceries for Mount Gilead, from McVeigh, Harper & Chamberlain.

Sun, Fri., 8/8/51, p. 2. **The Canal** - The Clearspring (Md.) Whig says that the small breach in the Chesapeake and Ohio Canal, at the High Rocks, two miles above Williamsport, it is expected will be sufficiently repaired to pass empty boats by Saturday.

DAT, Fri. 8/8/51, p. 3. *Canal Trade* – Arrived [8/7], Thos. Jefferson, 62 miles, limestone; Capt. Walker, 69 miles, limestone; Victory, 31 miles, wheat, oats, &c.; P. F. Thomas, 31 miles, wheat and corn; Frances, 23 miles, flour, corn, &c.; Julia A. Elgin, 61 miles, wheat, corn, &c.

Departed [8/7] – John P. Smart, Eldorado, Gen. Cass, Geo. Washington, Buena Vista, D. & H. Clagett, Metacomet.

AG, Fri. 8/8/51, p. 3. **CANAL COMMERCE**

Arrived, August 7.

Boats Southampton, Charles Arthur and Metacomet, Cumberland, coal to Fowle & Co.

Boats Delaware and Eldorado, Cumberland, coal to D. B. Smith & Co.

Departed, August 7.

Boats Delaware and Eldorado, Cumberland, by D. B. Smith & Co.

Boats Wm. Albert, Enterprise, Southampton, Charles Arthur and Metacomet, Cumberland, by Fowle & Co.

Boats Lady of North Bend, Harper's Ferry, mackerel, by Fowle & Co.

Boat Geo. Washington, groceries, for Mount Gilead, from Wm. Bayne.

Sat., 8/9/51, p. 2. [**On the Canal.** A break] occurred on the Canal below Williamsport, on Saturday last, which prevented the passage of boats for several days. It is represented that the breach might have been repaired, without any interruption of transportation on the Canal, had there been proper diligence on the part of the agents of the Company. This may be a mistake, but the proper officers should see to it, that Breaches are repaired immediately on being discovered.

p. 3. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
8/1	J. R. Annan	86 02
	Pennsylvania	82 00
	Canonicus	98 10
	D. J. McCoy	89 00
	E. Hoffman	86 06
	Ohio	76 06
8/2	Millard Fillmore	80 04
	M. L. Rawdon	101 18
	D. Seigle	87 17
	M. H. Ensminger	82 05
	Ariel	72 16
	American Eagle	72 17
	Montour	74 13
	Mountaineer	95 03
	Reindeer	93 19
	Oregon	88 06
8/4	Isaac Motter	104 00
	H. H. Casey	98 16
	Columbia	103 09
	F. Rawdon	100 02
	H. G. Phelps	89 00
8/5	L. A. Phelps	60 tons fire brick
	American Flag	96 00
	Isaac Long	67 07
	S. B. Stone	111 09

	F. Thomas	53.17 tons coke
8/6	C. H. Ohr	99 05

Total No. tons of coal, 2,211.

Sun, Sat. 8/9/51, p. 1. **Reduction of Freights.** - It is reported that the board of directors of the Baltimore and Ohio railroad have determined to reduce the freight on coal from Cumberland to Baltimore to \$2 per ton. We sincerely hope this statement is correct. We desire to see our coal transported to market as cheaply as possible, whatever route it may take. We trust that the first act of the board of public works, that is to be elected in November next, will be to reduce the toll on coal to twenty-five cents a ton from Cumberland to Georgetown. *Cumberland Civilian.*

This last, of course, refers to the toll only which is paid to the canal company - the freight to the boat owners, and other charges, having still to be added to the cost of getting coal to market. It then, in addition, has to be transferred from the boat to the vessels, whereas the railroad dumps the black-diamonds from its care immediately into the hold of the vessel.

Ibid. p. 2. **Canal Packet** - Mr. Ward's canal packet *Fashion* left Cumberland on Wednesday evening, with quite a handsome list of passengers, expecting to pass the late break above Williamsport, without any difficulty.

The Canal Break - We learn from the Washington Telegraph, that the break on the Chesapeake and Ohio Canal near Williamsport, has been repaired, and that navigation will be resumed again today. The Williamsport *Sentinel* of Friday, says there was about fifty boats detained above and below the break, and says the work of repairing has not been pushed on as briskly as it might have been, in view of the important interests at stake. The packet boat *Fashion* was prevented from going to Alexandria, and after sending her passengers to the Railroad returned to Cumberland.

GA, Sat. 8/9/51, p. 3. **CANAL TRADE**

Arrived. [8/8]

Wm. Jackson, 62 miles, limestone.
 Edward Payson, 62 miles, limestone.
 Experiment, 31 miles, wheat, flour & corn.
 Buena Vista, 69 miles, limestone.
 D. & H. Clagett, 80 miles, 820 bbls. flour.
 Thos. Jefferson, 62 miles, limestone.
 Capt. Walker, 69 miles, limestone.
 Victory, 31 miles, wheat, oats, &c.
 P. F. Thomas, 31 miles, wheat & corn.
 Frances, 23 miles, flour, corn, &c., &c.

Departed [8/9]— Miles Standish, F. Bloodgood, John Lambie, M. Francis, John P. Smart, Hugh Smith, Eldorado, Gen. Cass, Geo. Washington, Buena Vista, D. & H. Clagett, Metacomet.

The break in the canal near Williamsport, will be fully repaired tomorrow. A large number of boats are waiting, bound down.

AG, Sat. 8/9/51, p. 3. **CANAL COMMERCE**

Departed, August 8.

Boat Mary R. Hale, Cumberland, by Waters & Zimmerman, and groceries for Bath, Shepherdstown and Clearspring, from McVeigh, Harper & Chamberlain.
 Boat Martin Hoffman, Cumberland, by Waters & Zimmerman.

Sun, Mon., 8/11/51, p. 2. **Canal Trade.** - The *Alexandria Gazette* says that the daily reports of arrivals of coal from Cumberland by the canal, and the sailing of vessels for eastern ports, loaded with coal from that port, present gratifying proofs of the favorable manner in which the coal trade has commenced and is conducted.

AG, Mon. 8/11/51, p. 2. The Williamsport *Sentinel* of Friday, says there were about fifty boats detained above and below the late break in the Chesapeake and Ohio Canal, and says the work of repairing has not been pushed on as briskly as it might have been, in view of the important interests at stake. The packet boat *Fashion* was prevented from going to Alexandria; and after sending her passengers to the Railroad, returned to Cumberland.

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

Departed, August 9.

Boats James Boyce, H. B. Loomis, Cumberland, by Waters & Zimmerman.

Boat M. Hoffman, groceries for Harper's Ferry, Shepherdstown and Bath, Va., and Clear Spring, Md. from McVeigh, Harper & Chamberlain.

DAT, Tue. 8/12/51, p. 3. *Canal Trade* – Arrived [8/11], Chesapeake, 62 miles, limestone; Col. H. Clay, 62 miles, limestone; Belle, 73 miles, 3,000 bushels corn, &c.; J. P. Garrott, 57 miles, wheat, corn, &c.; John P. Smart, 31 miles, flour, &c.

Departed [8/11] – Ant, Victory, J. Terrell, J. Boyce, H. B. Loomis.

Sun, Wed. 8/13/51, p. 4. **Georgetown, D. C.** – Arrived by canal, a few boats arrived this morning, among which are the Belle and John P. Garrott. A fleet of boats are expected in tonight and tomorrow.

AG, Thu. 8/14/51, p. 3. **CANAL COMMERCE**

Arrived, August 13.

Boat J. P. Smart, Big Spring Mill, flour to D. F. Hooe and wheat to Cazenove & Co.

Sun, Fri., 8/15/51, p. 4. A new iron bridge is about to be erected over the Canal at Washington, near the Smithsonian Institute.

 We do not exactly understand the cause of the non-arrival of the fleet of canal boats which I appraised your readers of a few days since.

 The weather is exceedingly hot, and the town is dull. Everybody who can get away has left. Yours,
 Mercury.

 The fine packet boat *Delaware* has arrived from Hollidaysburg, Penn. She is handsomely fitted up, and has been brought on by J. A. Reeside, an enterprising brother of the Admiral, for the purpose of making regular trips with passengers and freight, between Georgetown and

Harper's Ferry. The young captain, on the canal, will be as energetic and popular as the Admiral is on the land, and by both the public will be well served.

DAT, Fri. 8/15/51, p. 3. Good News! I learned this morning that some of our enterprising citizens intend to establish immediately a coal depot in our town, and that one or more of their boats have already gone up for loads.

The canal packet boat *Fashion* has been down. She left again yesterday afternoon for Cumberland, with a number of passengers. She reports the entire line of the canal in good navigable order, and a number of coal and other boats bound down.

Canal Trade – Arrived [8/14], J. P. Smart, 31 miles, flour, &c.; M. Francis, 62 miles, limestone; Rough & Ready, 55 miles, wheat, &c.; J. F. Essex, 61 miles, flour; Frances, 23 miles, flour, &c.; Wm. Jackson, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; W. C. Johnson, 68 miles, bark, hay, &c.; packet *Fashion*.

Departed [8/14] – Ant, J. P. Smart, M. Francis, J. P. Garrott, Eckhart, *Fashion*, Frances, Thomas Jefferson, Wm. Jackson, Mary.

AG, Fri. 8/15/51, p. 3. **CANAL COMMERCE**

Arrived, August 14.

Packet boat *Fashion*, Cumberland.

Sat., 8/16/51, p. 2. **A Fight and two Men Drowned.** - On Sunday last, as a boat was passing through the Four Locks below the Tunnel, a fight sprang up on board between a white man named Snyder, attached to one of the boats, and George a negro belonging to the estate of Henry Bevans, dec'd. The origin of the difficulty is of no importance, but the fight was commenced with such hearty good will, that in a short time the two combatants found themselves in the lock. Upon rising to the surface, they renewed the struggle in the water, and carried it on so fiercely that in a short time both sunk to rise no more in life. Their bodies were afterwards found in the lock. - *Civilian*.

p. 3.

**CANAL TRADE
DEPARTURES**

Date	Boat	Tons Coal
8/9	T. W. Gorter	111 18
8/12	Osprey	95 10
	Josephine Seaton	104 13
8/13	Wm. Albert	104 15
	A. J. Benton	107 07
	Cumberland	111 03
	P. B. Petrie	107 02
8/14	Lewis Cass	108 00
	Gov. Sprigg	91 15
	Anna Woodward	99 10
	R. G. Violett	103 15
	Col. Young	101 18
	Charles Arthur	102 13
	Salome Clarke	99 14
	John G. Stone	93 16
8/15	David Shriver	103 17

Total No. of tons of coal, 1,646.16.

Sun, Sat., 8/16/51, p. 1. **The Canal** - After an interruption of more than a week, says the Williamsport *Sentinel*, the canal is again in navigable order. Between one and two hundred boats were detained below and above the "leak." On Wednesday fifty passed down in one unbroken line. Among the number was the steam tow boat Virginia, which had five boats in tow, all loaded with coal. The *Sentinel* finds great fault with the management of the canal in that vicinity and says: "We design to have a change in the management of the canal and will have it. We speak for the people of Maryland. The superintendent of this part of the work stated that it was 'a small leak or break, and that it would be repaired in a few days.' The facts of the case are, that navigation was suspended eight or nine days, at a loss of at least \$6,000 or \$7,000 to boat owners, when the work might have been repaired in two or three days. Any amount of hands might have been procured."

Ibid. p. 2. **Cumberland Coal Trade** - The amount of coal shipped from Cumberland by Chesapeake and Ohio Canal for the week ending August 14th, at 3 P.M., was 1,247 16 tons. The

amount sent by the Baltimore and Ohio Railroad for the week ending the 9th, was 5,226 tons.

Ibid. p. 4. **A Launch** - Today a splendid, large class canal boat will be launched at Williamsport, Md., from the boat yard of Messrs. A. K. Stake & Bitner. She is to carry 115 tons.

DAT, Sat. 8/16/51, p. 3. *Canal Trade* – Arrived [8/15], Rambler, 45 miles, hay, bark, &c.; Capt. Walker, 69 miles, limestone; Oregon, Cumb., coal; Yankee, Cumb., coal; Columbia, Cumb., coal; Isaac Motter, Cumb., coal; Ann Gilleece, Cumb., coal; J. R. Annan, Cumb., coal; Augusta, Cumb., 104 tons coal; Canonicus, Cumberland, coal.

Departed [8/15] – Belle and W. C. Johnson.

DAT, Mon. 8/18/51, p. 3. *Canal Trade* [8/16] – Louisa, Cumb., 107 tons coal; Pennsylvania, Cumb., 82 tons coal; Millard Fillmore, Cumb., 80 tons coal; Caroline, Cumb., 90 tons coal; E. W. Dunham, Cumb., 105 tons coal; Old Dominion, Cumb., 80 tons coal; Morning Star, first trip, Cumb., 72 tons coal; G. W. Riggs, Cumb., 100 tons coal; H. G. Phelps, Cumb., 80 tons coal; Emily Hoffman, Cumb., 86 tons coal; D. J. McCoy, Cumb., 89 tons coal; American Flag, Cumb., 96 tons coal; L. A. Phelps, Cumb., 60 tons coal; Mountaineer, Cumb., 95 tons coal; M. L. Rawdon, Cumb., 101 tons coal; H. H. Casey, Cumb., 98 tons coal; Freeman Rawdon, Cumb., 100 tons coal; C. H. Ohr, Cumb., 100 tons coal; J. B. Stone, Cumb., 111 tons coal; Mount Vernon, Cumb., 104 tons coal; William Albert, Cumb., 105 tons coal; steamer *Virginia*; American Eagle, Cumb. 80 tons coal; Montour, Cumb., 80 tons coal; Aerial, Cumb., 80 tons coal; W. H. Ensminger, Cumb., 80 tons coal; David Leigh, Cumb., 80 tons coal; making in the aggregate 2,498 tons coal. C. C. Smoot, 169 miles, bark, &c.; Mary, 23 miles, stone; John Van Lear, 100 miles, flour; Union, 100 miles, flour, &c.; Chesapeake, 62 miles, limestone; Oregon, 73 miles, flour, &c.; John Hetzer, 100 miles, flour, &c.

Departed [8/18] – Col. H. Clay, Rambler, Capt. Walker, Oregon, Yankee, Rough & Ready, J. F. Essex, Isaac Motter, Canonicus.

AG, Mon. 8/18/51, p. 3. **CANAL COMMERCE**
 Arrived, August 16.

Boats Caroline, Anne Gilleece, Mountaineer, Oregon, Ohio and Pennsylvania, Cumberland, coal to D. B. Smith & Co.

Boat Yankee, Cumberland, coal to Waters & Zimmerman.

Boats Canonicus and Isaac Motter, Cumberland, coal to Fowle & Co.

DAT, Tue. 8/19/51, p. 3. *Canal Trade* – Arrived [8/18], John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, flour, &c.; Benj. Franklin, 100 miles, flour; D. Webster, 62 miles, limestone; I. Long, Cumb., coal.

Departed [8/18] – Chesapeake, Anna Gilleece, Columbia and John Van Lear.

AG, Tue. 8/19/51, p. 5. **CANAL COMMERCE**
 Arrived, August 18.

Boats Geo. W. Riggs, Jr., Louisa, Emily Hoffman, Freedom Rawdon, H. H. Casey, J. B. Stone, C. H. Ohr, Cumberland, coal to Waters & Zimmerman.

Boats Augusta, Old Dominion, Millard Fillmore, Mount Vernon, H. G. Phelps, D. J. McCoy, American Flag, Morning Star, Cumberland, coal to Fowle & Co.

Boat L. A. Phelps, Cumberland, fire brick to Fowle & Co.

Departed, August 16.

Boats Anne Gilleece, Oregon, Pennsylvania, Cumberland, by D. B. Smith & Co.

Boat Yankee, Cumberland, by Waters & Zimmerman.

Boats Canonicus and Isaac Motter, Cumberland, by Fowle & Co.

DAT, Wed. 8/20/51, p. 2. The packet boat *Fashion* is expected in the course of the afternoon and leaves again on tomorrow at five o'clock.

Canal Trade – Arrived [8/19], J. Seaton, Cumb., 104 tons coal; Edward Payson, 62 miles, limestone; Star, 22 miles, wood; N. J. Benton, Cumb., 107 tons coal; Osprey, Cumb., 95 tons coal; Arthur, Cumb., 102 tons coal; Maryland, 42 miles, wheat and corn.

Departed [8/19] – Union, John Van Lear, D. Webster, Pennsylvania, C. C. Smoot, Mountain Ranger, G. W. Riggs, Louisa, Augusta, D. J. McCoy, Columbia and Reindeer.

AG, Wed. 8/20/51, p. 3. **Advertisement.**
FOR CUMBERLAND – The splendid packet Boat *FASHION*, Capt. Petrie, will leave Alexandria for Cumberland, *on Thursday, August 21st, at 4 o'clock, P. M.* Fare through, including board and lodging, \$4.50; intermediate places in proportion. For passage apply to the Captain, or ISAAC A. MONTROSS, office at Waters & Zimmerman's.

[Transcriber's Note: This advertisement ran only 2 times. Notice the allowance of intermediate stops and that Mr. Montross now had an office.]

CANAL COMMERCE

Arrived, August 19.

Tow Boat Virginia and Barges, Cumberland, coal to D. B. Smith & Co.

Boats David Seigle, M. H. Ensminger, Cumberland, coal to Waters & Zimmerman.

Boat Wm. Albert, Cumberland, coal to Fowle & Co.

Departed, August 19.

Boat J. P. Smart, Big Spring Mill, salt and guano from Fowle & Co.

Boat Gen. Cass, Goose Creek, plaster and guano from Fowle & Co.

Boats Augusta, Millard Fillmore and Morning Star, Cumberland, plaster from Fowle & Co.

Boat Caroline, Cumberland, mackerel from Fowle & Co. and salt from D. B. Smith & Co.

Boat Ohio, Cumberland, sack salt from D. B. Smith & Co.

Boat Geo. W. Riggs, Jr., Cumberland, from Waters & Zimmerman.

Boat C. C. Smoot, groceries for Hancock, Md., from McVeigh, Harper & Chamberlain, hardware from James A. English & Co., groceries from Wm. Bayne and dry goods from Bryan, Adams & Co.

Boat Anna Gilleece, groceries from McVeigh, Harper & Chamberlain.

Boat Louisa, groceries, &c., for Harper's Ferry, North Mountain Depot and Williamsport, Md. from McVeigh, Harper & Chamberlain, and fish, groceries, &c., from Waters & Zimmerman.

Sun, Thu., 8/21/51, p. 4. The packet-boat *Fashion* is expected in the course of the afternoon and leaves again on tomorrow at 5 o'clock.

GA, Thu. 8/21/51, p. 3. **CANAL TRADE**
Arrived. [8/20]

John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, flour &c.; Benj. Franklin, 100 miles, flour; D. Webster, 62 miles, limestone; I. Long, Cumb., coal; J. Seaton, Cumberland, 104 tons coal; Edward Payson, 62 miles, limestone; Star, 22 miles, wood; A. J. Benton, Cumberland, 107 tons coal; Osprey, Cumberland, 95 tons coal; C. Arthur, Cumberland, 102 tons coal; Maryland, 42 miles, wheat and corn; G. W. Gale, (new boat, first trip) Cumberland, coal

Departed [8/20] – Chesapeake, Anna Gilleece, Columbia, John Van Lear, Union, Webster, Pennsylvania, C. C. Smoot, Mountain Ranger, G. W. Riggs, Louisa, Augusta, D. J. McCoy and Reindeer.

DAT, Thu. 8/21/51, p. 3. The magnificent packet boat *Delaware* passed up the canal this morning, for the first time, with a company of ladies and gentlemen, bound for the Great Falls, on a pleasure excursion. Quite a large number of persons gathered along the canal wharves to see her start, and all appeared highly pleased when she floated off in beautiful style, with the broad stripes and bright stars flying at her bows.

The packet boat *Fashion* arrived here last night at eight o'clock, with quite a large number of passengers on board.

Canal Trade – Arrived [8/20], G. W. Gale, Cumb., coal; Southampton, Cumb., coal; Frances, 23 miles, flour, &c.; Annawan, 23 miles, flour, &c.; Martha Francis, limestone; Charlotte, 723 barrels flour; Andrew Jackson, corn, &c.; Wm. Jackson, 62 miles, limestone.

Departed [8/20] – John P. Smart, Benjamin Franklin, Star and [packet boat] *Delaware*.

AG, Thu. 8/21/51, p. 3. **Local Items.**

The reports of Canal Commerce, which we publish daily, show a very gratifying trade, as established between this place and various points on the line of the Chesapeake and Ohio Canal, not only in Coal, but in other articles of merchandise. We hope our merchants may reap the rewards of their enterprise and industry.

Mr. J. K. Holtzman & Co., have purchased the line of Union Coal Boats, and are making every arrangement to carry on business in the Cumberland coal trade. Their depot will be in Georgetown.

It is said that Mr. Wm. A. Bradley and others have purchased Analostan Island for \$12,000, where they intend to establish an extensive coal depot.

DAT, Fri. 8/22/51, p. 2. *Canal Trade* – Arrived [8/21], Col. Young, Cumb., 101 tons coal; John P. Garrott, 57 miles, wheat and rye; Salome Clarke, Cumb., 99 tons coal; Robert G. Violet, (first trip,) Cumb., 103 tons coal; O. W. Sturtevant, (first trip,) Cumb., 112 tons coal; George Waters, 73 miles, flour and corn; W. C. Johnson, 45 miles, flour, &c.; Anna Woodward, Cumb., coal.

Departed [8/21] – Edward Payson, E. Hoffman, Oregon, *Fashion*, H. H. Casey, D. Webster, Ohio, H. G. Phelps, Martha Francis, Gen. Cass, Andrew Jackson.

AG, Fri. 8/22/51, p. 3. PORT OF ALEXANDRIA, AUGUST 21. – Sailed.

Steamer Virginia with 3 barges, Norfolk, coal from D. B. Smith & Co.

CANAL COMMERCE

Arrived, August 21.

Boat Southampton, Cumberland, coal to D. B. Smith & Co.

Departed, August 21.

Packet boat *Fashion*, Cumberland, by Waters & Zimmerman.

Boat Mountaineer, Cumberland, by D. B. Smith & Co.

Boats American Flag and H. G. Phelps, Cumberland, by Fowle & Co.

Boat Emily Hoffman, groceries, for Williamsport, from Wm. Bayne.

Sat., 8/23/51, p. 2. **CANAL TRADE**

DEPARTURES

Date	Boat	Tons Coal
8/15	Wm. Fowle	96 00
	Southampton	84 13
	Annawan	97 11
	Wm. B. Clarke	95 00
	M. R. Zimmerman	105 17
	Otho Baker	102 08
8/16	Jacob Snively	96 00
	Massasoit	104 03
	Gen. Tyson	106 17
	Salem	92 02
	James Boyce	105 05
	Baltimore	107 00
8/18	Keel Boat No. 3	60 07
	Keel Boat No. 4	65.8 coke 70
	F. Bloodgood	108 14
	Metacomet	104 17
	John Lambie	66 05
	Cumberland	93 16
	Miles Standish	98 02
	Elizabeth	96 00
8/19	Jenny Lind	64 00
	Pacific	96 16
	Sarah Perry	104 10
	Eldorado	99 11
8/20	Enterprise	88 14
	Wm. J. Boothe	104 00
	C. F. Mudge	104 04
	H. B. Loomis	99 14

	Eckhart	101 03
	James Terrell	99 15
	Anna Harrison	95 07
8/21	Charles Perry	89 03
	Martin Hoffman	99 15
	Isabel	65 12
	Delaware	93 14
	E. A. Cook	105 14
	Oregon	96 15

Total number of tons of coal, 3,372.

The Canal is again in navigable order, throughout its entire length. It is to be hoped that the loud complaints of negligence, and the absence of proper energy in repairing the recent breach, will have the effect of making the agents of the company more vigilant and industrious in future. - The Williamsport *Sentinel* states that one hundred boats were detained below and above the "leak," and that on the 14th, fifty passed down in one unbroken line.

Chesapeake & Ohio Canal.

The committee of the Corporation of Georgetown, to whom the subject was referred, have made a report in favor of a loan to the Canal Company, to procure pumps and machinery in order to secure an adequate supply of water for the upper portion of the Canal at all seasons, which report has been published for the information of the citizens of Georgetown. The following resolution, recommended for adoption, embodies the views of the committee:

"Resolved, That this Corporation will lend to the Ches. & Ohio Canal company, for the purpose of procuring and erecting pumps with suitable machinery, in order to provide at all seasons an adequate supply of water for said Canal above Dam No. 6, the sum of twenty-five thousand dollars of the funded certificates of debt of this Corporation, bearing an interest at the rate of six per cent yearly, payable half yearly, and redeemable at the pleasure of this Corporation, on bonds to be issued by said Canal Company to the amount of twenty-five thousand dollars, bearing interest at the rate of six per cent; payable half yearly. Provided, that one or both of the cities of

Washington and Alexandria or the citizens thereof or other citizens of the United States shall agree to aid the said Canal Company in an equally effective way to the extent of the further sum of fifty thousand dollars, and the engineers of the said Canal Company shall satisfy the said Commissioners of the Sinking Fund, appointed by ordinance of this Corporation, approved April 11, 1846, that the sums aforesaid will be sufficient effectually to secure the object for which they are intended. Provided also, that the said bonds of said Canal Company shall be payable in not more than ten years after their date, and shall appear on the face of the same to be issued for the object aforesaid, and to be preferred liens on the revenues of said Canal Company; and provided also, that the Trustees, or a majority of them, to whom the said Canal Company and its works were conveyed by mortgage dated June 8, 1848, and of record, shall by a written instrument, to be filed with the Clerk of this Corporation, assent to the issuing of the bonds aforesaid and to the application of the tolls and other revenues of said Company to the payment of said bonds in preference to the bonds heretofore issued by said Company, for the completion of said Canal, and shall agree, and personally bind themselves to make such application in case they shall hereafter take possession of said Canal in order to execute said mortgage."

Sun, Sat. 8/23/51, p. 4. *Georgetown, D. C.* – Reeside's new packet boat *Delaware*, with a large party of ladies and gentlemen, yesterday visited the Great Falls; and last evening the *Fashion* went up on a similar trip.

Canal News – Arrived [8/22], boats Col. Young, Salome Clarke, Robert G. Violett, O. W. Sturtevant, Lewis Cass, P. B. Petrie and David Shriver, all from Cumberland, passed down to Alexandria.

Also arrived, John P. Garrott, 57 miles, wheat, &c.; Thomas Jefferson, 62 miles, limestone; Geo. Waters, 73 miles, flour; W. C.

Johnson, 45 miles, flour; Baltic, 81 miles, flour; Experiment, 31 miles, wheat and corn.

Boats departed [8/22] - Ohio, H. G.

Phelps, M. Francis, Gen. Cass, Andrew Jackson, Frances, Wm. Albert, T. Jefferson, P. F. Thomas, L. A. Phelps and Old Dominion.

Mercury.

GA, Sat. 8/23/51, p. 2. **The Coal Trade** – Mr. John H. Holtzman and Co. who have purchased the Union Coal boats, are making preparations to establish a Depot in our town and to carry on the Coal trade in an extensive manner.

Canal Excursion – On Thursday last the fine Packet Boat *Delaware* made a pleasure excursion to the Falls with a large company of ladies and gentlemen and returned in the evening.

Today she has another trip, having been chartered by the Rev. Mr. Ted Broeck.

Ibid, p. 3. **CANAL TRADE**

Arrived, [8/21]

G. W. Gale, Cumb., coal; Southampton, Cumberland, coal, Frances, 23 miles, flour, &c.; Annawan, 23 miles, flour, &c.; Martha Francis, limestone; Charlotte, 723 barrels flour; Andrew Jackson, 62 miles, limestone; Col. Young, Cumberland, 101 tons of coal; John P. Garrott, 57 miles, wheat and rye; Salome Clarke, Cumberland, 99 tons of coal; Robert G. Violet, (first trip) Cumberland, 103 tons of coal; O. W. Sturtevant, (first trip) Cumberland, 112 tons coal; George Waters, 73 miles, flour and corn; W. C. Johnson, 45 miles, flour, &c.; Anna Woodward, Cumberland, coal.

Departed [8/21] – John P. Smart, Benjamin Franklin, Star, Delaware, Edward Payson, E. Hoffman, Oregon, *Fashion*, H. H. Casey, D. Webster, Ohio, H. G. Phelps, Martha Francis, Gen. Cass, Andrew Jackson.

DAT, Sat. 8/23/51, p. 2. *Canal Trade* – Arrived [8/22], P. B. Petrie, Cumb., 107 tons coal; W. C. Johnson, 45 miles, flour; Baltic, 81 miles, 1,132 bbls. flour; David Shriver, Cumb., 103 tons coal;

Lewis Cass, Cumb., 108 tons coal; Experiment, 31 miles, wheat and corn; M. R. Zimmerman, Cumb., 105 tons coal; Massasoit, Cumb., 104 tons coal; Gen. Tyson, Cumb., 106 tons coal Otho Baker, Cumb., 102 tons coal.

Departed [8/22] – Francis, William Albert, Thomas Jefferson, P. F. Thomas, L. A. Phelps, Old Dominion, Freeman Rawdon, William Jackson, C. H. Ohr, J. R. Annan, E. W. Dunham, packet *Delaware*, W. C. Johnson, American Flag, Mountaineer and J. B. Stone.

AG, Sat. 8/23/51, p. 2. **CANAL COMMERCE**
Arrived, August 22.

Boat G. W. Gale, Cumberland, coal to Waters & Zimmerman.

Boats Charles Arthur and Massasoit, Cumberland, coal to Fowle & Co.

Departed, August 22.

Boat Osprey, Cumberland, by D. B. Smith & Co.

Boat Wm. Albert, Cumberland, by Fowle & Co.

Boat L. A. Phelps, Cumberland, salt and fish by Fowle & Co.

Boat Freeman Rawdon, groceries for Shepherdstown, from Wm. Bayne.

Boat American Flag, groceries for Sharpsburg, from Wm. Bayne.

Sun, Mon., 8/25/51, p. 1. **Canal Packet** - The Cumberland (Md.) *Civilian* says that Mr. Ward is about to add a new packet to his canal line, of larger size and superior accommodations to the *Fashion*. This experiment is succeeding very well.

The Chesapeake and Ohio Canal - We learn from the Cumberland *Civilian* that the canal is now in good navigable order its whole length. The general superintendent is now engaged, under a resolution of the Board of Directors, in examining into the alleged mismanagement of the recent break at Williamsport.

Ibid. p. 4. *Canal Trade* - Arrived today [8/25], boats Mary R. Zimmerman, Massasoit, General Tyson, Otho Baker, Salem, Elizabeth,

Metacomet, Wm. Fowle and Wm. B. Clarke - all from Cumberland, with coal - passed down to Alexandria. (When shall I have the pleasure to report that a portion of this trade, at least, stops in this town.)

Departures [8/25] - Boats Freeman Rawdon, William Jackson, C. H. Ohr, J. R. Annan, Osprey, E. W. Dunham, W. C. Johnson, American Flag, Mountaineer, S. B. Stone, Charlotte and the new boat T. W. Gorter.

The whole number of arrivals for the week amount to 77 boats, 51 from Cumberland and 26 from intermediate points, with flour, grain, stone.

Eastback has just launched another fine canal boat, and has two others, about half finished, on the stocks.

AG, Mon. 8/25/51, p. 3. **CANAL COMMERCE**
Arrived, August 23.

Boats Josephine Seaton, P. B. Petrie, O. W. Sturtevant, Col. Young, Anna Woodward, David Shriver and Mary R. Zimmerman, Cumberland, coal to Waters & Zimmerman.

Boats Otho Baker and Lewis Cass, Cumberland, coal to D. B. Smith & Co.

Boats Wm. Fowle and Annawan, Cumberland, coal to Fowle & Co.

Boat Salome Clarke, Cumberland, coal to Howard & Poor.

Departed, August 23.

Boats Southampton and Mountaineer, Cumberland, by D. B. Smith & Co.

Boat Mount Vernon, Cumberland, by Fowle & Co.

New Boat Charles Williams, Cumberland, salt by McVeigh, Harper & Chamberlain, and plaster, guano and fish, by Fowle & Co.

Boat John P. Garrott, Knoxville, fish and guano by Fowle & Co.

Boat Samuel Williams, groceries for Shepherdstown, by McVeigh, Harper & Chamberlain.

Sun, Tue., 8/26/51, p. 1. **Cumberland Coal Trade** - The amount of coal shipped from Cumberland by the Chesapeake and Ohio Canal for the week ending August 21st was 3,957 tons. Amount of coal sent by the Baltimore & Ohio Railroad for the week ending August 16th was 4,330 62 tons.

Ibid. p. 4. *Canal Trade* [8/25] - Arrived, boats John G. Stone, Jacob Snively, James Boyce, F. Bloodgood and John Lambie, all from Cumberland, for Alexandria; Chesapeake, 62 miles, limestone; John P. Smart, 31 miles, flour, corn, &c.

Departed [8/25] - John P. Garrott, Wm. T. Hamilton, Southampton, George Waters, Charles Williams, Baltic, Charles Arthur, Experiment, Mount Vernon, E. J. Neal and M. L. Rawdon.

The packet boat *Fashion* will be here on Wednesday evening, from Cumberland, and leave Alexandria Thursday at 4 P.M., and Georgetown at 6 for Cumberland, arriving there in 48 hours.

Yours, &c. Mercury.

GA, Tue. 8/26/51, p. 3. **CANAL TRADE**
Arrived. [8/25]

P. B. Petrie, Cumberland, 107 tons coal; W. C. Johnson, 45 miles, flour; Baltic, 81 miles, 1,132 bbls. flour; David Shriver, Cumberland, 103 tons coal; Lewis Cass, Cumberland, 108 tons coal; Experiment, 31 miles, wheat & corn; M. R. Zimmerman, Cumberland, 105 tons coal; Massasoit, Cumberland, 104 tons coal; Gen. Tyson, Cumberland, 104 tons coal; Otho Baker, Cumberland, 102 tons coal; Baltimore, Cumb., coal; Thos. Jefferson, 62 miles, limestone; E. Payson, limestone; Maryland, 42 miles, corn, &c.; J. P. Garrott, 57 miles, corn, &c.; Belle, 73 miles, flour, &c.; Col. H. Clay, 62 miles, limestone; Salome, Elizabeth, Metacomet, Wm. Fowle, Wm. B. Clark, John G. Stone, Jacob Snively, James Boyer, from Cumberland with coal; Chesapeake, 62 miles, limestone; John P. Smart, 31 miles, flour & corn; F. Bloodgood, Cumberland, 108 tons coal.

Departed, [8/25]

Frances, William Albert, Thomas Jefferson, P. F. Thomas, L. A. Phelps, Old Dominion, Freeman Rawdon, William Jackson, C. H. Ohr, J. R. Annan, E. W. Dunham, packet *Delaware*, W. C. Johnson, American Flag, Mountaineer, S. B. Stone, Charlotte, J. P. Garrott, Wm. T. Hamilton, Southampton, Geo. Waters, Chas. Williams, Baltic, Ch. Arthur, Experiment, Mt. Vernon, E. J. Neal, M. L. Rawdon.

AG, Tue. 8/26/51, p. 2. **CANAL COMMERCE**

Arrived, August 25.

Boats John G. Stone and Salem, Cumberland, coal to D. B. Smith & Co.

Boat James Boyce, Cumberland, coal to Waters & Zimmerman.

Boats Elizabeth and J. Snively, Cumberland, coal to Fowle & Co.

Departed, August 25.

Boat Lewis Cass, Cumberland, from D. B. Smith & Co.

Boat Annawan, Cumberland, from Fowle & Co.

DAT, Wed. 8/27/51, p. 2. I am happy to observe, amidst the quiet that reigns, our fellow-citizen, Peter Barry, continues prosecuting, with activity, his new wharf. He has now about three hundred hands, with ploughs and carts, executing their respective duties, and I hope not many weeks will elapse before we will have *one*, if not *more*, wharves for our contemplated coal trade.

The packet *Delaware* left this morning for the Falls; and the *Fashion* is expected this afternoon from Cumberland. The latter leaves tomorrow at 6 o'clock, p.m., and reaches her destination on Saturday about the same hour in the evening, taking forty-eight hours for the passage. Fare through to Cumberland \$4.50, and board found.

This route I think is destined to be much traveled on account of its cheapness, it being about one-half of that upon the railroad, and most persons from this District, not pressed for time, will take it.

Canal Trade [8/26] – Arrived, Pacific, Cumb., 96 tons coal; C. F. Mudge, Cumb., 104 tons coal; Edward Payson, 62 miles, limestone.

Departed [8/26] – I. Long, R. G. Violett, Otho Baker, J. Seaton, D. Shriver, Salome Clarke, and *Delaware*.

AG, Wed. 8/27/51, p. 3. **Advertisement.**

FOR CUMBERLAND – The splendid packet boat *FASHION*, Capt. Petrie, will leave Alexandria for Cumberland, *on Thursday, August 28th, at 4 o'clock, P. M.* Fare through, including board and lodging, \$4.50; intermediate places in proportion. For passage, apply to the Captain, or ISAAC A. MONTROSS, office at Waters & Zimmerman's.

[Transcriber's Note: While this advertisement only ran 2 times, subsequent ads ran daily after Sept. 2, noting the departure on *every* Thursday. The business must have been profitable.]

AG, Wed. 8/27/51, p. 3. **CANAL COMMERCE**

Arrived, August 26.

Boat Miles Standish, Cumberland, coal to Howard & Poor.

Boat Metacomet, Cumberland, coal to Fowle & Co.

Departed, August 26.

Boats I. Long and R. G. Violett, Cumberland, by Howard & Poor.

Boats Otho Baker, John G. Stone and Salem, Cumberland, by D. B. Smith & Co.

Boats Charles Arthur and Massasoit, Cumberland, by Fowle & Co.

Sun, Thu., 8/28/51, p. 4. **Steam Canal**

Navigation - The steamer *Virginia*, Capt. R. H. Clark, with three barges in tow, arrived at Norfolk on Monday, says the *Beacon*, direct from the Cumberland mountains, having on board about three hundred tons of coal. Steamers on this plan are becoming extensively used on the Northern Canals, where they are very highly spoken of. The *Virginia* has made a trip with her barges, carrying about the same quantity of coal direct from the mines to Buffalo, N.Y., one never before accomplished.

GA, Thu. 8/28/51, p. 3. **CANAL TRADE**

Arrived, [8/27]

John Lambie, Cumb., coal; Miles Standish, Cumberland, 98 tons coal; Capt. Walker, 62 miles, limestone; Tom Charlton, 100 miles, 735 bbls. flour; Texas, 77 miles, 558 bbls. flour; Frances, 23 miles, 400 bbls. flour & offal; Oregon, Cumberland, 96 tons coal; C. F. Mudge, Cumb., coal; Ed. Payson, 62 miles, limestone; Cumberland, Cumberland, coal.

Departed [8/27] – E. J. Neal, M. L. Rawdon, Col. Young, John P. Smart, Gen. Lewis Cass, Annawan, Massasoit, P. B. Petrie, Chesapeake, H. Smith, Morning Star, I. Long, Violet, Otho Baker, Metacomet, J. Seaton, D. Shriver, Salem, Delaware, W. Fowle, Th. Charlton, Ohio, John G. Stone.

The Canal Boat G. W. Gale, which is one of the boats for the Cumberland line, was obliged to return here on Monday last, from not being able to pass lock number eight, about seven miles from this place.

DAT, Thu. 8/28/51, p. 2. As noticed in my letter of yesterday, the packet boat *Fashion* arrived here at 5 o'clock, p.m., making the passage from Cumberland in forty-six hours. She had on board a large number of passengers, and one could easily read from their countenances that the trip had been a pleasant one; so totally different from the appearances of travelers on the railroad, having their eyes filled with the cinders that float around the cars, their limbs cramped from a sitting position, and their skin dry and husky, feeling, as they look, jaded and discontented.

Canal Trade [8/27] – Arrived, Cumberland, Cumb., 94 tons of coal; Jenny Lind, Cumb., 94 tons of coal; Charles Perry, Cumb., 89 tons of coal; Sarah Perry, Cumb., 104 tons of coal; Wm. J. Boothe, Cumb., 104 tons of coal; Anna Harrison, Cumb., 95 tons of coal; Enterprise, Cumb., 88 tons of coal.

Departed [8/27] – Seaman, Wm. Fowle, Thomas Charlton, Ohio, John G. Stone, Capt. Walker, S. Clarke, Oregon, James Boyer, Gen.

Tyson, M. R. Zimmerman, Elizabeth, J. Snively, Francis, and E. Payson.

AG, Thu. 8/28/51, p. 3. **CANAL COMMERCE**

Arrived, August 27.

Boats Pacific and Oregon, Cumberland, coal to D. B. Smith & Co.

Departed, [8/27].

Boats Salome Clarke and Gen. Tyson, Cumberland, by Howard & Poor.

Boats Metacomet and Wm. Fowle, Cumberland, by Fowle & Co.

Boat Elizabeth, Cumberland, by Fowle & Co.; groceries from Wm. Bayne; hardware from James A. English & Co.; and sundries from Fishback & Bro.

Boat Otho Baker, groceries, boots, shoes, &c., for Shepherdstown, Va., from McVeigh, Harper & Chamberlain.

Boat Seaman, groceries, &c., for Williamsport and Old Town, Md., from McVeigh, Harper & Chamberlain.

DAT, Fri. 8/29/51, p. 2. *Canal Trade* – Arrived [8/28], Grampus, 124 miles, wheat; Experiment, 31 miles, wheat.

Departed [8/28] – Texas, William B. Clarke, Pacific, Charles Perry, Anna Woodward, Cumberland, packets *Delaware* and *Jenny Lind*.

The packet boat *Fashion* left here yesterday at 7 o'clock, p.m., with some forty or fifty passengers on board.

AG, Fri. 8/29/51, p. 3. **CANAL COMMERCE**

Arrived, August 28.

Boats Cumberland and Anna Marion, Cumberland, coal to D. B. Smith & Co.

Boats Jenny Lind, Wm. J. Boothe, Charles Perry, Sarah Perry and Enterprise, Cumberland, coal to Fowle & Co.

Departed, [8/28].

Boats J. Snively and Jenny Lind, Cumberland, by Fowle & Co.

Boat W. B. Clarke, Cumberland, by Howard & Poor.

Boats Pacific and Oregon, Cumberland, by D. B. Smith & Co.

Boats James Boyce and Mary R. Zimmerman, Cumberland, by Waters & Zimmerman.

Boat Elizabeth, groceries for Shepherdstown, from McVeigh, Harper & Chamberlain.

Sat., 8/30/51, p. 2. **The Canal Boat Oregon** arrived at Georgetown, D.C., on Thursday morning from Cumberland, having made the round trip between the two places in nine days and a half, the quickest trip, it is said, ever made on the canal by a freight boat. The distance is 184 miles.

Take a Trip on the Canal.

It will be seen from the notice in another column, that the elegant packet boat *Fashion* leaves Cumberland every Monday evening at 7 o'clock, for Alexandria and the intermediate points. We understand that it is intended to add another packet to the line as soon as the travel will justify it.

The Canal Break. – John G. Stone,

Superintendent of the Williamsport Division of the Chesapeake & Ohio Canal, has published a statement in the Hagerstown papers, setting forth that everything was done that could be, to repair the recent breach in the Canal as soon as possible.

p. 3.


**CANAL TRADE
 DEPARTURES**

Date	Boat	Tons Coal
8/22	P. Janney	78 16
	Yankee	108 19
	Westmoreland	76 05
	Francis Thomas	65 13
8/23	Mary R. Hale	105 12
	Canonicus	104 11
	Gov. Sprigg	99 10
8/25	Anna Gilleece	105 03
	Isaac Motter	104 00
	G. W. Riggs	106 03
	Reindeer	100 10
8/26	Millard Fillmore	83 00
	Pennsylvania	50 03

8/27	D. J. McCoy	88 00
	Columbia	105 04
	Mountain Ranger	104 09
	North Bend	26 05
	Louisa	105 14
	Southampton	86 13
	Wm. Albert	104 08
8/28	Augusta	104 00
	C. H. Ohr	102 08
	Osprey	97 18
	H. H. Casey	97 08
8/29	Freeman Rawdon	101 07

Total number of tons of coal, 2,316.19.

FOR GEORGETOWN AND ALEXANDRIA.



THE PACKET BOAT
FASHION,
 CAPT. SHERMAN PETRIE,
 Will leave Cumberland every Monday Evening
 at 7 o'clock:
 Cumberland, Aug. 30, 1851.—*tf.*

[Transcriber's Note: The above ad ran weekly through 9/27/51, on p. 3.]

Sun, Sat. 8/30/51, p. 4. Georgetown and its Affairs

Georgetown, August 29 – 12 M.

Owing to some repairs which it was found necessary to make on the Canal, about thirty-three miles from here, so much of the water has been let off as to prevent loaded boats from passing. It will be completed tomorrow.

The new large boat, G. W. Gale, has been so altered as to permit her to pass the locks, and has returned to Cumberland.

Sat. 8/30/51, p. 2. **Message of the Mayor of Washington – CITY CANAL** – The receipts from the western section of the Canal for the past year amounted to \$2,966.44, in excess over those of the previous year, \$386.42; those of the eastern to \$218.16, being an increase of \$61.30. In explanation of the small amount received from the western section during the past year, it is

proper to state that the wharves were not in a condition to be rented before the 1st May last. The sum for which those now completed have been rented until the 1st of May next year is \$5,630.50, and the residue, it is now known, can be readily rented when finished. In view of a revival of business upon the line of the Canal, a revision of the laws in relation to rents, landing, and wharfage, is very necessary. The bridge at 14th street is in a very dilapidated condition, and I therefore earnestly invite your attention to the recommendation of the Commissioner that a draw or pivot bridge be constructed at that point, as one of that character would largely augment the Canal trade. I do not deem it appropriate, at the present time, to present any detailed statement as to the execution of the law approved December 18, 1848, for the improvement of the Washington City Canal. The matters in controversy between the Corporation and the contractors have, under the authority of the joint resolution approved April 19, 1851, been submitted to the present engineer, Mr. C. B. Fisk, for final settlement, from whom an award may be executed in a few days. Immediately following this he will render a report of the condition of the work at the time he assumed the management, its subsequent progress and present state. We may confidently expect the completion of the present work this fall, and that it will be protected along its entire length by cesspools and embankments from further injury by deposits and washings. I am happy to say, that no difficulties have occurred since the work has been prosecuted under the direction of Mr. Fisk, and his assistant, Mr. Wm. B. Bryan. The Canal from Third street has been restored to the depth required by law, and the whole work has been faithfully superintended by the Commissioners.

As a matter directly connected with the usefulness of the Canal, I invite your immediate attention to the law approved January 8, 1831, entitled "An act to preserve the navigation of the Potomac and Anacostia rivers." It is wholly insufficient to protect the navigation from wrecks and similar obstructions. I think it would be advisable to invest the Commissioners of the

Canal with powers similar to those exercised by port wardens in other places for these objects.

No return has been made of the number of hogsheads of tobacco inspected by the late inspector.

The following quantities of lumber, fuel, flour, &c., have been reported by the respective officers as having been measured, inspected and weighted during the past year:

Flour	1,050	barrels
Salt fish	400	barrels
Soft coal	55,000	bushels
Hay	1,726	tons
Wood	55,354	cords
Lumber	4,000,000	feet

DAT, Sat. 8/30/51, p. 3. *Canal Trade* – Arrived [8/29], Morning Star, 19 miles, wood; P. F. Thomas, 31 miles, hay, oats, &c.; and packet *Delaware*.

Departed [8/29] – F. Bloodgood, Experiment, M. Standish, Sarah Perry, Ann Marion, and *Delaware*.

AG, Sat. 8/30/51, p. 3. **CANAL COMMERCE**

Departed, August 29.

Boat Cumberland, Cumberland, by D. B. Smith & Co.

Boat Anna Marion, Cumberland, by D. B. Smith & Co., sack salt, fish and guano by Fowle & Co.

Boat Jenny Lind, groceries, &c., for Shepherdstown, by McVeigh, Harper & Chamberlain.

Boat Francis Bloodgood, groceries, &c., for Boonsboro, Md., by McVeigh, Harper & Chamberlain.

Sun, Mon. 9/1/51, p. 1. **Cumberland Coal**

Trade. - The amount sent by canal for the week up to Thursday, August 28TH, was 2,178 14. Coal by Railroad to Saturday the 23RD of August, 3,741 10 tons. Mercury.

AG, Mon. 9/1/51, p. 3. **CANAL COMMERCE**

Departed, August 30.

Boat W. J. Boothe, Cumberland, by Fowle & Co.

Boat Grampus, groceries for Clearspring, from Wm. Bayne.

AG, Tue. 9/2/51, p. 5. **CANAL COMMERCE**

Departed, September 1.

Boat C. F. Mudge, groceries for Petersville, from McVeigh, Harper & Chamberlain.

GA, Thu. 9/4/51, p. 3. **CANAL TRADE**

Arrived. [9/3]

John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, flour, corn, &c.; Geo. Washington, 31 miles, flour, wheat, &c.; Isabel, 89 miles, corn, flour, &c.; Susan, 119 miles, flour, bark, &c.; John Van Lear, 100 miles, flour and lumber; Buena Vista, 69 miles, limestone; Ben Franklin, 100 miles, flour, lumber, &c.; Oregon, 73 miles, wheat, &c.; Col. H. Clay, 62 miles, limestone; Wm. Jackson, 62 miles, limestone.

Departed [9/3] – Grampus, Morning Star, Mary and the packet *Delaware* to the Great Falls; J. P. Smart.

DAT, Thu. 9/4/51, p. 3. The packet boat *Fashion* arrived here yesterday evening from Cumberland, with over sixty passengers; thus showing that this is already becoming quite a favorite route with persons travelling to and fro in that direction.

The enterprising owner of the packet boat *Fashion* will start today another boat, to leave Georgetown for Cumberland at 7 o'clock, p.m. The proprietor of this line, (Mr. Ward,) with a determination to accommodate the public, intends, in a few weeks, to place upon the route four first-class boats, so as to have a daily line through the entire length of the canal.

Canal Trade [9/3] – Oregon, 73 miles, wheat, &c.; Col. Henry Clay, 62 miles, limestone; W. Jackson, 62 miles, limestone; Union, 100 miles, 604 bbls. flour; Martha Francis, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; W. C. Johnson, 45 miles, rye, &c.; Frances, 23 miles, wheat, &c.; F. Thomas, Cumb., coal; Canonicus, Cumb., coal; M. Hoffman, Cumb., coal; James Terrell, Cumb.,

coal; Reindeer, Cumb., coal; [Scow] Mary, 23 miles, stone.

Departed [9/3] – J. P. Smart, A. Cary, B. Franklin, *Delaware*.

AG, Thu. 9/4/51, p. 3. **CANAL COMMERCE**

Departed, September 3.

New Boat Archibald Cary, Cumberland, plaster from Fowle & Co., and groceries for Martinsburg, Shepherdstown and Hancock, from McVeigh, Harper & Chamberlain.

Boat John Van Lear, Williamsport, sack salt and guano from Fowle & Co.

DAT, Fri. 9/5/51, p. 3. *Canal Trade* – Arrived [9/4], Louisa, Cumb., coal; Geo. W. Riggs, Cumb., coal; Catharine Shafer, 89 miles, wheat, &c.; H. B. Loomis, Cumb., coal; Eldorado, Cumb., coal; Delaware, Cumb., coal; Southampton, Cumb., coal; Gov. Sprigg, Cumb., coal; Wm. Albert, Cumb., coal; Eckhart, Cumb., coal; Columbia, Cumb., coal; E. A. Cooke, Cumb., coal; Westmoreland, Cumb., coal; Yankee, Cumb., coal; P. Janney, flour; Millard Fillmore, Cumb., coal; M. R. Hale, Cumb., coal; D. J. McCoy, Cumb., coal; I. Motter, Cumb., coal; Anna Gilleece, Cumb., coal; Charles Arthur, Cumb., coal; E. Payson, 62 miles, limestone; Daniel Webster, 62 miles, limestone; Star, 22 miles, wood; Capt. Walker, 69 miles, limestone; Ohio, 31 miles, wheat, &c.

Departed [9/4] – Buena Vista, Susan, Union, Col. H. Clay, Oregon, Thomas Jefferson, J. Van Lear, Wm. Jackson, M. Francis, Lady of North Bend, J. P. Garrott, W. C. Johnson, and the packet boat *Delaware* to the Great Falls.

AG, Fri. 9/5/51, p. 3. **CANAL COMMERCE**

Arrived, September 4.

Boat Isabel, Cumberland, coal to Edgar Miller and fire clay to Fowle & Co.

Boat Gen. Cass, Goose Creek, flour and corn meal to Daniel F. Hooe.

Departed, [9/4]

Boat Lady of North Bend, Opequon Creek, plaster, guano, &c., from Fowle & Co.

Boat Gen. Cass, Goose Creek, plaster and guano from Fowle & Co., groceries for Bluemont, from Wm. Bayne.

Boat J. P. Garrott, Knoxville, lumber, &c., from Waters & Zimmerman, and guano from Fowle & Co.

Sat., 9/6/51, p. 3. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
8/29	American Flag	96 00
	Caroline	100 00
	Charles Arthur	105 08
	Wm. T. Hamilton	101 17
	S. B. Stone	108 10
8/30	E. J. Neal	107 13
	Massasoit	105 08
	Old Dominion	104 00
	Mountaineer	80 09
	P. B. Petrie	102 12
9/1	A. Leiter	113 08
	Ohio	84 03
	Oregon	97 07
	Annawan	104 07
	Lewis Cass	105 12
9/2	H. G. Phelps	80 00
	Gen. Tyson	106 14
	Mt. Vernon	96 00
	Col. Young	105 05
	J. R. Annan	97 05
9/3	Otho Baker	111 10
	Emily Hoffman	102 18
	Constitution	72 03
	James Boyce	104 04
	Salem	86 00
9/4	Metacomet	105 09
	R. G. Violett	108 01
	M. R. Zimmerman	102 10
	I. Long	97 04
	Charles Williams	97 04
9/5	Geo. Waters	104 00
	John G. Stone	91 15
	Charles Perry	89 18
	David Shriver	103 11
	Salome Clarke	97 09
9/5	L. A. Phelps	72 00
	William B. Clarke	95 04

Total number tons of coal, 3,647 11

Number tons of coal sent by Rail Road last week, 3,967.14

Sun, Sat., 9/6/51, p. 1. **Chesapeake and Ohio Canal** - The Cumberland *Civilian*, of yesterday, says: "The water in the canal is abundant, and will continue so throughout the season. We hope to see greater activity in the coal trade from this time forth. The complaints concerning the late break at Williamsport are about to be examined, after an unnecessary delay."

The Canal - We learn from the Williamsport *Sentinel* that the Chesapeake and Ohio Canal is in fine navigable order, and a large amount of trade is now being done on it.

Cumberland Coal trade - The amount of coal shipped by canal for the week up to Thursday, September 5, was 3,673.18 tons. Amount by railroad to Saturday, August 3, was 3,967.14 tons.

GA, Sat. 9/6/51, p. 3. **CANAL TRADE**
 Arrived. [9/5]

Oregon, 73 miles, wheat, &c.; Col. Henry Clay, 62 miles, limestone; W. Jackson; Union, 100 miles, 604 bbls. flour; Martha Francis, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; W. C. Johnson, 45 miles, rye, &c.; Frances, 23 miles, wheat, &c.; F. Thomas, Canonicus, M. Hoffman, James Terrell, Reindeer, all Cumb., coal; [Scow] Mary, 23 miles, stone; Baltimore, H. Hoffman, B. Loomis, Delaware, Southampton, Gov. Spriggs, Wm. Albert, Eckhart, Columbia, E. A. Cook, Westmoreland, Yankee, M. Fillmore, M. R. Hale, D. J. McCoy, I. Motter, Anna Gillece, G. W. Riggs, Chas. Arthur, Mountain Ranger, Louisa, H. H. Casey, C. H. Ohr, Augusta, F. Rawdon, Oregon, all Cumb., coal; Ohio, 31 miles, wheat, corn, &c.; C. Shafer, 89 miles, wheat; Eldorado, Cumberland, whiskey; Capt. Walker, 69 miles, limestone; Star, 22 miles, wood; Daniel Webster, 62 miles, limestone; Ph. Janney, Cumberland, 79 bbls. flour; E. Payson, 62 miles, limestone; Louisa, 95

miles, flour and wheat; North Bend, Cumberland, hoop poles, &c.; Belle, 73 miles, 1,000 bushels wheat and 444 bbls. flour; Baltic, 81 miles, 1,114 bbls. flour; Martha Francis, 62 miles, limestone.

Departed [9/5] – J. P. Smart, A. Cary, B. Franklin, Delaware, Buena Vista, Susan, Union, Col. H. Clay, Oregon, Th. Jefferson, John Van Lear, Wm. Jackson, M. Francis, Lady Delaware, J. P. Garrott, W. C. Johnson, C. F. Mudge, Ohio, James Terrell, Frances.

DAT, Sat. 9/6/51, p. 3. *Canal Trade* [9/5] – Arrived, Louisa, 95 miles, flour and wheat; James F. Essex, 61 miles, 900 bbls. flour; Catharine Shafer, 89 miles, wheat and corn; Mountain Ranger, Cumb., 104 tons coal; Baltic, 81 miles, 1,114 bbls. flour; North Bend, Cumb., coal; C. H. Ohr, Cumb., 102 tons coal; Augusta, Cumb., 104 tons coal; Freeman Rawdon, Cumb., 101 tons coal; Martha Francis, 62 miles, limestone; Osprey, Cumb., 98 tons coal; Belle, 73 miles, 444 bbls. flour and 1,000 bushels wheat; Oregon, Cumb., 93 tons coal; P. F. Thomas, 31 miles, wood; Caroline, Cumb., 100 tons coal; Anna Marion, 77 miles, 900 bbls. flour; E. J. Neal, Cumb., 108 tons coal.

Departed [9/5] – Charles F. Mudge, Ohio, James Terrell, Morning Star, Capt. Walker, Rough & Ready, Southampton, Canonicus, Reindeer and Edward Payson.

AG, Sat. 9/6/51, p. 3. **CANAL COMMERCE**
Arrived, September 5.

Boat H. B. Loomis, Cumberland, coal to Waters & Zimmerman.

Boats Baltimore, James Terrell, Delaware, Westmoreland, Gov. Sprigg, Anne Gilleece and Southampton, Cumberland, coal to D. B. Smith & Co.

Boats Canonicus, Francis Thomas, William Albert and Charles Arthur, Cumberland, coal to Edgar Miller.

Boats Isaac Motter, D. J. McCoy and Millard Fillmore, Cumberland, coal to Fowle & Co.

Departed, [9/5].

Boat Isabell, Cumberland, by Edgar Miller.

Boat Reindeer, Williamsport, Md., salt and hides from J. J. Wheat & Bros.

Sun, Mon., 9/8/51, p. 4. *Canal Trade* - Arrived today [9/8], boats Osprey, Oregon, Caroline, Massasoit, Wm. T. Hamilton, S. B. Stone, E. J. Neal and American Flag, all from Cumberland, for Alexandria. Also boats P. F. Thomas, 31 miles, wood; Anna Marion, 77 miles, flour; J. P. Smart, 31 miles, wheat and flour.

Departed [9/8], boats Morning Star, Capt. Walker, Rough & Ready, Southampton, Canonicus, Reindeer, Edward Payson, Gen. Cass, P. F. Thomas, Daniel Webster and Belle. During the week 69 boats have arrived.

The amount of Coal which passed here since Wednesday is 4,000 tons.

Yours, &c.

Mercury.

DAT, Mon. 9/8/51, p. 3. *Canal Trade* – Arrived [9/6], S. B. Stone, Osprey, Massasoit, William T. Hamilton, E. L. Neal, P. B. Petrie, American Flag, Annawan, Old Dominion, Gen. Tyson and Mountaineer, from Cumberland with coal; J. P. Smart, 31 miles, corn and flour; Col. Crockett, 58 miles, wheat, wood, &c.; John Hetzer, 100 miles, 740 bbls. flour; Experiment, 31 miles, 1,400 bushels wheat; Rambler, 42 miles, wheat, &c.; Seaman, 141 miles, cement.

Departed [9/6] – P. F. Thomas, D. Webster, Belle, M. Hoffman, William Albert, C. Arthur, H. B. Loomis, E. A. Cooke, F. Thomas, Isabel, Gov. Sprigg, Star, Baltimore, Millard Fillmore.

AG, Mon. 9/8/51, p. 3. **CANAL COMMERCE**
Arrived, September 6.

Boats Eldorado, P. Janney, Oregon, Osprey and Caroline, Cumberland, coal to D. B. Smith & Co.

Boats Martin Hoffman, Columbia, H. H. Casey, and G. W. Riggs, Jr., Cumberland, coal to Howard & Poor.

Departed, [9/6]

Boats Francis Thomas, Wm. Albert and Canonicus, Cumberland, by Edgar Miller.

Boats James Terrell, Southampton, Gov. Sprigg and Baltimore, Cumberland, salt, &c., by D. B. Smith & Co.

Boat Martin Hoffman, Cumberland, by Howard & Poor.

Boat Millard Fillmore, Cumberland, plaster by Fowle & Co., and groceries for Hancock, Md., from McVeigh, Harper & Chamberlain.

Sun, Tue., 9/9/51, p. 4. *Georgetown (D. C.) Monday Afternoon*. - Our Canal is now in fine navigable order, and boats are hourly arriving from Cumberland and the intermediate points.
Yours, &c. Mercury.

GA, Tue. 9/9/51, p. 2. **Washington City Canal** – The matters in controversy between the corporation and the contractors (Messrs. Harkness and Lewis,) for restoring the canal to the depth required by law, were, we learn, settled by the Board of Control at their meeting on Saturday. Messrs. J. C. Harkness and Samuel Stott were the assignees of the contractors. The subject having been submitted, by joint resolution of the City Councils, to the present engineer of the work, Mr. C. B. Fisk, for the final settlement, he, after a careful review of all circumstances, made an award, in accordance with which the amount to be paid to them, including the twenty percent retained, is fifteen thousand dollars; or from four to five thousand dollars more than was adjudged to be due by the former engineer, Mr. C. B. Cluskey, and from five to six thousand dollars less than was claimed.

Ibid, p. 3. **CANAL TRADE**

Arrived. [9/8]

Jas. F. Essex, 61 miles, 900 bbls. flour; Osprey, Cumberland, 98 tons coal; P. F. Thomas, 31 miles, wood; Caroline, Cumberland, 100 tons coal; Anna Marion, 77 miles, 900 bbls, flour; E. J. Neal, Cumberland, 108 tons coal; S. B. Stone, Massasoit, William T. Hamilton, P. B. Petrie, American Flag, Annawan, Old Dominion, Gen. Tyson and Mountaineer, from Cumberland with coal; J. P. Smart, 31 miles, corn & flour; Col.

Crocket, 58 miles, wheat, wood, &c.; John Hetzer, 100 miles, 740 bbls. flour; Experiment, 31 miles, 1,400 bushels wheat; Rambler, 42 miles, wheat, &c.; Seaman, 141 miles, cement.

Departed [9/8]– Morning Star, Capt. Walker, Rough & Ready, Southampton, Canonicus, Reindeer, Edw. Payson, P. F. Thomas, D. Webster, Belle, M. Hoffman, William Albert, C. Arthur, H. B. Loomis, E. A. Cook, L. Thomas, Isabel, Gov. Sprigg, Star, Baltimore, Millard Fillmore.

DAT, Tue. 9/9/51, p. 3. *Canal Trade* – Arrived [9/8], A. Leiter, Cumberland, lumber; Col. Young, Metacomet, J. R. Annan and Otho Baker, Cumberland, coal; Potomac, 48 miles, wheat, corn, &c.; C. C. Smoot, 124 miles, bark.

Departed [9/8] – Chesapeake, Baltic, Columbia, J. Hetzer, D. J. McCoy, Delaware, M. R. Hale, Col. Crockett, C. Shafer.

AG, Tue. 9/8/51, p. 3. **CANAL COMMERCE**
Arrived, September 8.

Boats Gen. Tyson and P. B. Petrie, Cumberland, coal to Waters & Zimmerman.

Boats American Flag, Augusta and Old Dominion, Cumberland, coal to Fowle & Co.

Boats Massasoit and Annawan, Cumberland, coal to Edgar Miller.

Departed, [9/8].

Boats Westmoreland and Delaware, Cumberland, from D. B. Smith & Co.

Boat Charles Arthur, Cumberland, by Edgar Miller.

Boat Columbia, Cumberland, by Washington Coal Company.

Boats H. B. Loomis, Edward Cooke, M. R. Hale, Cumberland, by Waters & Zimmerman.

Boats Isaac Motter and D. J. McCoy, Cumberland, by Fowle & Co.

Sun, Wed., 9/10/51, p. 4. The Board of Aldermen, last evening, authorized the mayor to accept the proposition of Messrs. Ryder & Co., for the construction of an iron footbridge across the Canal at Tenth street. A plan and

specifications were submitted by Messrs. R., and, should they be adopted, the bridge will not only be a great convenience to our citizens, but a vast improvement to that part of the city. Two thousand dollars were appropriated to carry the law into effect.

AG, Wed. 9/10/51, p. 3. **CANAL COMMERCE**
Arrived, September 9.

Boat Mountaineer, Cumberland, coal to D. B. Smith & Co.

Departed, [9/9].

Boat Anna Gilleece, Cumberland, by D. B. Smith & Co.

Boat Isaac Motter, Cumberland, plaster, by Fowle & Co.

Boat Old Dominion, Cumberland, by Fowle & Co.

Boat Augusta, Cumberland, by Fowle & Co.

Boat Louisa, groceries, for Falling Waters Mills, by Wm. Bayne.

Boat Massasoit, Cumberland, by Edgar Miller.

Sun, Thu., 9/11/51, p. 4. *Georgetown and its Affairs*. - Arrived [9/10] - Mount Vernon, H. G. Phelps, Emily Hoffman, Lewis Cass, James Boyce, M. R. Zimmerman, with Cumberland coal; Morning Star, 23 miles, wood.

Departed [9/10] - Massasoit, Louisa, I. Motter, Anna Gilleece, Rambler, Experiment, Louisa of Falling Waters, Augusta, Westmoreland, Anna Marion. - *Washington Telegraph*.

GA. Thu. 9/11/51, p. 3. **CANAL TRADE**
Arrived. [9/10].

A Lighter, Cumberland, lumber; Col. Young, Metacomet, J. R. Annan and Otho Baker, Cumb., coal; Potomac, 48 miles, wheat, corn, &c.; C. C. Smoot, 124 miles, bark; Col. Young, Cumberland coal; Metacomet, do.; J. R. Annan, do.; Otho Baker, do.; Mount Vernon, do.; H. G. Phelps, do.; E. Hoffman, do.; Lewis Cass, do.; James Boyce, do.; Salem, do.; M. R. Zimmerman, do.; Morning Star, 23 miles, wood.

Departed [9/10] – Chesapeake, Baltic, Columbia, J. Hetzer, D. J. McCoy, Delaware, M. R. Hale, Col. Crocket, C. Shafer, Massasoit, Anna Marion, Westmoreland, Augusta, Louisa, Experiment, Rambler, Anna Gilleece, I. Motter, Gen. Tyson, Gen Washington, J. P. Smart.

DAT, Thu. 9/11/51, p. 3. *Canal Trade* – Arrived [9/10], Salem, David Shriver, George Waters, Charles Williams, (new boat, first trip,) Charles Perry, with Cumberland coal; and Frances, 23 miles, 318 barrels flour; Ohio, 100 miles, wood, wheat, apples, &c.

Departed [9/10] – Gen. Tyson, Geo. Washington, Annawan, J. P. Smart, G. W. Riggs, Eldorado, C. C. Smoot, F. Rawdon, American Flag, Boston.

AG, Thu. 9/11/51, p. 3. **CANAL COMMERCE**
Arrived, September 10.

Boat Metacomet, Cumberland, coal to Edgar Miller.

Boats S. B. Stone, James R. Annan and A. Leiter, Cumberland, coal to Washington Coal Co.

Boats W. T. Hamilton, E. Hoffman, J. Boyce and Gen. Tyson, Cumberland, coal to Waters & Zimmerman.

Departed, September 10.

Boat Geo. W. Riggs, Jr., Cumberland, by Washington Coal Co.

Boats Eldorado and Phineas Janney, Cumberland, salt and fish from D. B. Smith & Co.

Boat American Flag, Cumberland, by Fowle & Co.

Boat Annawan, Cumberland, by Edgar Miller.

Boat C. C. Smoot, Hancock, hardware from James A. English & Co., and dry goods from Bryan, Adams & Co.

DAT, Fri. 9/12/51, p. 3. *Canal Trade* – Arrived [9/11], Charles Perry, R. G. Violett, Salome Clarke, from Cumberland, with coal; Hugh Smith, 61 miles, 784 barrels flour, &c.; Maryland, 42 miles, sumac, &c.; Edward Payson, 62 miles, limestone; W. C. Johnson, 45 miles, 50 barrels flour, 165 bushels corn, 1,500 bushels

offal, 2½ cords wood, &c.; Captain Walker, 69 miles, lime and limestone; P. F. Thomas, 31 miles, 100 bushels wheat, 19 bushels potatoes, 100 bushels sumac, 6 barrels of peaches and 7 hogsheads of tobacco; Gen. Cass, 31 miles, flour and wheat; Dan. Webster, 62 miles, limestone.

Departed [9/11] – Eckhart, Old Dominion, C. H. Ohr, Yankee, Metacomet, Morning Star.

AG, Fri. 9/12/51, p. 3. **CANAL COMMERCE**
Arrived, September 11.

Boats Lewis Cass and Salem, Cumberland, coal to D. B. Smith & Co.

Boats Mount Vernon, George Waters, Charles Williams and H. G. Phelps, Cumberland, coal to Fowle & Co.

Departed, [9/11].

Boat Oregon, Cumberland, plaster by D. B. Smith & Co.

Boat Metacomet, Cumberland, by Edgar Miller.

Boat C. C. Smoot, Hancock, Md., groceries, shoes, &c., from McVeigh, Harper & Chamberlain.

Sat., 9/13/51, p. 2. **Preparing for the Coal Trade** - The *Georgetown Reporter* says that it is informed upon reliable authority that several gentlemen (some residents of Georgetown) are making arrangements with the view of entering extensively into the Cumberland coal trade. They will run their own boats, of which twenty-four are to be built immediately.

Excursion on the Canal.

Mr. Weber: - Permit me to notice through your paper, a *picnic* party which came off on Wednesday of last week. The company consisted of a number of youth of our city, attached to Allegany Section No. 13 Cadets of Temperance, accompanied by several gentlemen; and proceeded down the Canal, on one of Mr. Ward's boats, to Big Spring, where the day was spent in harmonious and healthful amusements. The boys were much delighted with their trip; and desire to express their thanks, publicly, to Mr. Ward for his

kind generosity in furnishing the boat, men and team for the occasion, without charge.

ONE OF THE COMPANY

DAT, Sat. 9/13/51, p. 3. *Canal Trade* – Arrived [9/12], Wm. Fowle, Cumb., coal; Union, 667 bbls. flour; William Jackson, 62 miles, limestone; Star, 22 miles, wood; Isaac Long, Cumb., coal; D. & H. Clagett, 81 miles, flour; Martha Francis, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone.

Departed [9/12] – Francis, J. F. Essex, E. Hoffman, Oregon, Osprey, George Waters, E. J. Neal, Seaman, Mountain Ranger, Ohio, P. Janney and Mount Vernon.

AG, Sat. 9/13/51, p. 3. **CANAL COMMERCE**
Arrived, September 12.

Boat Charles Perry, Cumberland, coal to Edgar Miller.

Boats Col. Young, R. G. Violett and Salome Clarke, from Cumberland, coal to Washington Coal Co.

Departed, September 12.

Boat Mount Vernon, Cumberland, by Fowle & Co., groceries, &c., from McVeigh, Harper & Chamberlain, for Petersville, Jefferson, Sharpsburg, Boonsboro, Williamsport, Burkittsville and Old Town, Md., and Shepherdstown, Va.

Boat Phineas Janney, groceries, &c., from McVeigh, Harper & Chamberlain, for Harper's Ferry and Hedgesville, Va., and plaster from Fowle & Co.

Boat H. H. Casey, Cumberland, by Washington Coal Co.

Boats Osprey and Caroline, Cumberland, by D. B. Smith & Co.

Boat Geo. Waters, Cumberland, by Fowle & Co.

Sun, Mon. 9/15/51, p. 1. **Cumberland Coal Trade**. - The amount of coal shipped from Cumberland by the canal, for the week ending September 11, was 2,316 tons. The amount carried by railroad was not given.

DAT, Mon. 9/15/51, p. 3. *Canal Trade* – Arrived [9/13], Thomas Jefferson, 62 miles, limestone; John Van Lear, 100 miles, flour, &c.; A. J. Benton, Cumb., coal; L. A. Phelps, Cumb., coal; W. B. Clarke, Cumb., coal; Cumberland, Cumb., coal; F. Bloodgood, Cumb., coal; Southampton, Cumb., coal; G. W. Gale, Cumb., coal; Pacific, Cumb., coal; J. Snively, Cumb., coal; Elizabeth, Cumb., coal; M. L. Rawdon, Cumb., coal; J. L. Pasco, 69 miles, iron; Buena Vista, 69 miles, pig iron; Jenny Lind, 86 miles, flour, &c.; Andrew Jackson, 50 miles, wheat, &c.; John P. Smart, 31 miles, flour, &c.; Benj. Franklin, 100 miles, flour, &c.

Departed [9/13] – Edward Payson, Capt. Walker, Daniel Webster, packet *Paragon*, Otho Baker, W. C. Johnson, Union, Potomac, J. R. Annan, H. H. Casey, Caroline, James Boyce, D. & H. Claggett, C. Williams, W. Jackson, Ann and M. Francis.

AG, Mon. 9/15/51, p. 3. **CANAL COMMERCE**

Departed, September 13.

Boat Gen. Cass, groceries for Leesburg, Va., from McVeigh, Harper & Chamberlain.

Boat Charles Williams, groceries for Shepherdstown, from Wm. Bayne.

Boat H. H. Casey, groceries for Frostburg, from Wm. Bayne.

Boat Hugh Smith, groceries for Berryville, from Wm. Bayne.

DAT, Tue. 9/16/51, p. 3. *Canal Trade* – Arrived [9/15], Experiment, 31 miles, wheat and corn; E. W. Dunham, Cumb., coal; Gondola, 31 miles, hogs, &c.

Departed [9/15] – John Lambie, Star, Thos. Jefferson, Andrew Jackson, Wm. Fowle, John Van Lear, John P. Smart, Southampton, A. Leiter, H. G. Phelps and Hugh Smith.

AG, Tue. 9/ 16/51, p. 3. **CANAL COMMERCE**

Arrived, September 15.

Boat Pacific, Cumberland, coal to D. B. Smith & Co.

Boat Cumberland, Cumberland, coal to D. B. Smith & Co.

Boat Southampton, Cumberland, coal to Edgar Miller.

Boat Isaac Long, Cumberland, coal to Washington Coal Co.

Boat Wm. B. Clarke, Cumberland, coal to Washington Coal Co.

Boat Wm. Fowle, Cumberland, coal to Fowle & Co.

Boat J. Snively, Cumberland, coal to Fowle & Co.

Boat L. A. Phelps, Cumberland, coal to Fowle & Co.

Boat Elizabeth, Cumberland, coal to Fowle & Co.

Boat Hugh Smith, Harper's Ferry, flour to P. H. Hooff.

Departed, September 15.

Boat Wm. Fowle, Cumberland, by Fowle & Co.

Boat Charles Perry, Cumberland, by Edgar Miller

Boat Col. Young, Cumberland, by Washington Coal Co.

Boat Wm. Cost Johnson, Noland's Ferry, plaster by Fowle & Co.

Boat Abraham Leiter, Williamsport, plaster and salt by Fowle & Co.

Sun, Wed., 9/17/51, p. 4. Canal News - The boat Elizabeth, Capt. Gwinner, from Cumberland, with coal, sank on Sunday night in the Alexandria basin, and two horses were drowned.

Arrived [9/16], from Cumberland, boats A. J. Benton, L. A. Phelps, Cumberland, Wm. B. Clarke, F. Bloodgood, Southampton, T. W. Gorter, Pacific, J. Snively, Elizabeth, Mary L. Rawdon and E. W. Dunham - all passed down to Alexandria. Boats M. Francis, 62 miles, limestone; J. L. Pascoe, 69 miles, pig iron; Buena Vista, 69 miles, pig iron; Andrew Jackson, 50 miles, wheat and corn; John P. Smart, 31 miles, flour, &c.; Experiment, 31 miles, wheat; Ben Franklin, 100 miles, flour, &c.; Gondola, 31 miles, live hogs; scow Ann, 9 miles, oats and stone.

Departures [9/16] - Boats William Fowle, John Van Lear, John P. Smart, Southampton,

Abraham Leiter, H. G. Phelps, Jenny Lind, Mountaineer, Hugh Smith and Mary Zimmerman. The *Fashion* is expected down from Cumberland tomorrow.

 On the canal, one of the packets brought as passengers, from Harper's Ferry and the intermediate points, fifty ladies and gentlemen, who will doubtless do some business in the way of fall purchases in our three cities.

 In the Common Council the bill for the new Iron bridge across the Canal, at Tenth street, was postponed for a week.

 Our harbor is lively - canal crowded with boats - markets for every species of produce at ready sales and good prices. Let the Alexandrians boast of their "black diamonds." Give us the custom of the lively and intelligent ladies of Maryland and Virginia, and they are welcome to the coal. It's a *gassy* article at best.
 Mercury.

AG, Wed. 9/17/51, p. 3. **CANAL COMMERCE**

Arrived, September 16.

Boat Wm. B. Clarke, Cumberland, coal to Washington Coal Co.

Departed, September 16.

Boat Col. Young, Cumberland, by Waters & Zimmerman, groceries for Clearspring and Williamsport, by Wm. Bayne, groceries, shoes, &c., from McVeigh, Harper & Chamberlain, for Shepherdstown, Va., Mercerville, Sharpsburg, Williamsport, Clearspring, Millstone Point, Hancock and Cumberland, Md.

Boat Mountaineer, Cumberland, groceries, &c., by McVeigh, Harper & Chamberlain, for Little Orleans, Md.

Boat Southampton, Cumberland, by Edward Miller.

Boats J. Snively, H. G. Phelps and L. A. Phelps, Cumberland, by Fowle & Co.

AG, Thu. 9/18/51, p. 3. **CANAL COMMERCE**

Arrived, September 17.

Boat E. W. Dunham, Cumberland, coal to Washington Coal Company.

Departed, [9/17]

Boat F. Bloodgood, Cumberland, by Washington Coal Company.

Boat Elizabeth, Cumberland, by Fowle & Co.

DAT, Fri. 9/19/51, p. 3. *Canal Trade* – Arrived [9/18], J. P. Garrott, 57 miles, flour; Anna Woodward, Cumb., coal; Charles Arthur, Cumb., coal; Columbia, Cumb., coal; Canonicus, Cumb., coal; Wm. Albert, Cumb., coal; W. J. Boothe, Cumb., coal; Pennsylvania, Cumb., coal; Reindeer, Cumb., coal; Josephine Seaton, Cumb., coal; Ohio, Cumb., coal; Miles Standish, Cumb., coal; Rambler, 51 miles, wood, &c.

Departed [9/18] – M. R. Zimmerman, Pacific, P. B. Petrie, J. Snively, D. Shriver, Buena Vista, Experiment, W. T. Hamilton, Maryland, Col. Young, Ann, A. J. Benton, F. Bloodgood, Salem, Morning Star, B. Franklin, K. H. Lambell, Lewis Cass, M. L. Rawdon, L. A. Phelps, North Bend, and the packet boat *Delaware*, to the Great Falls.

AG, Fri. 9/19/51, p. 3. **CANAL COMMERCE**

Departed, September 18.

Boats Lewis Cass, Salem, Pacific and Cumberland, for Cumberland, by D. B. Smith & Co.

Sat., 9/20/51, p. 3. **CANAL TRADE**

DEPARTURES

Date	Boat	Tons Coal
9/11	Enterprise	99 11
	H. B. Loomis	106 10
	Canonicus	105 05
9/12	Reindeer	103 10
	Wm. Albert	99 06
	M. Hoffman	98 12
	Columbia	85 10
9/13	Constitution	73.18 coke 70
	Charles Arthur	88 17
	Mary R. Hale	98 11
	Millard Fillmore	88 00
9/15	Louisa	95 04
	Denton J. McCoy	88 00
	General Tyson	98 13

	George W. Riggs	95 07
	Anna S. Borden	97 11
9/16	Anna Gilleece	94 00
	Massasoit	95 14
	Augusta	96 00
9/17	Delaware	92 09
	Freeman Rawdon	94 02
	Annawan	97 01
	Yankee	92 16
9/18	Archibald Cary	96 00
	John G. Stone	89 10
	Emily Hoffman	87 19
	Eckhart	93 09
	E. A. Cook	89 04
	Old Dominion	96 00
	Metacomet	96 01
9/19	Gov. Sprigg	87 00
	George Waters	96 00

Total number of tons of coal, 2,961.9; coke, 73.18.

Sun, Sat., 9/20/51, p. 4. *Georgetown, D. C., Friday Afternoon.* [9/19] - The canal is again in navigable order, and the following boats have arrived: Boats Anna Woodward, Charles Arthur, Columbia, Canonicus, Wm. Albert, W. J. Boothe, Pennsylvania, Reindeer, Josephine Seaton, Ohio, and Miles Standish - all from Cumberland, passed down to Alexandria. Boat J. P. Garrott, 57 miles, flour; Rambler, 51 miles, wood.

Departed [9/19], boats M. R. Zimmerman, Pacific, P. B. Petrie, J. Snively, D. Shriver, Buena Vista, Experiment, W. T. Hamilton, Maryland, Colonel Young, Scow Ann, A. J. Benton, F. Bloodgood, Salem, Morning Star, B. Franklin, K. H. Sawhill, Lewis Cass, M. L. Rawdon, L. A. Phelps, North Bend and Reeside's fine packet boat *Delaware*, to the Falls. Yours, Mercury.

DAT, Sat. 9/20/51, p. 3. *Canal Trade* – Arrived [9/19], Sarah Perry, Ohio, O. W. Sturtevant, C. F. Mudge, H. B. Loomis, Cumb., coal; Wm. C. Johnson, 45 miles, flour; Belle, 73 miles, flour, &c.; James F. Essex, 61 miles, flour, &c.

Departed [9/19] – Miles Standish, Cumberland, John P. Garrott, Chas. Arthur, P. F. Thomas and Capt. Walker.

AG, Sat. 9/20/51, p. 3. **CANAL COMMERCE**
Arrived, September 20.

Boats Charles Arthur, William Albert and Canonicus, Cumberland, coal to Edgar Miller. Boats Columbia, Reindeer and Josephine Seaton, Cumberland, coal to Washington Coal Company. Boat J. P. Garrott, Knoxville, flour to Cazenove & Co.

Departed, [9/20]

Boat Miles Standish, groceries from William Bayne, for Clearspring, Md.

Sun, Mon., 9/22/51, p. 4. *Canal Trade* – Arrived [9/20], boats C. F. Mudge and H. B. Loomis, from Cumberland, passed down to Alexandria; also boats W. C. Johnson, 45 miles, flour; Belle, 73 miles, flour; J. F. Essex, 61 miles, flour; Baltic, 81 miles, with 1,010 barrels of flour.

Departed [9/20], boats P. F. Thomas, Captain Walker, Rambler, Wm. J. Boothe and R. G. Violett.

During the week 28 boats have come down, and 1,702 tons of coal were received.

DAT, Mon. 9/22/51, p. 3. A new boat, the James A. Magruder, came in this morning with over one hundred tons of flour and whiskey, drawing only three feet and eight inches of water. This boat was built by Thomas Hassett, of near Clear Spring, Washington county, Md.

Canal Trade – Arrived [9/20], Baltic, 81 miles, 1,010 bbls. flour, &c.; M. Fillmore, Cumb., coal; M. R. Hale, Cumb., coal; N. S. Berston, Cumb., coal; Frances, 28 miles, flour, &c.; Wm. Jackson, 62 miles, limestone; Lady, 89 miles, flour, &c.; James A. Magruder, 107 miles, flour, &c.; J. P. Smart, 31 miles, flour, &c.; Chesapeake, 62 miles, limestone; M. Francis, 62 miles, limestone; Gen. Cass, 31 miles, flour and meal.

Departed [9/20] – Rambler, W. J. Boothe, R. G. Violett, Belle, E. Payson, Baltic, Anna Woodward and William Albert.

AG, Mon. 9/22/51, p. 3. **CANAL COMMERCE**
Arrived, Sept. 20.

Boats Ohio and Pennsylvania, Cumberland, coal to D. B. Smith & Co.

Boat Wm. J. Boothe, Cumberland, coal to Fowle & Co.

Departed, [9/20].

Boats R. G. Violett and Salome Clarke, Cumberland, by Washington Coal Company.

Boat Wm. J. Boothe, Cumberland, by Fowle & Co.

Boat Charles Arthur, Cumberland, by Edgar Miller.

Boat Anna Woodward, Cumberland, by Waters & Zimmerman; groceries, boots, shoes, hats, caps, &c., from McVeigh, Harper & Chamberlain, for Williamsport, Cumberland and Frostburg, Md. and Bedford, Pa.

GA, Tue. 9/23/51, p. 3. **CANAL TRADE**

Arrived, [9/22].

Boats Sarah Perry, Ohio, O. W. Sturtevant, C. F. Mudge, H. B. Loomis, Cumb., coal; Wm. C. Johnson, 45 miles, flour; Belle, 73 miles, flour, &c.; James F. Essex, 61 miles, flour, &c.; Baltic, 81 miles, 1,000 bbls. flour, &c.; M. Fillmore, Cumb., coal; M. R. Hale, Cumb., coal; A. J. Benton, Cumb., coal; Frances, 23 miles, flour, &c.; Wm. Jackson, 62 miles, limestone; Lady, 89 miles, flour, &c.; James A. Magruder, 107 miles, flour, &c.; J. P. Smart, 31 miles, flour, &c.; Chesapeake, 62 miles, limestone; M. Francis, 62 miles, limestone; Gen. Cass, 31 miles, flour & meal.

Departed [9/22] – Miles Standish, Cumberland, John P. Garrott, Chas. Arthur, P. F. Thomas, Capt. Walker, Rambler, N. J. Boothe, R. G. Violett, Belle, E. Payson, Baltic, Ann Woodward and William Albert.

AG, Tue. 9/23/51, p. 3. **CANAL COMMERCE**

Arrived, September 22.

Boats Mary R. Hale, H. B. Loomis and Martin Hoffman, Cumberland, coal to Waters & Zimmerman.

Boats Sarah Perry and Anna S. Borden, Cumberland, coal to Edgar Miller.

Boat Millard Fillmore, Cumberland, coal to Fowle & Co.

Boat James F. Essex, Harper's Ferry, flour to P. H. Hooff.

Departed, [9/22].

Boats Wm. Albert and Canonicus, Cumberland, by Edgar Miller.

Boats Anna Woodward and O. W. Sturtevant, Cumberland, by Waters & Zimmerman.

Sun, Wed., 9/24/51, p. 4. *Canal Trade* – Arrived [9/23], Morning Star, 20 miles, wood; Tom Charlton, 100 miles, flour, &c.; Ohio, 31 miles, wood, &c.; Eagle, Hancock, flour, &c. A number of boats have passed up. -*Washington Telegraph*.

DAT, Wed. 9/24/51, p. 3. *Canal Trade* – Arrived [9/23], Massasoit, D. J. McCoy and Anne Gilleece, from Cumberland, with coal; Potomac, 48 miles, wheat, &c.

Departed [9/23] – W. C. Johnson, M. Fillmore, Wm. Jackson, Ann S. Borden, M. Francis, H. B. Loomis, Ohio, J. F. Essex, Chesapeake.

AG, Wed. 9/24/51, p. 3. **CANAL COMMERCE**

Arrived, September 23.

Boats Massasoit and Annawan, Cumberland, coal to Edgar Miller.

Boat C. F. Mudge, Cumberland, coal to Washington Coal Company.

Departed, [9/23].

Boat Martin Hoffman, Cumberland, by Waters & Zimmerman, groceries, shoes, &c., from McVeigh, Harper & Chamberlain, for Clearspring, Hancock and Cumberland, Md., and Sir John's Run and Bath, Va. and groceries for Frostburg and Williamsport, from Wm. Bayne. Boat James F. Essex, Harper's Ferry, groceries, &c., from McVeigh, Harper & Chamberlain, for Hedgesville, Va., and guano from P. H. Hooff. Boats Ohio and Pennsylvania, Cumberland, by D. B. Smith & Co. Boat Isaac Long, Cumberland, by Washington Coal Company.

Boat Gen. Cass, Goose Creek, guano and plaster, by Fowle & Co., groceries for Leesburg, from Wm. Bayne.

Boat Wm. Cost Johnson, Noland's Ferry, guano and plaster, by Fowle & Co.

Boats Sarah Perry and Anna S. Borden, Cumberland, by Edgar Miller.

Boat Sarah Perry, Harper's Ferry, plaster by Fowle & Co.

DAT, Thu. 9/25/51, p. 2. **Georgetown**

The canal packet *Fashion* arrived here yesterday afternoon with from fifty to sixty passengers on board, and, as usual of late, many of them had to take up the line of march to Washington to find hotel accommodations. See to it, merchants of Georgetown. Many of these were merchants from the western towns of Maryland and Virginia, in search of a Fall and Winter stock of goods.

Canal Trade – Arrived [9/24], Oregon, 73 miles, wheat, &c.; Potomac, 48 miles, wheat, &c.; boats Louisa, Metacomet, G. W. Riggs and Gen Tyson, from Cumberland, coal; P. F. Thomas, 23 miles, flour, &c.; Col. Crockett, 61 miles, wood, &c.; Star, 22 miles, wood, &c.; Thomas Jefferson, 62 miles, limestone; H. Smith, 61 miles, flour; J. Van Lear, 100 miles, flour, &c.; Charlotte, 108 miles, flour, &c.

Departed [9/24] – Tonoloway, J. P. Smart, Pennsylvania, I. Long, Gen. Cass, M. Hoffman, J. A. Magruder, Lady, D. J. McCoy.

Sun, Fri., 9/26/51, p. 4. *Canal News* – Arrived [9/25], boats Star, 22 miles, wood; P. F. Thomas, 23 miles, flour; Col. Crockett, 61 miles, wood and wheat; Thomas Jefferson, 62 miles, limestone; H. Smith, 61 miles, flour; J. Van Lear, 100 miles, flour; Charlotte, 108 miles, flour. Also, boats Louisa, 95 tons coal; Gen. Tyson, 99 tons; Geo. W. Riggs, 95 tons and Metacomet, 96 tons - all from Cumberland, passed down to Alexandria.

Departed [9/25] - Boats J. A. Magruder, Lady of North Bend, D. J. McCoy, Massasoit,

Mary R. Hale, Sarah Perry, Morning Star, Ohio, Th. Charlton and Potomac.

The canal packet boat *Fashion*, with upwards of 59 passengers, arrived yesterday afternoon. Mercury.

DAT, Fri. 9/26/51, p. 2. *Canal Trade* – Arrived [9/25], Helen Bruce, (new boat, first trip,) Augusta, Eckhart, C. B. Tisdale, (new boat, first trip,) James Terrell and Freeman Rawdon, from Cumberland, with coal; Capt. Walker, 69 miles, lime and limestone; Daniel Webster, 62 miles, limestone.

Departed [9/25] – Massasoit, M. B. Hale, S. Perry, Morning Star, Thomas Charlton, Potomac, Annawan, Eagle, W. B. Clarke, Oregon, Thos. Jefferson, S. B. Stone, P. F. Thomas, Col. Crockett and the packet boat *Fashion*, for Cumberland.

AG, Fri. 9/26/51, p. 3. **Local items.**

The packet boat *Fashion*, from Cumberland, arrived here on Wednesday evening. She had on board some fifty or sixty passengers, who made a delightful trip on the Canal. By this route, passengers leaving this place at 4, P.M., reach Harper's Ferry next morning, at an expense of only \$1.50, including meals. The *Fashion* left yesterday afternoon on her return trip. We are happy to learn that the travel is increasing and that a fine large new boat, to run in conjunction with the *Fashion*, will be placed on the route next week.

CANAL COMMERCE

Arrived, Sept. 25.

Boat Metacomet, Cumberland, coal to Edgar Miller.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Departed, Sept. 25.

Boats Massasoit and Annawan, Cumberland, by Edgar Miller.

Boat D. J. McCoy, Cumberland, by Fowle & Co.

Boat S. B. Stone for Cumberland, by Washington Coal Co.

Sat., 9/27/51, p. 2. **CANAL TRADE DEPARTURES**

Date	Boat	Tons Coal
9/19	James Terrell	93 03
	E. J. Neal	101 07
	Helen Bruce	88 05
	C. C. Smoot	72 14
9/20	Baltimore	86 12
	American Flag	80 00
	J. R. Annan	84 02
	Otho Baker	90 11
	C. H. Ohr	89 09
	H. H. Casey	81 05
	C. B. Thurston	98 01
9/22	Isabel	77 10
	M. R. Zimmerman	88 09
	Westmoreland	69 07
	Isaac Motter	88 00
	E. E. Voorhees	87 09
	P. B. Petrie	84 19
	F. Thomas	46.10 coke
9/23	Eldorado	81 09
	Chas. Williams	88 00
	James Boyce	85 09
	Southampton	73 11
	Pacific	74 18
	Texas	57 17
	D. Shriver	84 04
	Mountain Ranger	34 15
9/24	A. Leiter	84 17
	H. G. Phelps	84 00
	Charles Arthur	89 17
	Osprey	73 09
	Wm. T. Hamilton	85 11
9/25	Mountaineer	79 16
	Wm. Fowle	64 00
	Mt. Vernon	72 00
	Constitution	65.10 coke
	Wm. Albert	72 00
	F. Bloodgood	68 18
9/26	A. J. Benton	77 06
	Cumberland	63 11

Total number of tons of coal 2,992.11; coke 112.

Sun, Sat., 9/27/51, p. 1. **Low Water** - The water in the Potomac opposite Williamsport, Md., (says the *Sentinel*.) has not been as low as at present

during the season. The levels in the canal are also low. Boats are allowed to load but 3½ feet.

Ibid, p. 4. *Canal Trade*. – Arrived [9/26], boats Captain Walker, 69 miles, limestone; B. Franklin, 100 miles, flour; D. Webster, 62 miles, limestone; D. & H. Clagett, 81 miles, flour.

Also, passed down to Alexandria, John G. Stone, Helen Bruce, Eckhart, C. B. Tisdale and Freeman Rawdon, from Cumberland, with coal.

Departed. [9/26] - Packet *Fashion*, Thomas Jefferson, S. B. Stone, Star, Metacomet, Scow Ann and P. F. Thomas.

Yours, &c., Mercury.

GA, Sat. 9/27/51, p. 3. **CANAL TRADE**
 Arrived. [9/26]

Oregon, 73 miles, wheat, &c.; Potomac, 48 miles, wheat, &c.; boats Louisa, Metacomet, G. W. Riggs and Gen. Tyson, from Cumb., coal; P. F. Thomas, 23 miles, flour, &c.; Star, 22 miles, flour, &c.; Thomas Jefferson, 62 miles, limestone; H. Smith, 61 miles, flour; J. Van Lear, 100 miles, flour, &c.; Charlotte, 108 miles, flour, &c.; Helen Bruce, Augusta, Eckhart, C. B. Thurston, James Terrell and Freeman Rawdon, from Cumberland, with coal; Captain Walker, 69 miles, limestone; Daniel Webster, 62 miles, lime and limestone.

Departed [9/26] – Tonoloway, J. P. Smart, Pennsylvania, I. Long, Gen. Cass, M. Hoffman, J. A. Magruder, Lady, D. J. McCoy, Massasoit, M. R. Hale, S. Perry, Morning Star, Thomas Charlton, Potomac, Annawan, Eagle, W. B. Clarke, Oregon, Thomas Jefferson, S. B. Stone, P. F. Thomas, Col. Crocket and the packet-boat *Fashion* for Cumberland.

DAT, Sat. 9/27/51, p. 2. *Canal Trade* – Arrived [9/26], D. & H. Clagett, 81 miles, flour, &c.; John G. Stone, Cumb., coal; John Lambie, 86 miles, wood; George Waters, Cumb., coal; Rambler, 45 miles, wood; Yankee, Cumb., coal; E. A. Cook, Cumb., coal; Gov. Sprigg, Cumb., coal; and Delaware.

Departed [9/26] – Thomas Jefferson, S. B. Stone, Star, Metacomet, [Scow] Ann, P. F. Thomas, Columbia, Charlotte, John Van Lear, Hugh Smith, Col. Crockett.

AG, Sat. 9/27/51, p. 3. **CANAL COMMERCE**
Arrived, Sept. 26.

Boats Helen Bruce and Caroline B. Tisdale, [Cumberland] coal to Edgar Miller.
Boat James Terrell, Cumberland, coal to D. B. Smith & Co.

Departed, Sept. 26.

Boat Metacomet, Cumberland, by Edgar Miller.
Boat Hugh Smith, groceries for Luray, Page county, Va., from Wm. Bayne.

AG, Mon. 9/29/51, p. 3. **CANAL COMMERCE**
Arrived, September 27.

Boats Delaware, J. G. Stone and Gov. Sprigg, Cumberland, coal to D. B. Smith & Co.
Boats Augusta and George Waters, Cumberland, coal to Fowle & Co.

Departed, Sept. 27.

Boats Columbia, Reindeer, G. W. Gale, Josephine Seaton and E. W. Dunham, Cumberland, by Washington Coal Co.
Boat Helen Bruce, Cumberland, by the Borden Mining Co.

Sun, Tue. 9/30/51, p. 4. *Georgetown and its Affairs*. - The strong easterly winds which prevailed here for several days caused the tide to rise in our harbor to an unusual height on Saturday night and Sunday morning, overflowing many of the wharves and damaging several hundred barrels of flour, besides floating a considerable quantity of lumber, &c.

The enterprising owner of the packet boat *Fashion* will start today another boat [*Belle*], to leave Georgetown for Cumberland at 7 o'clock, p.m. The proprietor of this line, (Mr. Ward), with a determination to accommodate the public, intends, in a few weeks, to place upon the route four first-class boats, so as to have a daily line through the entire length of the canal.

Canal Trade - Arrived [9/29] - The following boats from Cumberland, with coal: E. J. Neal, 101 tons; Archibald Cary, 96 tons; Baltimore, 86 tons; E. Hoffman, 87 tons; J. R. Annan, 84 tons; Old Dominion, 96 tons. Also - Catharine Shafer, 86 miles, wheat, &c.; scow, [Scow] Ann, 23 miles, stone; K. H. Lambell, 31 miles, flour and offal; George Washington, 31 miles, wheat, &c.; Liberty, of Weverton, 13,330 cedar posts; Seaman, 127 miles, cement.

Departed [9/29] - Louisa, T. W. Gorter, D. & H. Claggett, H. Bruce, Capt. Walker, G. W. Riggs, B. Franklin, James Terrell.

GA, Tue. 9/30/51, p. 3. **CANAL TRADE**
Arrived. [9/29].

D. & H. Claggett, 81 miles, flour, &c.; John G. Stone, Cumb., coal; John Lambie, 86 miles, wood; George Waters, Cumb., coal; Rambler, 45 miles, wood; Yankee, Cumb., coal; E. A. Cook, Gov. Sprigg, Delaware, Cumberland, coal. The following boats from Cumberland with coal: E. J. Neal, 101 tons; Archibald Cary, 96 tons; Baltimore, 86 tons; E. Hoffman, 87 tons; J. R. Annan, 84 tons; Old Dominion, 96 tons. Also – Catharine Shafer, 86 miles, wheat, &c.; Scow Ann, 23 miles, stone; K. H. Lambell, 31 miles, flour and offal; Geo. Washington, 31 miles, wheat, &c.; Liberty, of Weverton, 13,330 cedar posts; Seaman, 127 miles, cement.

Departed [9/29] – Thos. Jefferson, John G. Stone, Star, Metacomet, Scow Ann, P. F. Thomas, Columbia, Charlotte, John Van Lear, Hugh Smith, Col. Crockett, Louisa, G. W. Gale, D. & H. Claggett, H. Bruce, Capt. Walker, G. W. Riggs, B. Franklin, James Terrell.

DAT, Tue. 9/30/51, p. 3. *Canal Trade* – Arrived [9/29], H. H. Casey, Cumberland, 81 tons coal; American Flag, Cumberland, 80 tons coal; [Scow] Mary, 23 miles, stone; J. F. Essex, 61 miles, 637 bbls. flour, &c.; Morning Star, 23 miles, 20 cords of wood, 100 bales of hay, and 86 bushels oats.

Departed [9/29] – Reindeer, D. Webster, G. Waters, C. B. Tisdale, Rambler, C. F. Mudge, F. Rawdon and Augusta.

AG, Tue. 9/30/51, p. 3. **CANAL COMMERCE**
Arrived, September 29.

Boats C. F. Mudge and E. A. Cook, Cumberland, coal to Washington Coal Company.

Boat Baltimore, Cumberland, coal to D. B. Smith & Co.

Boat Archibald Cary, Cumberland, coal to Fowle & Co.

Boat Old Dominion, Cumberland, coal to Fowle & Co.

Departed, [9/29].

Boat James Terrell, Cumberland, by D. B. Smith & Co.

Boats Augusta and George Waters, Cumberland, by Fowle & Co.

Boat Caroline B. Tisdale, hardware from James A. English & Co., and queensware from R. H. Miller.

Wed., 10/1/51.¹¹ **Not to be Beaten.**

A correspondent of the Baltimore Sun, writing from Georgetown, D.C., says, that the new Canal Boat, "James A. Magruder," owned by Mr. Jacob B. Masters & Co., arrived there on Monday morning last with over one hundred tons of flour and whiskey, and drawing only 3 feet 8 inches of water. The "J. A. Magruder" was built by Mr. Thomas Hassett, near the Four Locks.

The boat partakes of the qualities of its owner; it is not to be beaten, and neither is he, as the next election will demonstrate.

**FOR WASHINGTON, GEORGETOWN
AND ALEXANDRIA.**



THE Packet Boat **FASHION**, Capt. Sherman Petrie, and the Packet Boat **BELLE**, Capt. William Singer, will leave Cumberland every Monday and Thursday Evenings at 7 o'clock.—Fare through, including Board, \$4.50. To intermediate places in proportion. Oct. 4, 1851.

[Transcriber's Note: A second boat was added.]

Sun, Wed., 10/1/51, p. 4. I have the pleasure to announce that last night the Board of Common Council passed the bill from the Board of Aldermen for the construction of an iron bridge across the canal at Tenth street and leading directly to the Smithsonian Institution. This is a capital move. The Island is now, indeed, so intimately connected with the entire city proper, that there should be a bridge at each of the streets.

Mercury.

AG, Wed. 10/1/51, p. 3. **CANAL COMMERCE**
Arrived, September 30.

Boats J. R. Annan and Emily Hoffman, Cumberland, coal to Washington Coal Co.

Departed, [9/30].

Boats Baltimore, Delaware and Anna Gilleece, Cumberland, by D. B. Smith & Co.

Boats E. A. Cook and C. F. Mudge, Cumberland, by Washington Coal Co.

Boat Archibald Cary, Cumberland, by Fowle & Co.

Boat Gov. Sprigg, Cumberland, 16 tons groceries, boots, shoes, hats, caps, &c., from McVeigh, Harper & Chamberlain, for Charles Town, Shepherdstown, Winchester and Martinsburg, Va., Sharpsburg, Clearspring, Hancock, Keedysville and Cumberland, Md.

Boat K. H. Lambell, Leesburg, groceries, shoes, &c., from McVeigh, Harper & Chamberlain.

DAT, Thu. 10/2/51, p. 3. *Canal Trade* – Arrived [10/1], W. C. Johnson, 45 miles, offal, wood, &c.; Wm. Jackson, 62 miles, limestone; Chesapeake, 62 miles, limestone; C. H. Ohr, Cumb., coal; E. E. Voorhees, (new boat, first trip,) Cumb., coal; Charles Arthur, Cumb., coal; William Albert, Cumb., coal; Canonicus, Cumb., coal; Francis, 23 miles, flour, &c.

Departed [10/1] – F. Rawdon, Baltimore, C. Shafer, A. Cary, E. A. Cook, Yankee, Gov. Sprigg, J. Lambie, Morning Star, K. H. Lambell,

¹¹ *Torch Light Herald of Freedom*,

Hagerstown, MD, newspaper, Wed., 10/1/1851

Anne Gilleece, J. Seaton, E. W. Dunham,
Seaman.

AG, Thu. 1/2/51, p. 3. **CANAL COMMERCE**

Arrived, October 1.

Boat James F. Essex, Harper's Ferry, flour to
Cazenove & Co., D. F. Hooe and Wm. L. Powell
& Son.

Departed, [10/1]

Boats Emily Hoffman and Gen. Tyson,
Cumberland, by Washington Coal Co.
Boat Old Dominion, Cumberland, by Fowle & Co
Boat George Washington, Goose Creek, plaster
by Fowle & Co.

AG, Fri. 10/3/51m p. 3. **CANAL COMMERCE**

Arrived, October 2.

Boats Ella E. Voorhees, Charles Arthur, William
Albert and Canonicus, Cumberland, coal to
Borden Mining Co.

Cleared, [10/2]

Boat K. H. Lambell, groceries, for Mt. Gilead,
from Wm. Bayne.
Boat Gen. Washington, groceries, for Bluemont,
from Wm. Bayne.
Boat James F. Essex, groceries, for Valley Vielle,
from Wm Bayne.

Sat., 10/4/51, p. 2. **CANAL TRADE
DEPARTURES**

Date	Boat	Tons Coal
9/26	J. Snively	64 00
	R. G. Violet	73 12
	M. L. Rawdon	73 00
9/27	Col. Young	70 13
	Gen. Cass	73 11
	Canonicus	74 06
9/29	Elizabeth	96 00
	Wm. J. Boothe	112 00
	Anna S. Borden	111 16
9/30	Salem	72 09
	Miles Standish	100 03
	Massasoit	114 05
10/1	L. A. Phelps	72 00
	Oregon	94 04
	H. B. Loomis	106 19
	Annawan	113 01

	Columbia	112 01
10/2	O. W. Sturtevant	103 14
	Millard Fillmore	88 00

Total number of tons of coal, 1749.5.

**FOR WASHINGTON, GEORGETOWN
AND ALEXANDRIA.**



<p>THE PACKET BOAT FASHION, Cpt. SHERMAN PETRIE, will leave Cumberland every MONDAY eve- ning at 7 o'clock.</p>	<p>THE PACKET BOAT BELLE, Capt. Wm. Singer, will leave Cumberland every THURSDAY e- vening at 7 o'clock.</p>
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Fare through, including Board, \$4.50. To inter-
mediate places in proportion. Oct. 4, 1851.

[Transcriber's Note: The format of the previous
ad was changed and this formatted ad ran weekly
through 11/29/51, p. 3.]

Sun, Sat. 10/4/51, p. 4. **Canal Trade** – Arrived
[10/3], Mt. Vernon, Cumberland, 72 tons coal;
Wm. Fowle, do., 64 tons coal; Osprey, do., 73
tons coal; Baltic, 81 miles, flour, &c.;
Southampton, Cumberland, 73 tons coal; Thomas
Jefferson, 62 miles, limestone; Edward Payson,
62 miles, limestone.

Departed [10/3], American Flag, E.
Hoffman, E. Payson, Liberty, Chesapeake,
Delaware, John G. Stone, J. R. Annan, W.
Jackson, E. E. Voorhees, Geo. Washington,
Eckhart, J. F. Essex, W. C. Johnson, Gen. Tyson.
Mercury.

GA, Sat. 10/4/51, p. 3. **CANAL TRADE**

Arrived. [10/3]

E. E. Voorhees, Charles Arthur, C. H. Ohr,
William Albert, Canonicus, Mount Vernon,
William Fowle, Osprey, Southampton, W. T.
Hamilton, Cumb., coal; W. C. Johnson, 45 miles,
offal, wood, &c.; Wm. Jackson, 62 miles,
limestone; Chesapeake, 62 miles, limestone;
Frances, 23 miles, flour, &c.; Baltic, 81 miles,
flour.

Departed [10/3] – F. Rawdon, Baltimore, C.
Shafer, A. Cary, E. A. Cook, Yankee, Gov.
Sprigg, J. Lambie, Morning Star, K. H. Lambell,

Ann Gilleece, A. Leiter, E. W. Dunham, Seaman, American Flag, E. Hoffman, E. Payson, Liberty, Chesapeake, Delaware, John G. Stone, W. Jackson, E. E. Voorhees, Geo. Washington, Eckhart, J. F. Essex, W. C. Johnson, Gen. Tyson, Thomas Jefferson.

DAT, Sat. 10/4/51, p. 3. *Canal Trade* – Arrived [10/3], Morning Star, Cumb., coal; W. T. Hamilton, Cumb., coal; James Boyce, Cumb., coal; Isaac Motter, Cumb., coal; Charles Williams, Cumb., coal; Hugh Smith, 61 miles, flour; P. B. Petrie, Cumb., coal; M. R. Zimmerman, Cumb., coal; H. G. Phelps, Cumb., coal; David Shriver, Cumb., coal.

Departed [10/3] – Thomas Jefferson, Frances, Charles Arthur, William Albert and E. J. Neal.

The packet boat *Belle* will arrive this evening.

AG, Sat. 10/4/51, p. 3. **CANAL COMMERCE**
Arrived, October 3.

Boat Southampton, Cumberland, coal to the Borden Mining Co.

Boats David Shriver, James Boyce and A. Leiter, from Cumberland, coal to Washington Coal Co.

Boat Mount Vernon, Cumberland, coal to Fowle & Co.

Departed, [10/3]

Boat Wm. Cost Johnson, Noland's Ferry, plaster by Fowle & Co.

Boats Ella E. Voorhees and Charles Arthur, Cumberland, by the Borden Mining Co.

Boat J. Romane, for Cumberland, by Washington Coal Co.

Sun, Mon., 10/6/51, p. 4. The pretty packet boat *Belle* arrived from Cumberland this afternoon, with a number of passengers. One of her horses accidently got overboard in the Canal, near our bridge, but was taken out somewhat injured.

Canal News – Arrived [10/4], boats Morning Star, W. T. Hamilton, James Boyce, A. Leiter, P. Motter, C. Williams, P. B. Petrie, M. R. Zimmerman, H. G. Phelps, Pacific, D. Shriver and Mountain Ranger - all from Cumberland -

passed down to Alexandria; and the Hugh Smith, from Harper's Ferry, with flour.

Departed [10/4], boats Thomas Jefferson, E. J. Neal and Canonicus. Mercury.

DAT, Mon. 10/6/51, p. 3. *Canal Trade* – Arrived [10/4], A. Leiter, Pacific, Mountain Ranger, A. J. Benton, F. Bloodgood, R. G. Violet, J. Snively, Col. Young, Gen. Cass and Oregon, from Cumberland, with coal; Anna Marion, 77 miles, 1,002 bbls. flour; J. P. Smart, 31 miles, flour, wheat, corn, &c.

Departed [10/4] – Canonicus, C. H. Ohr, H. Casey, William Fowle, Morning Star, Mount Vernon, Southampton, [Scow] Ann.

AG, Mon. 10/6/51, p. 2. **CANAL COMMERCE**
Arrived, October 4.

Boat Osprey, Cumberland, coal to D. B. Smith & Co.

Boats Wm. Fowle, Isaac Motter and Charles Williams, Cumberland, coal to Fowle & Co.

Departed, [10/4]

Boats Wm. Albert and Canonicus, Cumberland, by Borden Mining Co.

Boat John G. Stone, Cumberland, by D. B. Smith & Co.

Boat Mount Vernon, groceries, boots, shoes, hats, caps, &c., for Harper's Ferry, Charles Town, Martinsburg, Winchester, Bath, Shepherdstown and Dutch Point, Va., Clearspring, Hancock and Cumberland, Md., from McVeigh, Harper & Chamberlain; dry goods from Bryan, Adams & Co.; hardware from James A. English & Co.; and queensware from R. H. Miller.

DAT, Tue. 10/7/51, p. 3. *Canal Trade* [10/6] – Boats Eldorado, Elizabeth, Westmoreland, Columbia and Massasoit, from Cumberland, with coal; Captain Walker, 69 miles, limestone; General Cass, 31 miles, flour, &c.; Belle, 73 miles, 1,207 bus. of wheat, 404 bbls. flour, &c.

Departed [10/6] – Baltic, P. B. Petrie, I. Motter and the packet boat *Belle*, for Cumberland.

AG, Tue. 10/7/51, p. 2. **News of the Day.**

There is now an abundant supply of water the entire length of the Chesapeake and Ohio canal, for boats drawing over four feet of water.

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

Arrived, Oct. 6.

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

Boats Oregon, Pacific and Gen. Cass, Cumberland, coal to D. B. Smith & Co.

Boats J. Snively and L. A. Phelps, Cumberland, coal to Fowle & Co.

Departed, [10/6]

Boat Southampton, Cumberland, by Borden Mining Co.

Boat Wm. Fowle, Cumberland, by Fowle & Co.

Boat Isaac Motter, Cumberland, by Fowle & Co.

Sun, Wed., 10/8/51, p. 4. A bill is now before the board of Common Council, authorizing the mayor to contract for the construction of an iron bridge across the canal at Fourteenth street, similar to those over Seventh and Twelfth streets, provided the expense does not exceed thirty-five hundred dollars.

In the board of Alderman, the bill from the other board, for the erection of an iron bridge across Tiber creek, on H street north - the span to be 35 feet, with a width of thirty feet, including two sidewalks, was amended and passed, but there is no doubt of its early and final adoption.

DAT, Wed. 10/8/51, p. 3. *Canal Trade* – Arrived [10/7], Boats Massasoit, Cumb., 114 tons of coal; Annawan, Cumb., 113 tons of coal; M. L. Rawdon, Cumb., 73 tons of coal; Cumberland, Cumb., 63 tons of coal; Wm. J. Boothe, Cumb., 112 tons of coal; Grampus, 124 miles, 3,400 bushels of wheat; Union, 100 miles, flour, &c.; John Van Lear, 100 miles, flour &c.; Gen. Taylor, 55 miles, wheat, &c.

Departed [10/7] – Anna Marion, C. Williams, R. G. Violet, A. J. Benton, Osprey.

AG, Wed. 10/8/51, p. 3. **CANAL COMMERCE**

Arrived, October 7.

Boats Westmoreland and Eldorado, coal to D. B. Smith & Co.

Boat Elizabeth, Cumberland, coal to Fowle & Co.
Departed, [10/7]

Boat Osprey, Cumberland, from D. B. Smith & Co.

Boat John P. Smart, groceries for Leesburg, from Wm. Bayne.

Boat Charles Williams, Cumberland, by Fowle & Co.

Sun, Thu., 10/9/51, p. 1. **Failure of a Coal**

Dealer. - We learn from the *Alexandria Gazette* that in consequence of the pressure in the money market, north, the house of Freeman Rawdon, of New York, largely interested in the coal trade, has been compelled to suspend payment. The *Gazette* says: - "We know nothing of the liabilities of the house, but trust that its assets will be sufficient to meet its liabilities. The creditors here have taken steps to secure themselves with what property, in vessels, &c., is in this neighborhood."

GA, Thu. 10/9/51, p. 3. **CANAL TRADE**

Arrived. [10/8]

Eldorado, Elizabeth, Westmoreland, Columbia, Massasoit, Annawan, M. L. Rawdon, Wm. J. Boothe, Salem, from Cumberland with coal; Capt. Walker, 69 miles, limestone; Gen. Cass, 31 miles, flour, &c.; Belle, 73 miles, 1,207 bushels of wheat, 404 bbls. flour, &c.; Grampus, 124 miles, 3,500 bushels wheat; Union, 100 miles, flour, &c.; J. Van Lear, 100 miles, flour, &c.; Gen. Taylor, 55 miles, wheat, &c.

Departed [10/8] – Baltic, P. B. Petrie, I. Motter, packet boat *Belle*, for Cumberland, Anna Marion, C. Williams, R. G. Violet, Anna S. Bordon, Osprey, F. Bloodgood, Col. Young.

DAT, Thu. 10/9/51, p. 2. *Canal Trade* – Arrived [10/8], Boats Salem and Metacomet, from Cumberland, with coal; Edward Payson, 62 miles, limestone; Phineas Janney, 61 miles, 755 bbls. flour, 1,700 bbls. seed, &c.; Rambler, 47 miles,

wheat, 300 bus. corn, furniture, wood, potatoes and 1,100 bus. sumac.

Departed [10/8] – F. Bloodgood, H. Smith, Colonel Young, Belle of Shepherdstown, A. Leiter, Columbia, Morning Star, Captain Walker, J. Snively, Massasoit, Union, J. P. Smart, H. G. Phelps.

AG, Thu. 10/9/51, p. 3. **CANAL COMMERCE**
Arrived, October 8.

Boat Grampus, from Hancock, with 3,500 bushels wheat to Lambert & McKenzie.
Boat Westmoreland, from Cumberland, coal to D. B. Smith & Co., and pig iron from Antietam to Lambert & McKenzie.

Boats Massasoit and Annawan, Cumberland, coal to the Borden Mining Co.

Departed, [10/8]

Boat J. Snively, Cumberland, by Fowle & Co.
Boat H. G. Phelps Cumberland, by Fowle & Co.
Boat General Cass, Goose Creek, plaster by Fowle & Co., and groceries, boots, shoes, for Gum Spring, Va., from McVeigh, Harper & Chamberlain.

Boat Anna S. Borden, Cumberland, by the Borden Mining Co.

Boat Gen. Washington, groceries for Leesburg, from Wm. Bayne.

Boat John P. Smart, groceries for Bunker Hill, Va., from McVeigh, Harper & Chamberlain, and groceries for Leesburg from J. N. Harper.

Sun, Fri., 10/10/51, p. 4. *Canal News* – Arrived [10/9] from Cumberland, with coal, and passed down to Alexandria, boats Salem and Metacomet; also, Edward Payson, 62 miles, limestone; Phineas Janney, 61 miles, flour, seed, &c.; Rambler, 47 miles, wheat corn.

Departed [10/9] - Boats F. Bloodgood, H. Smith, Col. Young, Belle, A. Leiter, Columbia, Morning Star, Captain Walker, J. Snively, Massasoit, Union, J. P. Smart and H. G. Phelps.
Mercury.

AG, Fri. 10/10/51, p. 3. **CANAL COMMERCE**
Arrived, Oct. 9.

Boats Cumberland and Salem, Cumberland, coal to D. B. Smith & Co.

Boat Wm. J. Boothe, Cumberland, coal to Fowle & Co.

Boats F. Bloodgood, R. G. Violett and Columbia, Cumberland, to Washington Coal Co.

Boat Grampus, Hancock, wheat to Lambert & McKenzie.

Boat Metacomet, Cumberland, coal to the Borden Mining Co.

Departed, [10/9]

Boats Gen. Cass, Westmoreland, Eldorado, Pacific and Oregon, for Cumberland, plaster and oil by D. B. Smith & Co.

Boats F. Bloodgood, R. G. Violett, Columbia and David Shriver, Cumberland, by Washington Coal Company.

Boat Elizabeth, Cumberland, plaster and slat by Fowle & Co.

Boat James Boyce, groceries, &c., for Clearspring, Hancock and Cumberland, from McVeigh, Harper & Chamberlain, and Wm. Bayne.

Sat., 10/11/51, p. 2. **CANAL TRADE**
DEPARTURES

Date	Boat	Tons Coal
10/3	Metacomet	113 13
	D. J. McCoy	88 00
	Anna Woodward	100 10
	Pennsylvania	98 15
	Mary R. Hale	98 14
10/4	Martin Hoffman	104 18
	Helen Bruce	113 04
	S. B. Stone	108 04
	C. B. Thurston	113 18
10/6	James Terrell	100 00
10/7	I. Long	95 03
	Otho Baker	118 00
	Augusta	104 00
	G. W. Gale	107 04
	Ella E. Voorhees	107 10
10/8	Anna Gilleece	109 14
	Constitution	76.4 coke
	Charles Arthur	114 03
	Louisa	104 18
	Reindeer	103 16

10/9	Geo. Waters	120 00
	G. W. Riggs	99 04
	North Bend	36.16 coke
	Wm. Albert	115 00
10/10	Arch. Cary	104 00
	Canonicus	115 04

Total tons of coal, 2,555.13; coke, 180.

DAT, Sat. 10/11/51, p. 3. *Canal Trade* – Arrived [10/10], Potomac, 48 miles, flour, &c.; Mountaineer, Cumb., coal; Helen Bruce, Cumb., coal; Wm. C. Johnson, 47 miles, wheat, &c.; Caroline B. Tisdale, Cumb., coal; Buena Vista, 62 miles, limestone; D. & H. Clagett, 81 miles, flour, &c.; Miles Standish, Cumb., coal; H. B. Loomis, Cumb., coal.

Departed [10/10] – Edward Payson, Annawan, Chesapeake, General Taylor, W. J. Boothe, Francis, Wm. Jackson, Elizabeth and James Boyce.

The packet *Belle* will reach here this afternoon.

AG, Sat. 10/11/51, p. 3. **CANAL COMMERCE**
Arrived, Oct. 10.

Boat Isabel, Cumberland, coal to D. B. Smith & Co.

Boats L. A. Phelps, Cumberland, coal to Fowle & Co.

Boat Millard Fillmore, Cumberland, coal to Fowle & Co.

Departed, [10/10]

Boat David Shriver, Cumberland, by Washington Coal Co.

Boat Elizabeth, for Cumberland, salt from Fishback & Bro.

Notes of a Trip on the C. & O. Canal

Extract of a letter from a gentleman of Alexandria, travelling West.

Above Hancock, Oct. 8. – While you are engaged in your monotonous round of ordinary avocations, I am fairly engaged in making observations in a nautical way, in a voyage along the Chesapeake and Ohio Canal. The motion is so soft and luxurious, the scenery so diversified – from loveliness to sublimity – from the babbling brook and laughing landscape, to the gently rising

hillock, and the towering rugged cliffy mountains, that one is kept in a constant state of excitement, not agitating, but just sufficient to keep the mind from stagnating under the sleepy influence of our softly moving ship. We have a very pleasant company both of ladies and gentlemen, and all of them seem to have tasked themselves when they came on board, to make themselves as comfortable and agreeable as possible. We started at the precise minute advertised, 4 o'clock, and moved off at a full trot of 6 miles and hour, until we reached Custis's Spring, where we stopped to take in a supply of pure water for the voyage, which gratified me not a little, as I detest the lime-stone water of the upper regions, as much as it delights to torment me. Soon after weighing anchor from that spot, we were all, just at half-past five, summoned to the supper table, which we cleared away pretty effectually, as we entered the Aqueduct at Georgetown. There we lay, taking in passengers and supplies of provisions, until it was 7 o'clock, a needless detention I thought, as all that was done might have been accomplished just as well in twenty minutes. But such is the order of the line and there is no use in fretting. We shut ourselves closely in the cabin at that hour, as we were told to be guarded against the night air along the water, lest we should get a shaking of the fever and ague. It was very pleasant, as we had a reading room with papers and magazines in abundance, and several passengers who were blessed with a long *range of yarns*, which they seemed to had relief in spinning out to their full length. I read in Harper until I got wearied, and then listened to some yarns until 10 o'clock, when I got sleepy; and all the rest seemed to be attacked with the same infirmity at the same time, and without delay, determined to indulge it. So, we all turned in, and it required some considerable turning and twisting I can assure you. There were three tiers of berths, one directly above the other, about two feet apart, so that most of the passengers had to creep in, and to lie with the comfortable apprehension of waking up in the morning, smashed like a pancake with the weight

of those above them, breaking the hooks on which the berths were hung. Fortunately, as I was rheumatic, a good bed was made for me, with no two or three hundred pounds above me, and I had a most delightful and refreshing sleep, until my usual hour, four o'clock in the morning. At six all were turned out, the berths taken down, and neatly stowed away, the cabin carefully swept and garnished; everything in fine ship shape, like waxwork, for the breakfast table. To that meal we all sat down, just as the clock struck seven, with appetites sufficient to make the most ordinary food, acceptable; and we did ample justice to all that the table bore. It was all good, and well prepared, viz: beef-steak, fried ham, broiled mackerel, fried potatoes, boiled sweet potatoes, sliced tomatoes, toast, biscuit, corn bread, loaf bread, coffee good, and good tea.

We reached Harper's Ferry at ten o'clock, and remained there just fifteen minutes, but I saw nothing of -----, nor a human face that I could recognize. Indeed, there were but two solitary individuals, that came to the boat, and I had no time to run about. At just our dinner time at home, we sat down to our canal dinner, which consisted of pot pie, corned beef, and ham, cabbage, tomatoes, stewed and sliced potatoes, Irish and sweet; and cold roast beef, with a dessert of preserved cherries, and capital apple pie. It was used up with a fine relish, and pronounced very good.

We took in two or three passengers at Shepherdstown, and replenished our water cask with cool, soft water, though we had ice to cool it with besides. Our supper was again at half past five, and was much like breakfast, except we had dried beef smoked, and cold ham with our toast, with some good old cheese. Everything as clean and nice as possible. We met the packet *Fashion* 18 miles below Williamsport on her way down, with a large pleasure party, in high glee, of ladies and gentlemen, who had gone down from Williamsport, with the view of returning by our boat, the *Belle*.

The whole population of Williamsport seemed waiting for them on the wharf; a thousand I should say, at the lowest calculation.

Hancock, we passed about 2 at night, while I was sleeping. We are now about 50 miles from Cumberland, which we expect to reach at 5½ o'clock, just in time for the Stage for Wheeling. The weather thus far has indeed been brilliant – scarcely a cloud to be seen and the air north-west – warm enough, yet bracing and vigorous. Nights cool and foggy along the river and canal, where there is a good deal of chills and fevers. I have continued very well in all respects but my arms, which are no worse if not any better. They don't trouble me much, except when I lie down, and when putting off an on my clothes, but that I have made up my mind to grin and bear, and say nothing about it.

The boat is deserving of large patronage. Nothing can be nicer than it in every part, and all its arrangements. It has a ladies' dressing room, and large sitting room, where they also sleep, and a Reading Saloon with a centre table, covered with reading, where they with the gentlemen collect to read or converse.

Then the large room for gentlemen, which is sleeping and dining room also. The whole is carpeted with oil cloth, which is carefully washed off with a wet cloth three times a day. The Captain is exceedingly accommodating, as are the waiting men and maids – the latter very nice and clean, and attentive to every call.

The upper deck furnishes a fine promenade, and if you desire you can step on shore and walk a mile or so whenever you wish. The scenery is often grand, sometimes charmingly beautiful, and not unfrequently, most ruggedly sublime. There has been but little frost in these regions as yet, and consequently but little of the sear of Autumn is yet to be seen. It is, however, very dry, which all complain of. Butter is cheaper in Alexandria than here, or at Cumberland as are most vegetables, and hence all supplies are laid in below. It is the easiest mode of traveling I ever resorted to, and I think the cheapest; and unless much mistaken, it will run

away before long with a great deal of the Railroad travel. All deem delighted with it. You can sit and converse, or read, and write, or walk about, just as you please, and the ladies can do their sewing, as well as at home.

AG Mon. 10/13/51, p 3. **CANAL COMMERCE**

Arrived, Oct. 11.

Boats Helen Bruce and Caroline B. Tisdale, Cumberland, to the Borden Mining Co.

Departed, [10/11]

Boats Annawan and Metacomet, Cumberland, by the Borden Mining Co.

Boats Cumberland, Isabel and Salem, Cumberland, from D. B. Smith & Co.

Sun, Mon., 10/13/51, p. 4.

Cumberland, Oct. 9th, 1851.

The Failure of the Maryland Mining Company - Its Probable Effects.'

Our citizens have been somewhat startled by the announcement of the failure of the Maryland Mining Company. This company has, for several years, been doing the largest coal business of any company in this county. Messrs. Manning & Lee, of Baltimore, were formerly its agents. The immediate cause of failure is the stoppage of its agent, in New York, Freeman Rawdon, Esq., (of the firm of Rawdon, Wright & Hatch,) who has been the main stay of the company for several years past. Its liabilities are very large; how much can only be known by the managers. The general stockholders are as much in the dark concerning its affairs as the public are, no report having been made by the directors for the last three years. The outstanding bonds of the company amount to between \$300,000 and \$400,000, and, it is supposed, the general indebtedness is equal to as much more. The real estate and railroad of the company is under mortgage to secure the bondholders; and the machinery and personal property is mortgaged in like manner, to secure Rawdon. The assets are valuable, though not at all equal to the encumbrances alluded to. This appears to have been the view taken, by moneyed men, of the

value of the property, judging from the fact that the bonds of the company have been at a discount of from 35 to 40 percent for three or four years past. From present appearances, the general creditors stand a poor chance of getting anything.

It is understood that the business of the company will be immediately resumed under a new organization, already matured, for the benefit of the mortgages. The probability is that, from the way the affairs have been managed, the winding of them up, will lead to fruitful and protracted litigation. It is alleged that the loan negotiated by the Company, and for which the outstanding bonds were issued, was tainted by usury; large bonus, in stock and money, having been given at the time the debt was created. This occurred prior to the modifications of the usury law, and, if true, will doubtless be seized upon by the creditors, or by the minority stockholders, who have had no benefit from the negotiation, (the majority stockholders being the principal bond owners,) as well as managers, as a substantial plea for resisting the validity of the mortgage. It is not known who will be the principal losers by the failure. Probably there are no creditors in this county who will be seriously affected, though, from the fact that the Maryland Mining Company has been, for months scattering broadcast, throughout the country, the notes of the Bank at *Rahway, N.J.*, it is shrewdly suspected that said institution will "suffer some."

Considerable sympathy is felt for Mr. Rawdon, who is esteemed as an enterprising and an honorable man, and who has done more to promote the coal interests of this county than any other man engaged in the trade. Horatio Allen, Esq., of New York, a gentleman who was mainly instrumental in negotiating the loan which led to the completion of the Chesapeake and Ohio Canal, was the President of the Maryland Mining Company. S.T.

DAT, Mon. 10/13/51, p. 3. *Canal Trade* – Arrived [10/11], boats O. W. Sturtevant, Cumb., coal; D. J. McCoy, Cumb., coal; Pennsylvania, Cumb., coal; J. Terrell, Cumb., coal; Dan

Webster, 62 miles, limestone; K. H. Lambell, 31 miles, flour, &c.; J. P. Garrott, 57 miles, wheat, &c.; Morning Star, 23 miles, wood; J. A. Magruder, 107 miles, flour, &c.; Leander, 127 miles, cement; J. F. Essex, 61 miles, 1,000 bbls. flour; J. Hetzer, 100 miles, flour; M. Hoffman, Cumb., coal; Mary Hale, Cumb., coal; Martin Hoffman, Cumb., coal.

Departed [10/11] – Potomac, Metacomet, Grampus, Buena Vista, [Morning] Star, D. & H. Clagett, Isabel, Salem and Thos. Jefferson.

AG, Tue. 10/14/51, p. 2. **Md. Mining Co. – Cumb'd Coal Trade, &c.** – Our County has been somewhat agitated, for some days past, by certain circumstances connected with the failure of the New York agent of the Maryland Mining Company. This gentleman, whose failure occurred on Saturday before last, has long been regarded as possessing large wealth and great enterprise. He was one of the largest proprietors of the Maryland Mining Company, and also extensively interested in boats on the Chesapeake and Ohio Canal, and in propellers on the Ocean. The pressure of the New York money market, however, has caused his failure, and this, taken in connection with his interests in this county, has been a source of much uneasiness to a large number of our citizens.

If we are correctly informed, the failure of this gentleman rendered necessary an assignment on the part of the Maryland Mining Company, which, we learn has accordingly been made. The news of this assignment was received at the mines on Monday, and resulted in an immediate cessation of operations on the part of the miners. As was very natural, the miners, having various sums due them for back wages – making in the aggregate no large amount – experienced considerable anxiety in regard to the payment. It is true, they were amply protected by the Lien law of the State of Maryland, but the delay and doubt about future employment were well calculated to fill their minds with apprehension. And yet they demeaned themselves with propriety, and no single act was committed of

which they will hereafter have cause to regret. There was some excitement, it is true, but it was only such as was natural to such a state of things.

On Wednesday, intelligence was received from New York that the assignee of the Maryland Mining Company was authorized to pay the miners their back wages, and that operations at the mines would be continued as usual. This information, which is entirely reliable, will, we hope, have the effect of quieting the apprehensions of the miners and others employed at the Eckhart Mines. We think this should be the effect, as we cannot for a moment suppose that there will be any failure to comply with his promises on the part of the Assignee of the Company. In fact, there is every reason to believe that before this paper goes to press, the money will have arrived, and all uneasiness will be at an end.

We must here remark that it was a great omission not to award the priority of protection, in the articles of assignment, to the operatives of the mines. This was certainly their due, and, we understand was originally intended to be done, but was lost sight of in the hurry of preparing the papers.

We hope, however, that in a few days everything will be set right, and that operations will go on as usual at these important mines.

So far as we can understand the matter, it appears to us that a change of proprietorship in these mines – if they fall into the hands of the very wealthy New York house who are the beneficiaries of the assignment – will result in infusing new energy and capital into the operations of the company. We shall certainly be happy if this should prove to be the result, and the probabilities seem to indicate that such will be the case.

Taking everything into consideration, therefore, we feel no anxiety concerning the effect of this untoward event upon the coal trade of Alleghany County. That trade, we have no doubt, will continue to expand and flourish, and the temporary cessation of operations at the Eckhart Mines will have no injurious influence

whatever upon the business. The liberal arrangements of the Baltimore and Ohio Rail Road Company, for the transportation of coal at reduced rates of freight, now offer increased facilities to our Coal Companies. The Chesapeake and Ohio Canal is in good navigable condition, with an abundant supply of water, and boats carrying 118 tons of coal are now descending to tide water. The demand for Cumberland Coal is steadily increasing, and new markets are every day being opened for it all over the country. The last arrival from California brings intelligence of the sale of cargoes of Cumberland Coal in the San Francisco market at \$17 per ton. In fact, everything looks encouraging for the trade, and it is only necessary that our coal be sent to market at the least cost and with the fewest handlings, for it to command a preference over every other description, especially as a fuel for the generation of steam.

It is evident, therefore, that we have nothing to look forward to with anxiety, except the enactment by the next Congress of higher rates of protection to the iron interests of the Country. It would doubtless be highly beneficial to the coal trade of our county to secure additional protection on our great staple. But if the manufacturers of Iron should receive more fostering aid from the government, the coal business will prosper to a corresponding extent, and hence those interested might be content to wait for more fortunate times. We sincerely trust that the next Congress will give this subject a careful examination. If they can be brought to do so without arousing party feelings, we have no fear of the result, in spite of the opposition of the cotton interests of the north.

The failure of its agent and the assignment of the Maryland Mining Company, have produced no other effects than those to which we have alluded, in this county. It is true we have considerable pressure of the money market; but that, we believe, is common to the whole country at the present time. Our business operations go on as usual, and as the worst if now unquestionably over, we can see no reason why

things should not improve from this time forwards. – *Cumberland Journal*.

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

Arrived, October 14.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Boat O. W. Sturtevant, Cumberland, coal to Washington Coal Co

Boat Mountaineer, Cumberland, coal to D. B. Smith & Co.

Departed, [10/14].

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

Boat Alleghany, groceries, boots, shoes, hats, caps, for Hancock and Burkittsville, Md., from McVeigh, Harper & Chamberlain.

Boat Millard Fillmore, Hancock, Md., dry goods from Bryan, Adams & Co.

DAT, Wed. 10/15/51, p. 3. *Canal Trade* – Arrived [10/14], boats E. E. Voorhees, Cumb., coal; Charles Arthur, Cumb., 114 tons of coal; Reindeer, Cumb., 103 tons of coal; J. B. Stone, Cumb., coal; Otho Baker, Cumb., 118 tons of coal; G. W. Gale, Cumb., 107 tons of coal; Augusta, Cumb., 104 tons of coal; I. Long, Cumb., coal; Susan, 134 miles, bark.

Departed [10/14] – Boats Morning Star, Belle, H. Bruce, Mountaineer, M. Fillmore, J. Lambie, Dan Webster, John Hetzer, [Scow] Ann, C. B. Tisdale, K. H. Lambell, Geo. Washington, O. W. Sturtevant.

AG Wed. 10/15/51, p 3, **CANAL COMMERCE**

Arrived, Oct. 14.

Boat Ella E. Voorhees, Cumberland, coal to the Borden Mining Co.

Departed, [10/14].

Boat O. W. Sturtevant, Cumberland, by Washington Coal Co.

Boat L. A. Phelps, Cumberland, by Fowle & Co. Boats Helen Bruce and Caroline B. Tisdale, Cumberland, by the Borden Mining Co.

Boat K. H. Lambell, groceries from Fleming & Douglass, for Leesburg.

Boat John P. Garrott, groceries for Knoxville, from Wm. Bayne.
 Boat Gen. Washington, groceries for Philomont and Bluemont, Loudoun County, Va., from Wm. Bayne.

GA, Thu. 10/16/51, p. 3. **CANAL TRADE**
 Arrived, [10/15]

BOATS – Susan, 134 miles, bark, &c.; Chas. Arthur, Reindeer, S. B. Stone, Otho Baker, G. W. Gale, Augusta, Cumb., coal; G. W. Grove, Cumb., coal; Ben Franklin, 100 miles, flour; Louisa, 80 miles, flour, &c.; J. Lewis, Cumberland, coal.

Departed [10/15] – Mountaineer, M. Fillmore, John Lambie, Dan Webster, John Hetzer, Scow Ann, Gen Washington, W. C. Johnson.

AG, Thu. 10/16/51, p. 3. **CANAL COMMERCE**
 Arrived, October 15.

Boats James Terrell and Pennsylvania, Cumberland, coal to D. B. Smith & Co.

Departed, [10/15]

Boat Mountaineer, Cumberland, from D. B. Smith & Co.

Boat D. J. McCoy, Hancock, Md., dry goods from Bryan, Adams & Co.

Boat James F. Essex, groceries for Harper's Ferry, from Wm. Bayne.

Sun, Fri., 10/17/51, p. 4. **Canal Trade** – Arrived [10/16], Louisa, Cumberland, flour, &c.; G. W. Grove, Cumberland, wood; B. Franklin, 100 miles, flour, &c.; Captain Walker, 69 miles, limestone; Morning Star, 12 miles, hoop-poles, &c.

Departed [10/16] - W. C. Johnson, L. A. Phelps, J. P. Garrott, Enterprise, E. E. Voorhees, Neptune.
 Mercury.

DAT, Fri. 10/17/51, p. 3. *Canal Trade* – Arrived [10/16], E. Payson, 62 miles, limestone; Wm. Jackson, 62 miles, limestone; Chesapeake, 62 miles, limestone; Col. Crockett, 58 miles, wood, &c.; Southampton, 185 miles, coal; Frances, 23

miles, flour; Wm. Albert, 185 miles, coal; Canonicus, 185 miles, coal; Baltic, 81 miles, 1,000 bbls. flour.

Departed [10/16] – Steamer Virginia, having in tow boats Ariel, Montour and American Eagle, for Cumberland. Also boats Neptune, Ann, Geo. Grove, Reindeer, D. J. McCoy. Capt. Walker, Pennsylvania, C. Arthur, Susan, Morning Star and J. F. Essex.

AG, Fri. 10/17/51, p. 3. **CANAL COMMERCE**
 Arrived, October 16.

Boat Augusta, Cumberland, coal to Fowle & Co. Boats Reindeer, J. B. Stone and Isaac Long, Cumberland, coal to Washington Coal Co.

Departed, [10/16]

Boat J. A. Magruder, Harper's Ferry, plaster and fish by Fowle & Co.

Boat D. J. McCoy, Cumberland, plaster and fish by Fowle & Co., groceries, boots, shoes, hats, &c., for Clear Spring and Hancock, from McVeigh, Harper & Chamberlain, groceries from Fleming & Douglass, and hardware from James A. English.

Boat Reindeer, Cumberland, by Washington Coal Co.

Boat J. F. Essex, groceries, boots, shoes, hats, &c., for Martinsburg and Charles Town, Va., from McVeigh, Harper & Chamberlain.

Boat Thomas F. Magruder, groceries, boots, shoes, hats, &c., for 4 Locks, from McVeigh, Harper & Chamberlain.

Boat Allegany, groceries, boots, shoes &c., for Hancock, Md., from McVeigh, Harper & Chamberlain.

Sat., 10/18/51, p. 3. **CANAL TRADE**
DEPARTURES

Date	Boat	Tons Coal
10/10	Delaware	99 00
	Salome Clarke	95 07
10/11	American Flag	80 00
	Wm. B. Clarke	107 11
	John G. Stone	90 12
	Southampton	97 12
10/12	Wm. Fowle	104 00
	E. A. Cook	98 07

	Anna S. Borden	106 19
10/14	Charles Williams	104 00
	Baltimore	98 00
	Massasoit	114 03
	E. E. Voorhees	100 15
10/15	Isaac Motter	104 00
	Annawan	97 06
10/16	J. R. Annan	90 16
	Eckhart	94 10
	Mt. Vernon	95 00
	Oregon	85 00
	Constitution	98 03
	E. J. Neal	96 15
	Metacomet	105 06
10/17	H. G. Phelps	80 00

Total number tons of coal 2,240.7; coke 58.10.

Sun, Sat., 10/18/51, p. 1. The steamboat George Waters has arrived from Cumberland, with 120 tons of coal, the largest cargo yet received.

GA, Sat. 10/18/51, p. 3. **CANAL TRADE**

Arrived, [10/17]

BOATS – B. Franklin, 100 miles, flour, &c.; Capt. Walker, 69 miles, Limestone; W. Jackson, 62 miles, limestone; Edward Payson, 62 miles, limestone; Chesapeake, 62 miles, limestone; Col. Crockett, 58 miles, flour and wood; Frances, 23 miles, flour; Baltic, 81 miles, flour; Southampton, Wm. Albert, and Canonicus, from Cumberland with coal.

Departed [10/17] – Neptune, [Scow] Ann, Str. Virginia, Montour, American Eagle, Ariel, G. W. Grove, Virginia, D. J. McCoy, Capt. Walker, Pennsylvania, C. Arthur, Morning Star, J. F. Essex, Ben Franklin, Old Dominion.

AG, Sat. 10/18/51, p. 3. **CANAL COMMERCE**

Arrived, October 17.

Boat Southampton, coal to Borden Mining Co.

Departed, [10/17].

Boat Charles Arthur, Cumberland, by Borden Mining Co.

DAT, Mon. 10/20/51, p. 3. *Canal Trade* – Arrived [10/18], Boats Louisa, A. J. Benton, W. B. Clarke and John G. Stone, from Cumberland,

with coal; Potomac, 69 miles, wheat, &c.; Thomas Jefferson, 62 miles, limestone; Union, 100 miles, flour; Rambler, 48 miles, wood, &c.; Morning Star, 17 miles, wood, &c.; J. P. Smart, 31 miles, flour, &c.; W. C. Johnson, 45 miles, wood; Jenny Lind, 86 miles, flour, &c.

Departed [10/18]– M. Hoffman, Augusta, Baltic, W. Jackson, Belle, I. Long, Gov. Sprigg, [W.] Albert, Delaware, J. G. Stone, A. J. Benton, Anne Woodward, M. R. Zimmerman, Col. Crockett.

AG Mon. 10/20/51. p 3. **CANAL COMMERCE**

Arrived, Oct. 18.

Boat Salome Clarke, Cumberland, coal to Washington Coal Co.

Boat Otho Baker, Cumberland, coal to D. B. Smith & Co.

Boat Delaware, Cumberland, coal to D. B. Smith & Co.

Boat George Waters, Cumberland, 120 tons coal to Fowle & Co.

Departed, [10/18]

Boats Pennsylvania, James Terrell and Otho Baker, Cumberland, by D. B. Smith & Co.

Boat Isaac Long, Cumberland, by Washington Coal Co.

Boat Augusta, Cumberland, salt and fish by Fowle & Co.

Boat Louisa, groceries for Falling Waters Mill, from Wm. Bayne.

Boat J. G. Stone, groceries for Shepherdstown, from Wm. Bayne.

DAT, Tue. 10/21/51, p. 3. *Canal Trade* –

Arrived [10/20], E. A. Cook, William Fowle, Oregon and Massasoit, from Cumberland, with coal; Buena Vista, 62 miles, limestone; Tonoloway, of High Rocks, lime, &c.; P. F. Thomas, of Edward's Ferry, tobacco, &c.

Departed [10/20] – Salome Clarke, D. Shriver, M. R. Hale, Morning Star, Thos. Jefferson, Jenny Lind, W. C. Johnson, Union, G. Waters, Canonicus and Wm. B. Clarke.

AG, Tue. 10/21/51, p. 3. **CANAL COMMERCE**

Arrived, October 20.

Boat Wm. B. Clarke, Cumberland, coal to Washington Coal Co.

Boats Archibald Cary and American Flag, Cumberland, coal to Fowle & Co.

Departed, [10/20].

Boat Salome Clarke, Cumberland, by Washington Coal Co.

Boat Delaware, Cumberland, by D. B. Smith & Co.

Boat J. G. Stone, groceries, &c., for Shepherdstown, Va. and Clear Spring and Hancock, Md., from McVeigh, Harper & Chamberlain.

AG Wed. 10/22/51, p 2. **CANAL COMMERCE**

Arrived, October 21.

Boats Oregon and John G. Stone, Cumberland, coal to D. B. Smith & Co.

Boat E. A. Cook, Cumberland, coal to Washington Coal Co.

Departed, [10/21].

Boat W. B. Clarke, Cumberland, by Washington Coal Co.

Boat George Waters, Cumberland, by Fowle & Co., and groceries, &c., from McVeigh, Harper & Chamberlain.

DAT, Thu. 10/23/51, p. 3. *Canal Trade* – Arrived [10/22] – The following boats from Cumberland, with coal; Annawan, 97 tons; Columbia, 100 tons; Metacomet, 105 tons; I. Motter, 104 tons; Chas. Williams, 104 tons; Baltimore, 98 tons. Also – Hugh Smith, 61 miles, flour, &c.; Francis, 23 miles, 310 bushels of corn and 255 bushels of offal; Morning Star, 14 miles, wood.

Departed [10/22] – Wm. B. Clarke, Rambler, *Flying Cloud*, Oregon, Miles Standish, [Morning] Star, E. A. Cook, Anna S. Borden, Buena Vista, Mary L. Rawdon, P. F. Thomas, Potomac, Oregon of Cumberland, A. Cary, Hugh Smith, Lady of North Bend and the packet boat *Delaware*, for Harper's Ferry.

AG, Thu. 10/23/51, p. 2. **CANAL COMMERCE**

Arrived, October 22.

Boat Wm. Fowle, Cumberland, coal to Fowle & Co.

Boats Massasoit and Annawan, coal to Borden Mining Co.

Departed, [10/22].

Boat Oregon, Cumberland, by D. B. Smith & Co.

Boat E. A. Cook, Cumberland, by Washington Coal Co.

Boat Archibald Cary, Cumberland, salt and guano by Fowle & Co.

Boat American Flag, Cumberland, by Fowle & Co.

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

Boat John P. Smart, groceries for Leesburg, from Wm. Bayne.

DAT, Fri. 10/24/51, p. 3. *Disgraceful Riot* – Last night, about 8 o'clock, Capt. Enemyer, of the canal boat J. R. Annan, was wantonly assailed and shamefully beaten by a crowd of rowdies while assisting his tow-boy to conduct his horses under the Aqueduct bridge. The boy escaped, and soon brought Captain James Moore, of the boat Mountain Ranger, to the relief of Captain Enemyer. The crowd made a fierce attack upon Captain Moore, but he forthwith knocked one of them down with his fist, another with a stone handed him by the boy, and shot a third (Jas. Howard) in the back and legs with his shotgun, which had been brought to him from his boat. Captain Enemyer had, when first attacked, stabbed one of his assailants, who belonged to the packet boat *Belle*, but not fatally. This state of things must be looked into.

Canal Trade – Arrived [10/23] – The following boats from Cumberland, with coal: E. W. Dunham, 100 tons; Helen Bruce, 93 tons; E.J. Neal, 95 tons; J. R. Annan, 90 tons. Also – Edward Payson, 62 miles, limestone; D. & H. Clagett, 81 miles, 794 bbls. flour.

Departed [10/23] – Lady [of North Bend], J. P. Smart, American Flag, Gen. Taylor, Massasoit, William Fowle, Annawan, Morning Star, Columbia and [Scow] Mary.

AG, Fri. 10/24/51, p. 2. **CANAL COMMERCE**
Arrived, October 23.

Boat Columbia, Cumberland, coal to Washington
Coal Co.

Departed, [10/23]

Boat American Flag, Cumberland, by Fowle &
Co.

Boat Wm. Fowle, Cumberland, by Fowle & Co.

Boat John P. Smart, Leesburg, dry goods from

Bryan, Adams & Co., queensware from R. H.

Miller, hardware from J. A. English & Co.,

groceries, shoes, boots, &c., from McVeigh,

Harper & Chamberlain

Boat G. W. Gale, Cumberland, groceries, boots,

shoes, &c., from McVeigh, Harper &

Chamberlain, for Shepherdstown and

Hedgesville, Va., and Burkittsville, Clearspring,

Hancock and Frostburg, Md.

Sun, Sat., 10/25/51, p. 4. **Break in the
Chesapeake and Ohio Canal** - We regret to
learn that a break occurred in this canal last week,
near the Point of Rocks, which, it is feared, will
take nearly a month to repair.

DAT, Sat. 10/25/51, p. 3. *Canal Trade* – Arrived
[10/24], Anna Marion, 77 miles, flour and corn;
Eckhart, Cumberland, coal.

Departed [10/24] – Isaac Motter, Metacomet,
Helen Bruce, John G. Stone, G. W. Gale and
Tonoloway.

AG, Sat. 10/25/51, p. 3. **CANAL COMMERCE**
Arrived, October 24.

Boats Isaac Motter and Charles Williams,

Cumberland, coal to Fowle & Co.

Boats Metacomet and Helen Bruce, Cumberland,
coal to Borden Mining Co.

Departed, [10/24].

Boat John G. Stone, Cumberland, by D. B. Smith
& Co.

Boat Isaac Motter, Cumberland, by Fowle & Co.

Boats Massasoit and Annawan, Cumberland, by
Borden Mining Co.

Boat Tonoloway, groceries for Williamsport,
from Wm. Bayne.

Sun, Mon., 10/27/51, p. 4. **Break in the Canal** -
We learn from the Washington Telegraph, that a
break occurred on the canal on Thursday at Broad
Run Culvert, about thirty-three miles from
Georgetown, which will interrupt the navigation
for eight or ten days.

Mon., 10/27/51, p. 3. **LOCAL ITEMS**

Canal Fracture – We regret to learn that a break
has occurred in the Chesapeake and Ohio Canal,
between Edward's Ferry and Noland's Ferry, by
which the navigation of the canal will be likely to
be interrupted for several days to come. It took
place at the spot where a stone culvert had been
building, and it is feared that more or less of the
work of the culvert has been seriously misplaced
by the rush of water through the break. This must
seriously interfere, we should suppose, with the
very regular and publicly convenient passenger
accommodation which the canal has furnished for
some time past.

AG Mon. 10/27/51, p 3. **CANAL COMMERCE**
Arrived, October 25.

Boat Baltimore, Cumberland, coal to D. B. Smith
& Co.

Boats E. W. Dunham and J. R. Annan,
Cumberland, coal to Washington Coal Co.

Departed, [10/25]

Boats Columbia and E. W. Dunham,
Cumberland.

Boat Charles Williams, Cumberland, by Fowle &
Co.

Boat Edward Payson, groceries for
Shepherdstown, Va., from McVeigh, Harper &
Chamberlain.

GA, Tue. 10/28/51, p. 3. **Local Items.**

Whilst the Chesapeake and Ohio Canal is
undergoing repairs, the water will be drawn off
the Alexandria Canal for a few days, for the
purpose of removing a small bar at Columbia
Bridge, and doing some dredging at the outlet of

the Canal, which work, but for the break in the Chesapeake and Ohio Canal, would have been postponed until the closing of the navigation for the season.

A break occurred on the Chesapeake and Ohio Canal, on Thursday, at Broad Run Culvert, about thirty-three miles from Georgetown, which will interrupt the navigation for several days.

AG, Wed. 10/29/51, p. 3. **Advertisement.**
NOTICE is hereby given that a general meeting of the *Stockholders of the Goose Creek and Little River Navigation Company*, will be held at the Hotel of W. F. Adam, in the town of Aldie, on *Saturday, the 8th of November next.*

About eight miles of the work will be by the day above named, completed and ready for the transmission of boats, and the object of the meeting is to make provision for the further prosecution and completion of the work, as the available means of the Company are now nearly exhausted.

A full attendance, either in person, or by Proxy, is earnestly requested.

By order of the President and Directors.
B. P. NOLAND, Sec.

Sun, Mon., 11/3/51, p. 4. Reports from the break in the canal are conflicting. It is pretty certain, however, that several days will elapse before the navigation is opened. It happened that, at the time of the occurrence, nearly all the empty boats were above. This morning, some sixty boats, laden with coal, flour, grain, wood, &c., were at the breach, waiting the moving of the waters. Our citizens may soon look for a rush of trade.

AG, Mon. 11/3/51, p. 3. **CANAL COMMERCE**
Departed, Nov. 1.

Boat J. R. Annan, groceries for Frostburg and Williamsport from Wm. Bayne.

The water has again been let into the Alexandria Canal, and we understand that the break on the Chesapeake and Ohio Canal has nearly been

repaired, and that that Canal will be navigable early this week.

DAT, Fri. 11/7/51, p. 3. *Canal Trade* – The break on the canal has been so far repaired as to enable the packet boat *Belle*, together with a number of light boats, to pass up today, and loaded boats are expected to be able to pass tomorrow; so that from fifty to one hundred may be expected between this and Tuesday or Wednesday next.

Sun, Mon., 11/10/51, p. 4. The breach in the canal is repaired and the water is in the levels. At least a hundred boats, heavily laden, were waiting the moving of the waters, and in a few hours, many will doubtless arrive. Your numerous readers along the line between this and Cumberland (included) may cast their eye at the telegraphic reports for further information.

Georgetown, D. C., Sunday Night.

With pleasure, I now report the arrival [11/9] of the following boats on the canal:

The Charles Arthur, E. Voorhees, H. G. Phelps, L. A. Phelps, Caroline B. Tisdale, Robert G. Violett, Abraham Leiter, Osprey, Wm. J. Booth and Mount Vernon, all from Cumberland, loaded with coal, bound to Alexandria.

Also, boats Tom Charlton, Charlotte, John Van Lear, Ben Franklin, Belle, *Flying Cloud*, John Lambie, and pretty packets *Delaware* and *Belle*.

Navigation is now open, and all the boats are coming in as fast as they can pass the locks. One Captain told me he had been absent from Cumberland three weeks. As you can imagine, our town this evening wears quite an animated appearance.

Yours, &c.

Mercury.

DAT, Mon. 11/10/51, p. 3. *Canal Trade* – Arrived [11/9], boats *Flying Cloud*, Cumberland, potatoes, &c.; C. B. Tisdale, E. E. Voorhees, C. Arthur, Mt. Vernon, H. G. Phelps, A. Leiter, J. Snively, W. J. Boothe, Osprey, R. G. Violett, F. Bloodgood, Wm. Albert, O. W. Sturtevant, J.

Seaton, Canonicus, C. F. Mudge, R. Rawdon, Otho Baker, Mountaineer, Eldorado, Yankee, Old Dominion, Augusta, W. T. Hamilton, Elizabeth, L. A. Phelps, James Boyce, Col. Young, H. H. Casey, Cumberland, coal; Thos. Charlton, 100 miles, flour, &c.; J. Lambie, 86 miles, wood; B. Franklin, 100 miles, flour, lumber, &c.; Charlotte, 108 miles, 700 bbls. flour; J. Van Lear, 100 miles, flour; J. P. Smart, 31 miles, flour, &c.; Belle, 73 miles, flour, wood, &c.; Star, 22 miles, wood, &c.; J. F. Essex, 61 miles, 927 bbls. flour, &c.; Captain Walker, 69 miles, limestone and lime; W. Cost Johnson, 45 miles, wood, &c.

AG, Mon. 11/10/51, p. 2. **Chesapeake and Ohio Canal – The Old Creditors** – Our new representative in Congress, whose energy and vigilance even his opponents admit, may find in the old concerns of the Company something worthy of his special consideration – a work upon which he may enter with a hearty spirit, as being sanctioned by every demand of justice and good faith.

It will be recollected that about the year 1844, the work on the Canal was suddenly brought to a stand for want of funds, and hundreds of worthy and industrious men utterly ruined.

For years, nothing could be done, and despair seemed to brood over the fortunes of the Company. There seemed to be scarcely a hope of resuscitation.

At last, several enterprising gentlemen, who had been steadfast friends of the great enterprise from its very inception, aroused themselves and the public to a new effort, and the Legislature of Maryland was induced to come to the rescue. (Among those justly entitled to the mead of praise, our townsman, James L. Ranson, stands prominent. We well recollect his unflagging zeal, his confidence, and his energy, but these deserve more consideration than we can now give them. In season and out of season, the Canal was his theme – and this, too, when clouds and darkness hovered thickly and chillingly over the Company.)

But our present purpose is a practical one, and we come to the point.

When the State of Maryland was again induced to lend her patronage to the Chesapeake and Ohio Canal, it was with the distinct understanding that all the resources of the Canal were to be pledged to the payment of bonds issued for its completion to the Coal Mines. The claim of the State was waived, and “preferred bonds” were to be issued to the new Contractors.

The old debts of the *old* Contractors were accordingly thrown back, because unless the Canal was to be carried to the Mines, it would yield no revenue, and the work must eventually be abandoned as utterly worthless. The debts of the Company now stand in the following order:

1. The preferred Bonds,
2. The debt to Maryland,
3. The old debts for the Tunnel, &c.

It is to provide for the latter that we now invoke the energies of Mr. Faulkner. The national coffers are full, and the country is able to contribute something more to this great national thoroughfare for produce and the minerals of the country bordering upon the Canal. There can be no constitutional scruples against contributing to a work which is to benefit so large a portion of the community. We have a President who would readily sign a bill contributing a million dollars; and this even would relieve the many industrious men who toiled for years in the hope of realizing the fruits of their labors, but who at present have but little to cheer them.

There never was a more propitious time for such a movement by Congress. It is one in which Mr. Faulkner can engage with a hearty good will, for he has always been a friend to the enterprise – and it is a field much more attractive than the thorny one of politics. – *Charles Town Free Press*.

DAT, Tue. 11/11/51, p. 3. *Canal Trade* – Arrived [11/10], Experiment, 31 miles, corn, &c.; Emily Hoffman, Cumb., 101 tons coal; Mountaineer, Cumb., 102 tons coal; Geo. Waters, Cumb., coal and coke; General Cass, Cumb., 104

tons coal; Reindeer, Cumb., coal; Star, 62 miles, wheat, &c.; Union, 100 miles, 675 bbls. flour, 41 bbls. whiskey; Maryland, 42 miles, 725 bushels wheat, corn, oats and wood; Cumberland, 2,500 lbs. sumac, &c.; Rambler, 43 miles, wood; Geo. Washington, 31 miles, 63 bbls. flour, 1,750 bushels wheat, 100 bushels meal; Neptune, Cumb., 80 tons coal; Caroline, 23 miles, flour, meal, mails, hides, potatoes; G. W. Grove, 86 miles, wood; Eagle, 124 miles, 1,800 bushels wheat, 16,000 hoop poles.

Departed [11/10] – J. L. Pasco, Thomas Charlton, Morning Star, J. Van Lear, C. B. Tisdale, [Morning] Star, H. G. Phelps.

AG, Tue. 11/11/51, p. 3. **CANAL COMMERCE**
Arrived, November 10.

Boats Elizabeth and Neptune, Cumberland, coal to Fowle & Co.

Boats R. G. Violett, A. Leiter, O. W. Sturtevant, Salome Clarke, F. Bloodgood, Cumberland, coal to Washington Coal Co.

Boats H. G. Phelps, George Waters, W. J. Boothe, Old Dominion, Augusta, Mount Vernon, J. Snively and L. A. Phelps, Cumberland, coal to Fowle & Co.

Boats Caroline B. Tisdale, Ella E. Voorhees, Charles Arthur, Wm. Albert and Canonicus, Cumberland, coal to Borden Mining Co.

The Chesapeake and Ohio Canal is again in navigable order – the late breach having been repaired – and trade on the whole line, to Alexandria, has recommenced.

DAT, Wed. 11/12/51, p. 3. *Canal Trade* – Arrived [11/11], Baltic, 81 miles, 1,089 barrels of flour and 112 bushels of corn; Oregon, 73 miles, 2,800 bushels of wheat and 150 bushels of corn; C. Shafer, 89 miles, 3,000 bushels of wheat and 105 bushels of corn; Potomac, 48 miles, wood and 700 sundries; Chesapeake, 62 miles, limestone; Louisa, 95 miles, 500 bushels of corn, 800 bushels of oats, &c.; Cumberland, Cumberland, coal; Wm. Jackson, 62 miles, limestone, flour and corn.

Departed [11/11] – W. C. Johnson, B. Franklin, Belle, J. Snively, Charlotte, A. Leiter, R. G. Violett, Osprey, W. J. Boothe, Mount Vernon and Experiment.

AG Wed. 11/12/51, p. 3. **CANAL COMMERCE**
Arrived, Nov. 11.

Boats Freeman Rawdon, E. Hoffman and Josephine Seaton, Cumberland, coal to Waters & Zimmerman.

Boats Eldorado, Mountaineer, Osprey and Otho Baker, Cumberland, coal to D. B. Smith & Co.
Departed, [11/11].

Boats J. Snively, Mt. Vernon, H. G. Phelps, Cumberland, by Fowle & Co.

Boats R. G. Violett, A. Leiter and O. W. Sturtevant, Cumberland, by Washington Coal Co.
Boat John P. Smart, groceries for Leesburg, from Wm. Bayne.

Boat Osprey, Cumberland, by D. B. Smith & Co.

AG, Thu. 11/13/51, p. 3. **CANAL COMMERCE**
Arrived, Nov. 12.

Boats Reindeer, C. F. Mudge, Isaac Long and James Boyce, Cumberland, coal to Washington Coal Co.

Boat Gen. Cass, Cumberland, coal to D. B. Smith & Co.

Departed, [11/12].

Boat Otho Baker, Cumberland, by D. B. Smith & Co.

Boat Geo. Waters, groceries, for Shepherdstown and Hardscrabble, [Va.] from Wm. Bayne.

The National *Intelligencer* says: “The Chesapeake and Ohio Canal is now in complete order, from end to end, and since Sunday has presented a busy aspect. Between forty and fifty boats, laden with coal from Cumberland, have arrived, mainly for Alexandria, but a few for this city. Some of these boats carry as high as 125 tons each, which fact speaks well for the stability and sound construction of the new portion of the canal at its upper extremity. The fall trade on the canal has not been as brisk as usual, but is now considerably improving. Besides the freightage

on the canal, quite a good passenger business is pursued. So well, we have the *Belle* and *Fashion* packets been patronized, that a new boat, the *Delaware*, has been put on, to run thrice a week between Georgetown and Harper's Ferry."

Sun, Fri., 11/14/51, p. 4. *Canal Trade* - From Cumberland there has arrived [11/13] boats Sarah Perry, General Tyson, and Anna Gilleece - passed down to Alexandria. Also, principally for this market, boats Thos. Jefferson, 62 miles, limestone; John Van Lear, 100 miles, 840 barrels of flour; Ben. Franklin, 100 miles, 843 barrels of flour; Edward Payson, 62 miles, limestone; Jas. F. Essex, 61 miles, 1,096 barrels of flour; John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, wheat, &c.; Archibald Cary, Cumberland, coal.

Departed [11/13] - Boats Wm. C. Johnson, Baltic, [Morning] Star, Wm. Fowle, Westmoreland, Morning Star, Daniel Webster, Chesapeake, and Wm. Jackson, with merchandise for different points along the canal.

The pretty packet *Delaware* leaves on Monday, Wednesday and Friday evenings for Harper's Ferry.

DAT, Fri. 11/14/51, p. 3. *Canal Trade* - Arrived [11/13], Salome Clarke, Cumberland, coal; Potomac, 48 miles, wood, &c.; I. Long, Cumberland, coal, flour, &c.; Wm. Jackson, 62 miles, limestone and flour; Hugh Smith, 61 miles, flour, &c.; Thomas Jefferson, 62 miles, limestone; Buena Vista, 69 miles, limestone; Julia A. Elgin, 62 miles, 3,053 bushels of wheat, &c.; Virginia, Cumberland, hay, corn, &c.; S. B. Stone, Cumberland, coal and coke; Delaware, Cumberland, coal; P. B. Petrie, Cumberland, coal; Southampton, Cumberland, coal, &c.; Pacific, Cumberland, coal; James Terrell, Cumberland, coal, &c.

Departed [11/13] - Rambler, E. J. Neal, O. Baker, J. F. Essex, Caroline, John P. Smart, F. Rawdon, Maryland, Capt. Walker, S. Clarke, E. E. Voorhees, [Morning] Star, Wm. Albert, G. Waters, Eckhart, Augusta, Potomac, Baltic, J.

Seaton, O. W. Sturtevant, E. Hoffman, Buena Vista, Louisa, Chesapeake and Thomas Jefferson.

AG, Fri. 11/14/51, p. 3. **CANAL COMMERCE**
Departed, November 13.

Boat Experiment, Conrad's Ferry, lumber from Kephart & Barker.

Boat F. Bloodgood, Cumberland, by Washington Coal Co.

Boats Neptune and Geo. Washington, Goose Creek, lumber from Kephart & Barker.

Boat Salome Clarke, Cumberland, by Washington Coal Co., and Williamsport with groceries, &c., from McVeigh, Harper & Chamberlain.

Boat J. Seaton, groceries, &c., Burkittsville, Clearspring, Hancock, Old Town and Cumberland, Md., and Bedford, Pa., from McVeigh, Harper & Chamberlain.

Boat William Albert, groceries, &c., Shepherdstown, from McVeigh, Harper & Chamberlain.

Sun, Sat., 11/15/51, p. 4. **Arrived by Canal** [11/14] - Boats I. Long, S. B. Stone, Salome Clarke, Virginia, Delaware, P. B. Petrie, Southampton, Pacific and James Terrell, all from Cumberland, with coal, &c., for Alexandria.

Also, boats Potomac, 48 miles, wood, &c.; Hugh Smith, 61 miles, flour; Thos. Jefferson, 62 miles, limestone; William Jackson, 62 miles, limestone and flour; Buena Vista, 69 miles, limestone; Julia A. Elgin, 62 miles, wheat.

Departed [11/14] - Boats Rambler, E. J. Neal, [Otho] Baker, J. F. Essex, Caroline, John P. Smart, F. Rawdon, Maryland, Capt. Walker, S. Clarke, E. E. Voorhees, Star, Wm. Albert, G. Waters, Eckhart, Augusta, Potomac, Baltic, J. Seaton, O. W. Sturtevant, E. Hoffman, Buena Vista, Chesapeake, Louisa and Thomas Jefferson.

DAT, Sat. 11/15/51, p. 3. *Canal Trade* - The steamer Virginia arrived yesterday [11/14], with boats American Eagle, Montour and Arial, and proceeded on to Norfolk. The Ohio, 31 miles, wheat; Gen. Taylor, 55 miles, 2,000 bushels wheat; D. J. McCoy, 124 miles, bark, &c.; Col.

Crockett, 57 miles, flour, wheat &c.; Andrew Jackson, 53 miles, corn, &c.; Morning Star, 23 miles, wood; Grampus, 124 miles, 2,500 bushels wheat; E. Payson, 62 miles, limestone; Phineas Janney, Cumberland, coal; Gov. Sprigg, Williamsport, flour, &c.; Oregon, Cumberland, coal; John Hetzer, Williamsport, flour; William B. Clark, Cumberland, coal and flour.

Departed [11/14] – Boats Experiment, Geo. W. Grove, Francis Bloodgood, William Jackson and Canonicus.

AG, Sat. 11/15/51, p. 3. **CANAL COMMERCE**
Arrived, November 14.

Boat Julia A. Elgin, of Blackburn & Alexander's Line, Old Furnace, 3,000 bushels wheat to Fowle & Co.

Departed, [11/14].

Boats W. J. Boothe, Augusta and Old Dominion, Cumberland, by Fowle & Co.

DAT, Mon. 11/17/51, p. 3. *Canal Trade* – Arrived [11/15], boats T. Borden, Columbia and William B. Clarke, Cumberland, coal; D. & H. Clagett, 81 miles, flour; Westmoreland, Cumberland, coal; J. A. Magruder, 107 miles, 950 bbls. flour, &c.; Salem, Millard Fillmore and I. Motter, Cumberland, coal.

Departed [11/15] – boats Ohio, Eagle, Oregon, Old Dominion, Southampton, C. F. Mudge, C. Shafer, C. Arthur, Reindeer, E. Payson, H. Smith, George Washington and Morning Star.

AG, Tue. 11/18/51, p. 2. **Circuit Court.**

For nearly a week, this court and an intelligent jury have been engaged in trying a very interesting case, that of *William Easby vs. The Chesapeake and Ohio Canal Company*. The action was brought for a trespass, and to recover damages alleged to have been sustained by Captain Easby, in consequence of the Company having constructed a section of the canal, in and on the opposite side of Water street, Georgetown, which divides a lot owned by the plaintiff from the Potomac river, and so depriving him of the water and wharf privileges claimed as belonging

to his property. The suit involves the important question, whether or not the intervention of a street between the lot and the river precludes water privileges. The pleadings in the case have been conducted by Messrs. Bradley and Lawrence for the plaintiff, and by Mr. Marbury for the defendant. The case was given to the jury yesterday and a verdict was returned of one cent damages in favor of the plaintiff.

Ibid, p. 3. PORT OF ALEXANDRIA,
NOVEMBER 17. – Sailed.

Steamer *Virginia*, and Barges, Clarke, Norfolk, coal from D. B. Smith & Co.

CANAL COMMERCE

Arrived, November 17.

Boats H. H. Casey, Columbia, C. H. Ohr, Wm. B. Clarke, Cumberland, coal to Washington Coal Co.

Boats, General Cass, Cumberland, Pacific, Delaware, James Terrell, Oregon and Westmoreland, Cumberland, coal to D. B. Smith & Co.

Departed, [11/17]

Boats Reindeer, Isaac Long and C. F. Mudge, Cumberland, by Washington Coal Co.

Boats L. A. Phelps and Elizabeth, Cumberland, plaster by Fowle & Co.

Boats General Cass, Otho Baker, and Eldorado, salt for Cumberland, from D. B. Smith & Co., and groceries for Green Spring Depot, from Wm. Bayne.

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

Boat Mountaineer, groceries for Frostburg and Cumberland, from Wm. Bayne.

Sun, Wed., 11/19/51, p. 4. **Large Load** - A canal boat, containing 1,130 barrels of flour, passed down the canal last week, to Georgetown. This is an unusually large load for a canal boat. The boat belongs to Mr. J. B. Masters, of Clearspring.

DAT, Wed. 11/19/51, p. 3. *Canal Trade* – Arrived [11/18], Boats Massasoit, D. J. McCoy,

Annawan, from Cumberland, with coal; Anna Marion, 77 miles, flour, &c.; Capt. Walker, 69 miles, limestone; Caroline, 23 miles, flour, &c.; Union, 100 miles, flour, &c.; W. C. Johnson, 45 miles, offal, &c.; Metacomet, Cumberland, coal; Ohio, 31 miles, corn, wood and meal. The packet boat *Fashion* has just arrived from Cumberland, with a good number of passengers.

Departed [11/18] – I. Long, Gov. Sprigg, J. P. Garrott, Yankee, A. S. Berston, Gen. Lewis Cass, Louisa, Col. Crockett, R. H. Lambell, Eldorado, Mountaineer, Elizabeth, L. A. Phelps, Capt. Walker, Columbia, I. Motter, J. H. Davis, Grampus, D. & H. Clagett, Col. Young, Delaware, Gen. Taylor and Massasoit.

AG, Wed. 11/19/51, p. 2. **News of the Day.** The National *Intelligencer* says that the business of the Chesapeake and Ohio Canal continues to be very brisk and good. Since our last report, about forty boats have arrived from above, laden with coal, wood, bark, corn, flour and grain. Of these, sixteen contained coal, and one bark; the remainder were divided among the other articles.

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

Arrived, November 18.

Boats Millard Fillmore and Isaac Motter, Cumberland, coal to Fowle & Co.

Departed, November 18.

Boats James Boyce, Col. Young and Columbia, Cumberland, by Washington Coal Co.

Boats Isaac Motter and Josiah H. Davis, Cumberland, by Fowle & Co.

Boat L. A. Phelps, groceries, &c., for Clearspring and Williamsport, from McVeigh, Harper & Chamberlain.

Boat [Julia S.] Elgin, groceries, &c., for Charles Town, from McVeigh, Harper & Chamberlain.

Boat Millard Fillmore, Cumberland, plaster by Fowle & Co., and groceries for Hancock, Md., from McVeigh, Harper & Chamberlain.

Boat Phineas Janney, groceries, &c., for Harper's Ferry, Kabletown, Charles Town, Martinsburg, Hedgesville and Kearneysville, from McVeigh, Harper & Chamberlain and Fleming & Douglass.

Boat Gen. L. Cass, groceries, &c., for Shepherdstown from McVeigh, Harper & Chamberlain.

Sun, Thu., 11/20/51, p. 4. There was no truth in the report that the canal was again injured, as the following arrivals and departures show:

Arrived [11/19] - Boats Massasoit, D. J. McCoy, Annawan, from Cumberland, with coal; Anna Marion, 77 miles, flour, &c.; Capt. Walker, 69 miles, limestone; Caroline, 23 miles, flour, &c.; Union, 100 miles, flour, &c.; W. C. Johnson, 45 miles, offal, &c.; Metacomet, Cumb., coal; Ohio, 31 miles, corn, wood and meal. The packet boat *Fashion* has just arrived from Cumberland, with a good number of passengers.

Departed [11/19] - I. Long, Gov. Sprigg, J. P. Garratt, Yankee, Anna S. Borden, Gen. Lewis Cass, Louisa, Col. Crockett, K. H. Lambell, Eldorado, Mountaineer, Elizabeth, L. A. Phelps, Capt. Walker, Columbia, I. Motter, J. H. Davis, Grampus, D. & H. Clagett, Col. Young, Delaware, Gen. Taylor and Massasoit.

Mercury.

A Launch - Messrs. Stake and Bitner launched a new canal boat, at their yard, at Williamsport, Md., on Monday. It is owned by Peter Ardinger, Esq.

DAT, Thu. 11/20/51, p. 3. *Canal Trade* – Arrived [11/19], Boats Wm. Fowle, Cumberland, coal; Diana, 127 miles, cement; Susan, 119 miles, flour, wheat, &c.; Anna Woodward, Cumberland, coal; Morning Star, 19 miles, wood and hay; Jenny Lind, 86 miles, flour, &c.; Daniel Webster, 62 miles, limestone; Baltic, 81 miles, flour, &c.; Caroline B. Tisdale, Cumberland, coal.

Departed [11/19] – Boats Neptune, Col. H. Clay, J. Boyce, Frances, Phineas Janney, Wm. B. Clarke, J. L. Pasco, Pacific, Julia Ann, Elgin, James Terrell, Millard Fillmore, C. C. Smoot, J. A. Magruder, Anna Marion and Union.

AG, Thu. 11/20/51, p. 3. **CANAL COMMERCE**
Arrived, November 19.

Boat Salem, Cumberland, coal to D. B. Smith & Co.

Boat D. J. McCoy, Cumberland, coal to Fowle & Co.

Departed, [11/19].

Boats Lewis Cass, Delaware, James Terrell and Pacific, Cumberland, by D. B. Smith & Co.

Boats W. B. Clarke and H. H. Casey, Cumberland, by D. B. Smith & Co.

Boat Julia S. Elgin, Old Furnace, sundries, by Fowle & Co.

Sun, Fri., 11/21/51, p. 4. By canal, arrived and passed down to Alexandria, boats William Fowle and Anna Woodward, from Cumberland, with coal, and seven other boats also arrived from intermediate point. 17 departed.

Mercury.

DAT, Fri. 11/21/51, p. 2. *Canal Trade* – Arrived [11/20], Charles Perry, Cumberland, coal; Helen Bruce, Cumberland, coal; Star, 22 miles, wood; Belle, 73 miles, flour, &c.; Chesapeake, 62 miles, limestone; Wm. Jackson, 62 miles, limestone; Thomas Jefferson, 62 miles, limestone; Maryland, 42 miles, wheat, &c.; Rambler, 45 miles, flour, &c.; P. F. Thomas, 86 miles, flour, &c.

Departed [11/20] – H. H. Casey, Caroline, Ohio, Oregon, John G. Stone, D. J. McCoy, Annawan.

AG, Fri. 11/21/51, p. 3. **CANAL COMMERCE**
Arrived, November 20.

Boats Annawan, Metacomet and Caroline B. Tisdale, from Cumberland, coal to Borden Mining Co.

Boat Wm. Fowle, Cumberland, coal to Fowle & Co.

Departed, [11/20].

Boat Oregon, Cumberland, by D. B. Smith & Co.

Boat Wm. Cost Johnson, Noland's Ferry, plaster by Fowle & Co., and groceries from Fishback & Bro.

Boat Massasoit, Cumberland, by Borden Mining Co.

Boats H. H. Casey and C. H. Ohr, Cumberland, by Washington Coal Co.

Boat D. J. McCoy, Cumberland, by Fowle & Co., and Hancock with salt from Fishback & Bro., and groceries from Fleming & Douglass.

Sat., 11/22/51, p. 2. **The Coal Trade.**

About 5000 tons of coal are now forwarded weekly to the East, via the Canal and Railroad; and we are pleased to learn that the demand increases with the supply.

Early in the spring, several companies in addition to those now operating will be prepared to send supplies to market.

The Parker Vein Company are now making arrangements to open the Parker and Blubaugh veins, at Barrellville, near Mount Savage. M. P. O'Herb, Esq. the General Superintendent of the company, has issued proposals for making a Rail Road from the Mines to intersect the Mount Savage Rail Road, and also for the erection of buildings, &c.

DAT, Sat. 11/22/51, p. 3. *Canal Trade* – Arrived [11/21], Boats Sarah Perry, Cumberland, coal; Thos. Jefferson, 62 miles, limestone; John Van Lear, 100 miles, 840 barrels of flour; Gen. Tyson, Cumberland, coal; Ben. Franklin, 100 miles, 843 barrels of flour; Anna Gilleece, Cumberland, coal; Edward Payson, 62 miles, limestone; James F. Essex, 61 miles, 1,096 barrels of flour; John P. Smart, 31 miles, flour, &c.; Gen. Cass, 31 miles, wheat, &c.; Archibald Cary, Cumberland, coal.

Departed [11/21] – Boats Wm. C. Johnson, Baltic, Star, Wm. Fowle, Westmoreland, Morning Star, Daniel Webster, Chesapeake and Wm. Jackson, with merchandise for different points along the canal.

The packet boat *Belle* has just arrived with a number of passengers.

AG, Sat. 11/22/51, p. 3. **CANAL COMMERCE**
Departed, Nov. 21.

Boats Oregon and Westmoreland, Cumberland, by D. B. Smith & Co.

Boat Wm. Fowle, Cumberland, By Fowle & Co.

Boat D. J. McCoy, groceries from McVeigh, Harper & Chamberlain, and dry goods from Bryan, Adams & Co., for Hancock, Md.
Boat W. Cost Johnson, for Noland's Ferry, by Kephart & Barker.

AG, Mon. 11/24/51, p. 2. **News of the Day.**

The Miners' *Journal* says that between the opening of navigation in the spring and the present time – a period of eight months and twenty days – there were 74,588 01 tons of coal and 1,262 17 tons of coke, sent to market from the Cumberland coal region, by the Chesapeake and Ohio Canal.

Ibid, p. 3. **CANAL COMMERCE**
Arrived, November 22.

Boats Anna Woodward and General Tyson, Cumberland, coal to Washington Coal Co.
Boat Anna Gilleece, Cumberland, coal to D. B. Smith & Co.

Departed, [11/22].

Boats Salem and Metacomet, salt, &c., for Cumberland, by D. B. Smith & Co.
Boat Neptune, Goose Creek, lumber by Kephart & Barker.

Sun, Tue. 11/25/51, p. 1. **Large Cargo of Coal.** -

The canal boat Otho Baker, Captain John James, left Cumberland, for Washington, on the 20th instant, freighted with coal for Mr. Wm. T. Dove. The load consists of over *one hundred and twenty-seven tons*, the largest that ever left Cumberland.

DAT, Tue. 11/25/51, p. 3. *Canal Trade* – Arrived [11/24], Boats A. Cary, Cumberland, coal; Star, 73 miles, 3,000 bushels of wheat; Charlotte, 108 miles, 640 barrels of flour and 40 barrels of whiskey; Enterprise, Cumberland, coal; John G. Stone, Cumberland, coal; J. R. Annan, Cumberland, coal; E. E. Voorhees, Cumberland, coal; Hugh Smith, 61 miles, flour, &c.; J. P. Garrott, 31 miles, flour, &c.; Charles Williams, Cumberland, coal; John Lambie, 69 miles, limestone; Captain Walker, 69 miles, limestone;

Gen. Taylor, 9 miles, stone; Rough & Ready, 55 miles, 2,700 bushels of wheat; E. A. Cooke, Cumberland, coal; Geo. Washington, 31 miles, 400 barrels of flour, 700 bushels of corn and 378 bushels of meal; Abraham Leiter, Cumberland, 116 tons of coal; Colonel Crockett, 58 miles, wheat, &c.

Departed [11/24] – Boats, Rambler, Belle, Metacomet, Susan, Caroline B. Tisdale, J. Van Lear, C. H. Ohr, Thos. Jefferson, E. Payson, Salem, Jenny Lind, Anna Woodward, J. F. Essex, B. Franklin, Helen Bruce, Hugh Smith, P. F. Thomas, Cumberland, Potomac.

AG, Tue. 11/25/51, p. 2. **News of the Day.**

The Chesapeake and Ohio Canal is in first-rate order the entire length of the line, and a brisk business is being done thereon. Boats are arriving almost every hour, with large cargoes of coal, flour, wheat, &c.

Ibid, p. 3. **CANAL COMMERCE.**
Arrived, November 24.

Boat James R. Annan, Cumberland, coal to Washington Coal Co.
Boat Archibald Cary, Cumberland, coal to Fowle & Co.
Boats Helen Bruce and Ella E. Voorhees, Cumberland, coal to Borden Mining Co.
Departed, [11/24].
Boat Anna Woodward, Cumberland, by Washington Coal Co.
Boat General Tyson, Cumberland, by Washington Coal Co.
Boats Metacomet and Caroline B. Tisdale, plaster, for Cumberland, by Borden Mining Co.

DAT, Wed. 11/26/51, p. 3. *Canal Trade* – Arrived [11/25], Morning Star, 23 miles, wood; Rough & Ready, 55 miles, wheat; Oregon, 73 miles, wheat; Jacob Snively, Cumb., coal.

Departed [11/25] – Boats A. Cary, J. P. Smart, Charlotte, E. E. Voorhees, Captain Walker, Colonel Crockett, Star, Gen. Taylor, Gen. Tyson.

AG Wed. 11/26/51, p 3. **CANAL COMMERCE**

Arrived, November 25.

Boat Harry Tyson, Cumberland, coal to Washington Coal Co.

Boat Charles William, Cumberland, coal to Fowle & Co.

Departed, [11/25].

Boat J. R. Annan, Cumberland, by Washington Coal Co.

Boat Archibald Cary, Cumberland, by Fowle & Co.

Boat Gen. Tyson, groceries, for Cumberland, from Wm. Bayne.

AG, Thu. 11/27/51, p. 3. **CANAL COMMERCE**

Arrived, November 26.

Boats E. A. Cook and A. Leiter, Cumberland, coal to Washington Coal Co.

Boat J. Snively, Cumberland, coal to Fowle & Co.

Departed, [11/26].

Boat E. A. Cook, Cumberland, by Washington Coal Co.

Boat Charles Williams, Shepherdstown, by Fowle & Co.

Boat Gen. Cass, for Goose Creek, lumber from Kephart & Barker.

Boat Ella E. Voorhees, Cumberland, by Borden Mining Co.

Boat J. P. Smart, groceries for Weverton, Md., from Wm. Bayne.

DAT, Sat. 11/29/51, p. 3. *Canal Trade* – Arrived [11/28], Boats Buena Vista, 69 miles, limestone; D. & H. Claggett, 81 miles, flour; S. C. W. Baker, (new boat, first trip,) 100 miles, 597 bbls. flour, 2,000 bushels corn; Wm. Albert, Cumberland, 113 tons coal; H. G. Phelps, Cumberland, 113 tons coal; E. W. Dunham, Cumberland, 113 tons coal; Gov. Sprigg, 100 miles, 954 bbls. flour; H. B. Loomis, Cumberland, coal; Canonicus, Cumberland, coal; Charles Arthur, Cumberland, 118 tons coal; Caroline, 23 miles, flour, &c.; Chesapeake, 62 miles, limestone; Phineas Janney, 61 miles, flour; Harry Tyson, (new lake boat, first trip, built to run from Cumberland to New York,) Cumberland, coal; C. Shafer, 89 miles, 3,000

bushels wheat and corn; W. C. Johnson, 45 miles, shorts, &c.; Baltimore, Cumb., coal; Osprey, Cumb., coal; Union, 100 miles, flour; De Witt Clinton, 108 miles, pig iron; Wm. J. Boothe, Cumb., 112 tons of coal; Wm. Jackson, 62 miles, limestone; Otho Baker, Cumb., 127-3/4 tons of coal; Julia A. Elgin, 62 miles, 3,000 bushels of corn and wheat; Anna S. Borden, Cumb., 121-1/5 tons of coal; Baltic, 81 miles, 1,020 barrels of flour, &c.; Morning Star, 20 miles, wood; Hugh Smith, 61 miles, flour, &c.

Twenty-four boats have departed, with assorted cargoes of merchandise for different points along the line.

AG, Sat. 11/29/51, p. 3. **CANAL COMMERCE**

Arrived, November 28.

Boat H. G. Phelps, Cumberland, coal to Fowle & Co.

Boats Wm. Albert, Canonicus and Charles Arthur, Cumberland, coal for Borden Mining Co.

Boat Gen. Washington, Goose Creek, 400 bbls. flour to D. F. Hooe.

Departed, [11/28].

Boat J. P. Garrott, Knoxville, plaster by Fowle & Co.

Boat A. Leiter, Cumberland, by Washington Coal Co.

Boat Wm. Albert, Cumberland, by Borden Mining Co.

Sun, Mon. 12/1/51, p. 2. **Goose Creek Canal.**

We are glad to learn the improvement upon this stream, will be soon, so far completed, as to extend its advantages to the millers and farmers in the wide scope of country bordering upon it. Nothing should prevent the farmers in its vicinity from liberally aiding in its advancement, as their contributions will be quadrupled by its enhancement of the value of their property. The following has been communicated to us by a gentleman who knows the capabilities of the improvement, and the energy and enterprise of those constructing it. – *Leesburg Washingtonian*.

Goose Creek and Little River Improvement, Nov. 24, 1851.

Sir: - It will doubtless be gratifying to many of your readers to be informed, that this improvement has approached so nearly to its completion as that a loaded boat, full sized, and capable of carrying 500 barrels of flour, was this day passed through six locks, making a trip from Cochran's mill, to within a short distance of the mouth of the creek; and nothing is expected to prevent the boats egress into the Potomac river before the expiration of the present week; in fact, the contractor confidently intends to pass his boat from Elzley's (now Gulick's) mill, into the Chesapeake and Ohio Canal, at Edward's Ferry, by next Saturday. R.

Ibid, p. 4. *Georgetown, D. C., Saturday night.* – Two of the largest cargoes that ever reached us by Canal arrived here this week – the Otho Baker, bringing one hundred and twenty-seven and three fourth tons, and the Anna S. Borden one hundred and twenty-one and one-fifth tons of coal. Most of the arrivals now vary from one hundred and ten to one hundred and twenty tons.

Under the present regulations, the prescribed depth of water for a loaded boat is four and a half feet.

Canal News – The following boats from Cumberland, with coal, have arrived and passed down to Alexandria: William Albert, H. G. Phelps, E. W. Dunham, H. B. Loomis, Canonicus, Harry Tyson, (new lake boat, first trip, to run between Cumberland and New York,) Baltimore, Osprey, Wm. J. Boothe; and the following boats from intermediate points, with produce, principally for Georgetown: Buena Vista, 69 miles, limestone; D. & H. Clagett, 81 miles, flour; L. W. Baker, (new boat, first trip,) 100 miles, 597 bbls. flour, 2,000 bushels corn; Gov. Sprigg, 100 miles, 954 bbls. flour; Caroline, 23 miles, flour, &c.; Chesapeake, 62 miles, limestone; Phineas Janney, 61 miles, flour; C. Shafer, 89 miles, 3,000 bushels wheat and corn; W. C. Johnson, 45 miles, shorts, &c.; Union, 100 miles, flour; De Witt Clinton, 108 miles, pig iron; Wm. Jackson, 62 miles, limestone; Julia A. Elgin, 62 miles,

3,000 bushels corn and wheat; Baltic, 81 miles, 1,020 barrels of flour, &c.; Morning Star, 20 miles, wood; Hugh Smith, 61 miles, flour, &c.

Twenty-four boats have departed, with assorted cargoes of merchandise for different points along the line. Mercury.

Largest Yet - The canal boat Francis Bloodgood left Cumberland on Wednesday evening last with 127 18 tons of coal, being the largest ever taken to market since the opening of the canal.

CANAL COMMERCE

Arrived, November 29.

Boat Anna S. Borden, 121 tons coal from Cumberland, to Borden Mining Co.

Boats R. G. Violett, G. W. Gale, Harry Tyson, E. W. Dunham and H. B. Loomis, Cumberland, coal to Washington Coal Co.

Boat Wm. J. Boothe, Cumberland, coal to Fowle & Co.

Boats Baltimore, Otho Baker and Osprey, Cumberland, coal to D. B. Smith & Co.

Departed, [11/29].

Boat Canonicus, groceries from Wm. Bayne, for Cumberland, by Borden Mining Co.

Boat R. G. Violett, Cumberland, by Washington Coal Co.

Boats Anne Gilleece, J. G. Stone and Baltimore, Cumberland, by D. B. Smith & Co.

DAT, Tue. 12/2/51, p. 3. *Canal Trade* – Arrived [12/1], boats Experiment, 36 miles, wheat, &c.; Thos. Jefferson, 62 miles, limestone; Rambler, 45 miles, hay, &c.; K. H. Lambell, 31 miles, flour, &c.; Mount Vernon, Cumb., coal; S. Clarke, Cumb., coal; Southampton, Cumb., coal; O. W. Sturtevant, Cumb., coal; Reindeer, Cumb., coal; Oregon, Cumb., coal; Augusta, Cumb., coal; G. W. Grove, Belle, flour and sundries; Maryland, 42 miles, flour and sundries; Ohio, 36 miles, wheat, &c.; J. Hetzer, 100 miles, corn; Neptune, 31 miles, flour and wheat; Captain Walker, 67 miles, limestone; Columbia, Cumb., coal.

Departed [12/1] – Boats R. G. Violett. Morning Star, General Washington, C. Arthur, Baltimore,

Thomas Jefferson, Capt. Walker, Baltic, Southampton, Adalantada, P. Janney, S. Perry, C. Perry, Gov. Sprigg and De Witt Clinton.

AG, Tue. 12/2/51, p. 3. **Chesapeake and Ohio Canal** – At a time when all the other canals in the county are being closed by ice, the Chesapeake and Ohio Canal is in fine condition and good boating order, throughout its whole length. It enjoys an immense advantage in the circumstance that it is open for navigation for a greater number of days during the year than any other in the United States, with the exception probably of the Dismal Swamp Canal in Virginia. – *Miners' Journal*.

CANAL COMMERCE

Arrived, December 2.

Boat Mount Vernon, Cumberland, coal to Fowle & Co.

Boat Southampton, Cumberland, coal to Borden Mining Co.

Boat Catharine Shaffer, Cumberland, wheat to Fowle & Co.

Boat S. C. W. Baker, Williamsport, flour and corn to Lambert & McKenzie.

Ibid, p. 4. **Scripholders' Notice.**

The holders of the Chesapeake and Ohio Canal scrip, bonds and acceptances, are earnestly requested to meet at Barnum's hotel in Baltimore on Saturday evening, the 20th of December, to take into consideration sundry matters deeply affecting their interests.

DAT, Wed. 12/3/51, p. 3. *Canal Trade* – Arrived [12/2], Massasoit, Eckhart and Old Dominion, from Cumberland, with coal; E. Payson, 62 miles, wheat and flour; J. F. Essex, 61 miles, flour, &c.; Star, 22 miles, wood; J. Van Lear, 100 miles, flour; E. J. Neal, from Cumberland, with coal; Victory, 31 miles, hay, &c.; Oregon, from Cumberland, with coal; and C. B. Tisdale, from Cumberland, with coal.

Departed [12/2] – Anne S. Borden, Hugh Smith, G. W. Gale, Experiment, Ohio, H. G.

Phelps, Belle, Osprey, E. W. Dunham, E. Payson, C. Shafer and Star.

AG, Wed. 12/3/51, p. 3. **CANAL COMMERCE**
Arrived, Dec. 2.

Boat Augusta, Cumberland, coal to Fowle & Co.

Boats Otho Baker, Osprey and Oregon, Cumberland, coal to D. B. Smith & Co.

Boat Julia A. Elgin, Old Church, Va., wheat to Fowle & Co.

Boat Neptune, Goose Creek, 500 bbls. flour to D. F. Hooe and wheat to Fowle & Co.

Boat J. P. Smart, Big Spring Mill, flour and wheat to Cazenove & Co.

Boat Catharine Shafer, Cumberland, wheat and corn to Cazenove & Co.

Departed, [12/2].

Boat Osprey, Cumberland, by D. B. Smith & Co.

GA, Thu. 12/4/51, p. 3. **CANAL TRADE**

Arrived, [12/3]

Boats Experiment, 36 miles, wheat, &c.; Thomas Jefferson, 62 miles, limestone; Rambler, 45 miles, hay, &c.; K. H. Lambell, 31 miles, flour, &c.; Mount Vernon, Cumb., coal; S. Clarke, do., do.; Southampton, do., do.; O. W. Sturtevant, do., do.; Reindeer, do., do.; Oregon, do., do.; Augusta, do., do.; G. W. Grove, Belle, flour and sundries; Maryland, 42 miles, do., do.; Ohio, 36 miles, wheat, &c.; J. Hetzer, 100 miles, corn; Neptune, 31 miles, flour and wheat; Captain Walker, 69 miles, limestone; Columbia, Cumb., coal; Massasoit, Eckhart, Cumberland coal; E. Payson, 62 miles, flour, &c.; E. J. Neal, C. B. Tisdale, from Cumberland with coal.

Departed, [12/3].

Boats R. G. Violett, Morning Star, General Washington, C. Arthur, Baltimore, Thomas Jefferson, Capt. Walker, Baltic, Southampton, Adelaide, P. Janney, S. Perry, C. Perry, Gov. Sprigg, De Witt Clinton, Anne S. Borden, H. Smith, G.W. Gale, Experiment, H. G. Phelps and Star.

AG, Thu. 12/4/51, p. 3. **CANAL COMMERCE**
Arrived, Dec. 3.

Boat Massasoit, from Cumberland, coal to Borden Mining Co.

Boats Salome Clarke, Reindeer and Columbia, from Cumberland, coal to Washington Coal Co.

Departed, [12/3].

Boats Anna S. Borden and Southampton for Cumberland, by Borden Mining Co.

Boats G. W. Gale, E. W. Dunham, Salome Clarke and H. B. Loomis, for Cumberland, by Washington Coal Co.

Boat Otho Baker, groceries for Shepherdstown, from Wm. Bayne.

Sun, Fri., 12/5/51, p. 1. During the week ending the 3rd inst., 2,000 bushels wheat, 600 of corn, and 598 bbls. flour, left Shepherdstown, Va., by canal.

Owing to some cause, probably ice, there has been no arrivals by canal. - *Wash. Telegraph*.

DAT, Fri. 12/5/51, p. 3. *Canal Trade* – Arrived [12/4], Boats Oregon, 73 miles, wheat and corn; J. B. Garrett, 57 miles, flour, wheat, barrels, corn, &c.; Jenny Lind, 86 miles, flour, fish and wood; Chesapeake, 62 miles, limestone; Col. H. Clay, 73 miles, flour and limestone; Wm. Jackson, 62 miles, limestone and flour; Adalantada, 23 miles, red stone; Morning Star, 17 miles, wood; James A. Magruder, 107 miles, flour, whiskey, &c.; George Waters, Cumberland, 112 tons of coal; Louisa, of Falling Waters, 95 miles, wheat and wood; Caroline, 23 miles, flour, offal and oats; Wm. Cost Johnson, 45 miles, flour, wheat, oats, offal, pork, butter, &c.; Potomac, 48 miles, wheat and corn.

Departed [12/4] – E. Payson, Star, Salome Clarke, Rambler, Maryland, S. C. W. Baker, Anna Marion, G. W. Grove, J. F. Essex, W. J. Boothe, H. B. Loomis, Otho Baker, Massasoit, Tom Charlton, J. Van Lear, American Flag and Morning Star.

AG, Fri. 12/5/51, p. 3. **CANAL COMMERCE**
Arrived, Dec. 4.

Boat O. W. Sturtevant, Cumberland, coal to Washington Coal Co.

Boat Old Dominion, Cumberland, coal to Fowle & Co.

Departed, Dec. 4.

Boat Reindeer, Cumberland, by Washington Coal Co.

Boat Julia A. Elgin, Old Church, Va., plaster by Fowle & Co., and groceries and shoes for Harper's Ferry, Charles Town, Martinsburg and Winchester, from McVeigh, Harper & Chamberlain.

Boat Otho Baker, Shepherdstown, Va., groceries, boots, shoes, &c., from McVeigh, Harper & Chamberlain.

Boat H. B. Loomis, groceries, &c., for Williamsport, Hancock and Cumberland, from McVeigh, Harper & Chamberlain.

Sat. 12/6/51, p. 2. **The Canal** is still open; but, as the time for cold weather has arrived, the boatmen generally are indisposed to run the risk of being "frozen in," and are "laying up" for the winter.

DAT, Sat. 12/6/51, p. 3. *Canal Trade* – Arrived [12/5], boats Liberty, 57 miles, wood, bark, &c.; D. & H. Clagett, 57 miles, 785 bbls. flour, 13 bbls. whiskey; Phineas Janney, 61 miles, 773 bbls. flour, &c.; Annawan, Cumb., 112-1/2 tons coal; Metacomet, Cumb., 104-1/4 tons coal; Col. Crockett, flour, wheat, corn, &c.; John Lambie, 22 miles, wood.

The following boats have departed [12/5] with merchandise for different points along the line: Reindeer, Caroline B. Tisdale, Julia A. Elgin, James A. Magruder, K. H. Lambell, Wm. Jackson, Geo. Waters and Chesapeake.

AG, Sat. 12/6/51, p. 3. **CANAL COMMERCE**
Arrived, November 5.

Boat George Waters, Cumberland, coal to Fowle & Co.

Departed, [12/5].

Boat George Waters, Shepherdstown, by Fowle & Co.

Boat Neptune, Goose Creek, plaster by Fowle & Co.

Boat K. H. Lambell, Big Spring, plaster by Cazenove & Co.

DAT, Mon. 12/8/51, p. 3. The canal still continues in good navigable order, and the following boats have arrived and departed since my last:

Canal Trade – Arrived [12/6], boats Wm. Fowle, Cumberland, coal; Delaware, Cumberland, coal; E. E. Voorhees, Cumberland, coal; Helen Bruce, Cumberland, coal; Francis Bloodgood, Cumberland, coal; I. Long, Cumberland, coal; Ben. Franklin, 99 miles, 600 barrels of flour; Charlotte, 108 miles, 629 barrels of flour; J. P. Smart, 31 miles, flour, corn, offal and meal; Daniel Webster, 62 miles, limestone; Star, 20 miles, wood, &c.; Elizabeth, Cumberland, coal.

Departed [12/6] – Scow Neptune; boats Cambria, W. C. Johnson, Columbia, P. Janney, Potomac. D. & H. Clagett, J. P. Garrott, Annawan and Adalantada.

DAT, Tue. 12/9/51, p. 3. *Canal Trade* – Arrived [12/8], boats Col. Young, Cumberland, coal; Minor, (new boat, first trip,) Cumberland, 124-1/2 tons coal; Baltic, 81 miles, flour, &c.; Hugh Smith, 61 miles, 425 boxes of guns, &c.; James Terrell, Cumberland, coal; Francis Bloodgood, Cumberland, 130 tons of coal – (largest load ever brought from Cumberland to this place, draft of boat 4 feet 6 inches); Morning Star, 45 miles, wood; Gov. Sprigg, 100 miles, 750 bbls. flour, 72 bbls. whiskey, 4,760 lbs. of sundries; R. G. Violett, 100 miles, 1,108 bbls. flour; Josiah H. Davis, (new boat, first trip,) 112 tons coal; Isaac Motter, Cumberland, 112 tons of coal; William Albert, Cumberland, 112-1/2 tons of coal; Capt. Walker, 69 miles, limestone; Edward Payson, dam No. 3, limestone; Gen. Cass, Edward's Ferry, 425 bbls. flour, 210 bushels meal, 500 bushels offal, 1,000 lbs. sundries; Enterprise 58 miles, flour, &c.

Departed [12/8] – Star, Oregon, Col. H. Clay, Gen. Cass, J. Lambie, Star of Edward's Ferry, Metacommet, Harry Tyson, W. H. Harrison, Charlotte, Enterprise.

AG, Tue. 12/9/51, p. 2. **Goose Creek Improvement.** – The first boat down the Goose Creek and Little River Improvement, via Chesapeake and Ohio and Alexandria Canals, reached Mr. J. Roach's farm, in this county, on Saturday last.

CANAL COMMERCE

Arrived, December 8.

Boat Elizabeth, Cumberland, coal to Fowle & Co.

Boat Isaac Long, Cumberland, coal to Washington Coal Co.

Departed, [12/8].

Boat Harry Tyson, for Cumberland, by Washington Coal Co.

Sun, Wed., 12/10/51, p. 4. Alexandria, Va., Tuesday Afternoon. - About 10 o'clock fire was discovered in the ship-yard of our enterprising fellow citizen Eastback, and the high wind spread the flames rapidly. The firemen, however, with characteristic promptness and intrepidity saved a new canal boat, nearly finished, and the surrounding property, from destruction. Mr. Eastback lost considerable in lumber, fixture, &c., and Mr. James Lindsay, residing in the adjoining house, lost nearly all his furniture by hasty removal.

DAT, Wed. 12/10/51, p. 3. *Canal Trade* – Arrived [12/9], Boats J. L. Pasco, 11 miles, 15 bushels of potatoes and 20 cords of wood; Adalantada, 23 miles, 25 perches stone; Ohio, 31 miles, 1,800 bushels of wheat, 13,000 pounds of pork, and 20 bushels of meal; P. F. Thomas, 41 miles, 300 bushels of wheat.

Departed [12/9] – Boats Benjamin Franklin, Liberty, Col. Crockett, Morning Star and Baltic.

AG, Wed. 12/10/51, p. 2. **Coal by Canal.**

Between the 20th November and the 4th of December, there were sent to market, by the Chesapeake and Ohio Canal, 4,485 11 tons of coal from the Cumberland region. Previous amount of coal and coke reported, 75,850 18 tons; total amount to date, since the opening of navigation in March, 80,336 09 tons.

The Canal is still open, although the weather is very cold, and we understand it is the intention of the Company to keep it open as long as possible by means of ice boats. – *Cumberland Journal*.

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

Arrived, December 9.

Boats Francis Bloodgood, Col. Young and Minor, Cumberland, coal to Washington Coal Company.
Boats Helen Bruce, E. E. Voorhees and Wm. Albert, Cumberland, coal to Borden Mining Co.
Boat Gen. Cass, Goose Creek, flour to Daniel F. Hooe.

Departed, [12/9].

Boats Annawan and Metacomet, Cumberland, by Borden Mining Co.
Boat O. W. Sturtevant, Cumberland, by Washington Coal Co.
Boat Elizabeth, Cumberland, by Fowle & Co.

Sun, Thu., 12/11/51, p. 4. This morning the packet boat *Delaware*, of the Good Intent line, arrived, by canal, from Harper's Ferry, with a large number of passengers. There is no ice on the stream between Cumberland and Georgetown. The canal was crowded with boats, laden with produce, wood, coal, &c., for our three cities, and many others were returning with groceries, &c. At every town on the line the "*Baltimore Sun*" was *the* newspaper sought after.

The good people of Licksville, one mile from Noland's Ferry, are making extensive preparations to have a grand festival and ball, Christmas week, to last three days. A band of music from Frederick City is engaged.

The "Good Intent line" continues its trips on this route until notice to the contrary is given in the "Sun."

Alexandria, Wednesday afternoon. - It seems to be admitted, on all hands, that Eastback's ship yard was fired by some of the flakes from the bonfire. The wind was blowing a gale at the time in that direction.

DAT, Thu. 12/11/51, p. 3. *Canal Trade* – Arrived [12/10], boats Caroline, 23 miles, flour and offal; Geo. Washington, 31 miles, corn and meal; Pacific, Cumberland, 92 tons of coal; Frances, Cumberland, 1,000 lbs. of venison, &c.; Canonicus, Cumberland, 113 tons of coal; General Taylor, 55 miles, 2,540 bushels of wheat and corn; Thos. Jefferson, 62 miles, limestone; James R. Annan, Cumberland, coal, &c.; Eagle, 124 miles, 2,080 bushels of wheat and 7,100 hoop poles.

Departed [12/10] – Boats Gov. Sprigg, H. Smith, D. Webster, Capt. Walker and J. L. Pasco.

AG, Thu. 12/11/51, p. 2. **CANAL COMMERCE**

Arrived, December 10.

Boats Isaac Motter and Josiah H. Davis, Cumberland, coal to Fowle & Co.
Boat J. P. Smart, Big Spring, flour and wheat to Cazenove & Co.

Departed, [12/10].

Boat J. P. Smart, Big Spring, plaster from Cazenove & Co.

Sun, Fri., 12/12/51, p. 4. **Canal Trade**, brisk, with boats Pacific, Frances, Canonicus and James R. Annan, from Cumberland with coal.

Mercury.

AG, Fri. 12/12/51, p. 4. **CANAL COMMERCE**

Departed, December 11.

Boats Isaac Long and F. Bloodgood, Cumberland, by Washington Coal Co.
Boat Isaac Motter, Williamsport, by Fowle & Co.

Sun, Sat. 12/13/51, p. 4. *Canal Trade* – Arrived [12/12] – Boats – L. A. Phelps, Charles Arthur, J. B. Stone and James Boyce, from Cumberland, and passed down to Alexandria. Also, principally

for Georgetown, boat Caroline, flour; W. J. Dickson, (new,) limestone; W. C. Johnson, pork, E. O. Carter, Goose Creek and Marion, flour.

DAT, Sat. 12/13/51, p. 2. A white boy, from Cumberland, fell off one of the coal boats in the basin yesterday afternoon, and was drowned.

About 25,000 barrels of flour reached here by canal during the month of November.

Canal Trade – Arrived [12/12], boats Mountaineer, Cumberland, coal; Eldorado, Cumberland, 101-3/4 tons coal, whiskey, &c.; Anna S. Borden, Cumberland, 112-1/4 tons coal; Morning Star, 12 miles, wood; Maryland, 42 miles, 2,000 bushels wheat and corn; Julia A. Elgin, 62 miles, 2,800 bushels wheat and corn; J. L. Pasco, 12 miles, wood; Star, Seneca, wood; Chesapeake, 62 miles, limestone.

Seventeen boats, with merchandise, for different points on the line, have departed.

AG, Sat. 12/13/51, p. 3. **CANAL COMMERCE**
Arrived, December 12.

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

Departed, [12/12].

Boats Helen Bruce, E. E. Voorhees and Wm. Albert, Cumberland, by Borden Mining Co.

DAT, Mon. 12/15/51, p. 3. Our harbor and canal both continue open, and vessels and boats are still arriving – the report of certain persons elsewhere to the contrary notwithstanding.

I understand that there will be made a strong effort to keep the canal open until the middle of January; and, unless there should be a long spell of very hard weather, with drifting snow, I have no doubt it will be done.

Canal Trade – Arrived [12/14], John Van Lear, 100 miles, flour, &c.; A. Leiter, Reindeer, P. Janney, Cumberland, coal; Geo. Waters, 73 miles, flour and cement; Massasoit, and E. A. Cook, Cumberland, coal; Belle, 73 miles, flour, wheat, barley seed, &c.; Star, 73 miles, 3,000 bushels of wheat.

Departed [12/14] – O. W. Sturtevant, Chesapeake, Rambler, J. F. Essex, Star, J. L. Pasco, Morning Star and Anna Marion.

AG, Mon. 12/15/51, p. 1. **CANAL STEAM BOATS** – *To the Editor of the Nat. Intelligencer*: I observed in a recent number of your paper a favorable mention of our canal steaming *Virginia*, which has been plying on the Chesapeake and Ohio Canal, for which we are obliged.

You observe, however, that “the only thing in her action than can justly be called objectionable, is that she impels the water from her paddles so forcibly on the bottom of the canal as to raise the mud, a circumstance of some seriousness in passing culverts.” I observed this to be the case where the water was shallow, when she made her first trip last spring, and informed one of the canal officers that it could be easily obviated, if required, by giving the buckets a less inclination. Our company has since constructed another tug upon the same plan, of fifty horse-power, called the *Jacob Hinds*, which has been plying on the Erie Canal. I arranged the buckets with a view to obviate the objection which you mentioned; and find that, with greater dip of paddles than the *Virginia*'s, she navigates with her full power applied, the shallowest portions of that canal, in some places less than four feet, without even *soiling* the water. In a few hour's time, if need be, I can arrange the *Virginia*'s paddles in the same way, without diminishing to any appreciable extent their hold upon the water. By giving the above an insertion, you will oblige, with much respect, your obedient servant.

G. PARKER

Worcester, (Mass.) Dec. 8, 1851.

Ibid, p. 2. **CANAL COMMERCE**
Arrived, December 13th.

Boat Archibald Cary, Cumberland, coal to Fowle & Co.

Boat L. A. Phelps, Cumberland, sundries to Fowle & Co.

Departed, [12/13].

Boat Gen. Cass, Goose Creek, lumber from Kephart & Barker.

Sun, Tue., 12/16/51, p. 4. *Georgetown and Alexandria Affairs, &c.* - Although the weather is wintry, the ice is not of sufficient strength to impede navigation. Our Alexandria and Mount Vernon steamers, fitted up so as to ensure summer comfort, run regularly. - Boats on the Georgetown Canal, continue to arrive and depart, with their wonted regularity. The pretty packet Delaware with a good company of passengers, leaves this evening at her usual hour.

A boy, aged 17, belonging to the canal boat Sturtevant, from Cumberland, was drowned at Georgetown on Friday, by falling into the canal at Davis' Mill. His body was taken back to Cumberland.

DAT, Tue. 12/16/51, p. 3. The river, this morning, is frozen over, but not sufficiently thick to prevent the steamer from towing vessels up. The canal, also, is frozen over, and but few boats have been able to reach here since yesterday.

It was in the basin that the boy from Cumberland fell from a canal boat and was drowned, and not opposite Davis' mill as reported.

Canal Trade – Arrived [12/15], Boats K. H. Lambell, 31 miles, flour, &c.; John Lambie, 22 miles, wood; G. W. Grove, 86 miles, wood; Lewis Cass, 31 miles, flour and wheat; Columbia, Cumberland, coal.

Departed [12/15] – Boats P. Janney, Gen. Cass and John Van Lear.

AG Wed. 12/17/51, p 3. **CANAL COMMERCE**
Arrived, Dec. 16.

Boat Julia A. Elgin, Old Church, wheat to Fowle & Co.

Sun, Thu., 12/18/51, p. 4. *Georgetown Affairs.* - By canal, on Tuesday [12/16], boats K. H. Lambell, John Lambie, G. W. Groove and Lewis Cass have arrived from intermediate points, and

the Columbia, from Cumberland, with coal, has passed down to Alexandria. Boats John Van Lear, P. Janney and Gen. Cass have left.

Mercury.

Sat. 12/20/51, p. 2. **The Weather**, since Saturday last, has been intensely cold. It is a very common remark, when we are enduring the cold of winter, of the heat of summer, that we never before experienced such cold or hot weather. But the thermometer and other things indicate that the *cold* of this week has been more intense than any for several years past. On Tuesday morning, in the open air, the mercury fell to 5° - 27 degrees below the freezing point. The Canal and River are covered with heavy ice. The boys derive consolation from the fact, that skating is fine - and the older folks, that there is a prospect for securing full ice-houses for next summer. Yesterday the weather began to moderate.

AG, Mon. 12/22/51, p. 2. **News of the Day.** A break occurred on the line of the Chesapeake and Ohio Canal, near Sharpsburg, last week. It is supposed that it will be repaired in three or four weeks.