

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***THE CIVILIAN & TELEGRAPH***  
***DEMOCRATIC ALLEGANIAN***  
and  
***WEEKLY CIVILIAN***  
three Cumberland, Md. newspapers  
and  
***THE BALTIMORE SUN***  
a Baltimore, Md. newspaper  
and  
***EVENING STAR***  
and  
***DAILY EXCHANGE***  
two Washington, D. C. newspapers  
and  
***ALEXANDRIA GAZETTE***  
an Alexandria, Va. newspaper  
1859

Compiled by  
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FEBRUARY 2017  
Revised NOVEMBER 2018

## Canal Trade 1859

### A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Civilian & Telegraph*, *Democratic Alleganian* and *Weekly Civilian* three weekly Cumberland, Md. newspapers, *The Baltimore Sun*, a Baltimore, Md. newspaper, *Evening Star* and *Daily Exchange* two Washington, D. C. newspapers, and *Alexandria Gazette*, an Alexandria, Va. newspaper of the era, unless otherwise footnoted. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. Articles from *The Civilian & Telegraph* are preceded by C&T, those from the *Democratic Alleganian* are preceded by DA, those from the *Weekly Civilian* are preceded by WC, those from *The Baltimore Sun* are preceded by *Sun*, those from the *Evening Star* are preceded by ES. those from the *Daily Exchange* are preceded by DE. and those from the *Alexandria Gazette* are preceded by AG. All the newspapers were found on-line and thus there may be duplications and/or discrepancies.

A word of caution: in the tables **Report of Coal Transportation**, a decimal system was used consistent with the newspaper report. However, the data is in tons and hundred-weight. For example: on Dec. 22, 1859, for Frostburg Coal Company: 133 tons 18 hundred-weight by the Railroad plus 112 tons and 11 hundred-weight by the Canal = 246 tons and 9 hundred-weight for the Week.

This revision includes the additional articles from the *Weekly Civilian*.

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  
February 2017  
Revised November 2018  
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**Canal Trade 1859.**

AG, Sat. 1/1/59, p. 3. **Chesapeake and Ohio Canal** – Though we believe, there is no ice on the Chesapeake and Ohio Canal at this date, navigation is nearly suspended – and but few boats are passing along the line.

ES, Mon. 1/3/59, p. 3. **C. & O. Canal** – We learn that it has been determined to let the water off the canal some time this month, for the purpose of giving the entire line a thorough overhauling and cleaning of sand-bars, &c. – *Alexandria Gazette*.

**Levy Court** – The regular monthly meeting of the Levy Court of Washington county was held at the rooms of the officers of the Chesapeake and Ohio Canal Company, City Hall, at 11 o'clock this morning. [Transcriber's Note: The Canal Company offices were in Hagerstown?]

AG, Fri. 1/7/59, p. 3. **The Canal** – The receipts of Coal by the Alexandria Canal for the month of December, were 12,696 tons. The business of the Chesapeake and Ohio and Alexandria Canal, may now be considered at an end for this season, and we understand that the water will be drawn off from both, for the purpose of repairing and cleaning out the bars, &c., that have accumulated since the water was let in. The timber for the repairs on the trunk of the Potomac Aqueduct has been received, and the repairs will be commenced at once, and be completed before resumption of navigation on the Canal. The business over the Alexandria Canal for the past season, allowing for the suspension of navigation on the Chesapeake and Ohio Canal for a considerable length of time, shows a very decided increase over previous years. When the masonry dams Nos. 4 and 5, on the Chesapeake and Ohio Canal, now in progress of construction and well advanced, shall have been completed, much of the

uncertainty which has heretofore attended transportation upon this work will be removed, and the trade must largely and rapidly increase upon both Canals. The subject of the introduction of steam on Canals, in lieu of horse power, has become one of great interest, in view of its success upon the New York and Erie Canal, and we observe by the report of Commissioner Ruggles, that great and confident expectations are based upon its success on that work. For several years past steam has been employed on the Chesapeake and Ohio and Alexandria Canals to a limited extent, and with an encouraging degree of success, and we hope soon to see it entirely supersede the present means of propulsion. The increased rate of speed and greater economy of steam power, will, it is believed, attract to Canals much of the freight business which has been heretofore drawn from them by the greater speed of railroads.

AG, Wed. 1/12/59, p. 3. **Ice** – The ice on the canal yesterday morning, was 3-½ inches thick, and some owners of ice-houses are taking advantage of the present freeze to lay in a supply. The quality is unusually good.

*Sun, Thu. 1/20/59, p. 4. Tonnage and Revenues of the Chesapeake and Ohio Canal* – That efficient officer, W. S. Ringgold, Esq., of the Chesapeake and Ohio Canal Company, has just completed an interesting comparative statement of the principle articles of commerce transported upon the canal during the years 1857 and 1858.

The ascending trade is thus given in the years respectively, and in tons: Fish – 1857, 490; 1858, 217 – decrease in 1858 of 273 tons. Groceries – 1857, 195; 1858, 178 – decrease, 17 tons. Salt – 1857, 1,539; 1858, 1,945 – increase in 1858 of 406 tons. Lumber – 1857, 1,366; 1858, 814 – decrease, 482 tons. Plaster – 1857, 2,136;

1858, 2,813 – increase, 677 tons. Total – 1857, 21,152; 1858, 29,396; aggregate increase of 8,244 tons, consisting of materials transported short distances for the Washington aqueduct.

The descending trade is highly gratifying, showing an increase in every article but two: Flour – 1857, 10,967; 1858, 11,007 – increase 40 tons. Wheat – 1857, 3,750; 1858, 4,402 – increase 652 tons. Corn – 1857, 5,592; 1859, 6,275 – increase 683 tons. Offal – 1857m 288; 1858, 549 – increase 261 tons. Lumber – 1857, 1,847; 1858, 2,669 – increase 822 tons. Pig Iron – 1857, 1,212; 1858, 933 – decrease 279 tons. Coal – 1857, 123,526; 1858, 254,684 – increase 131,158 tons. Coke – 1857, 2,045; none in 1858. The total in tons in 1857, 175,373; in 1858, 324,192 – total increase in 1858, 148,819. The whole amount of tolls collected in 1857 was \$94,802.37; in 1858, \$171,084.91 – increase of 1858 over 1857, \$76,282.54.

ES, Mon. 1/31/59, p. 3. **The Coal Trade – Important to Alexandria and the Coal Interests** – We have learned, with much surprise and regret, says the *Alexandria Gazette*, that there is a movement in progress to compel the Chesapeake and Ohio Canal Company to raise the tolls upon the coal transported upon that work, to a rate which will equalize the cost of carriage to the cost upon the Baltimore and Ohio Railroads – in other words, to levy an almost prohibitory tax upon canal transportation, for the benefit of the city of Baltimore and its railroad, regardless of the interests of the coal region, and of all parties concerned in the coal trade. We trust this is not true, but have our fears. We can only say that hitherto the liberality of the State of Virginia toward Maryland works and interests, has been rewarded by nothing of a similar character, on the part of that State, and it will be a matter for serious consideration

and action, we believe, at the next session of the Legislature, whether Virginia’s interests do not call for some efficient countervailing legislation. If the unjust measure referred to be carried out, the subject will, we are informed, be at once laid before the Governor of this State, whose well known zeal and energy will at once be brought to bear, we doubt not, for the protection of the immense amounts which have been invested, here and elsewhere, in the coal trade of the canal.

*Sun, Mon. 2/7/59, p. 1. Chesapeake and Ohio Canal.* – At a meeting of the President and Directors of the Chesapeake and Ohio Canal Company on Thursday, the 3<sup>rd</sup> day of February, 1859, the following communication was received and read from Henry R. Reynolds, Esq., one of the Commissioners of Public Works of the State of Maryland:

*To the President and Directors of the Chesapeake and Ohio Canal Company.*  
Gentlemen: - A sense of duty compels me to call your attention to the importance of raising the tolls on the canal twenty-five cents per ton on coal. As the constitution makes it obligatory upon the Commissioners of Public Works to review from time to time the rate of tolls adopted by any company, use all legal powers which they may possess to obtain the establishment of rates of toll which may prevent an injurious competition with each other, to the detriment of the interests of the State, and to adjust them as to promote the agriculture of the State, I am satisfied that the freight now charged or extracted on the Baltimore and Ohio Railroad are as low as they can be put to prevent loss to the company, and that fifty cents per ton is too great a discrimination in favor of the canal. In conversation with my colleagues, I am led to believe that they agree with me on this subject.

The people of the State as well as our obligation requires us to protect their interests in preference to building up those of a city in an adjoining State. I feel that I am only discharging my duty when I call upon you and ask that you will obey the public wish in the matter; therefore request that at your next regular meeting you will pass such resolutions as in your judgment may seem proper to advance the toll upon coal twenty-five cents per ton, and advertise the fact, so that all parties interested can make contracts understandingly. Should you not be able to agree in adopting this request, or feel unwilling to assume the responsibility, be kind enough to inform me immediately, and I will call a meeting of the board of commissioners of public works at once, not doubting that they will agree with me, even if you should not do so. I have every confidence that this just and reasonable request will be carried out. At all events I shall have the satisfaction of knowing that I have done all in my power to promote the interests of the State of Maryland as my immediate constituents.

With great respect, I remain your obedient servant,  
H. R. Reynolds,  
Commissioner Public Works Third District.  
Baltimore, February 2, 1859.

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After consideration thereof, on motion, it was *Resolved*, That in the opinion of the board it is inexpedient to make any changes in the present rates of toll on coal, and that the president be requested to communicate this resolution to the commissioners of public works of the State of Maryland.

*Resolved*, That the president cause to be published the communication addressed to the board by Mr. Reynolds, with his reply thereto, communicating the foregoing resolution.

The yeas and nays being called on the adoption of the foregoing resolutions

were as follows: Yeas – Messrs. Brengle, (President,) Bowles, Bruce, Herbert, Magruder, McCleary and Veirs, (Directors.)

So that the resolutions were unanimously adopted.

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Office, Chesapeake and Ohio Canal Co.,  
Washington, February 3, 1859.

Henry R. Reynolds, Esq., *Commissioner of Public Works of the State of Maryland*:

Dear Sir: Your communication, dated the 2<sup>nd</sup> instant, was considered by the board this day, and I am directed to hand you a copy of the resolutions adopted by the board by unanimous vote, believing as they do, that any change at present of the rates of toll on coal would be suicidal both to the interests of this company and to the several mining companies of Allegany county, Maryland. Very respectfully, your obedient servant.

L. J. Brengle,  
President, Chesapeake and Ohio Canal Co.

ES, Sat. 2/19/59, p. 2. **A Dangerous Game to Play at** – The managers of the Baltimore and Ohio Railroad, in their eagerness to monopolize the transportation of Cumberland coal to tidewater, are pursuing a policy that if persevered in cannot fail to render their own stock utterly worthless, as well as to affect disastrously the general business of Baltimore city. They are striving to put up the tolls on coal upon the Chesapeake and Ohio Canal, twenty-five cents per ton. As through their virtual control of the interest of the State of Maryland in the direction of the canal, they will probably be able to succeed in that aim, they can thus strike a staggering blow at the interests of the State of Virginia, which is really greater, so far as the future of the Cumberland coal trade is concerned, than that of Maryland. At present the difficulty in the way of the success of Cumberland coal mining operations, is the fact that anthracite coal can be delivered at the great

markets on the coast somewhat cheaper. Those engaged in the trade on both sides, are well aware that if twenty-five cents a ton be added to the cost of getting Cumberland coal to tidewater, much of the demand for it at points any considerable distance from where it first reaches tidewater, will be destroyed. Or, in other words, that the proposed increase of the tolls upon it now charged by the Chesapeake and Ohio Canal, will destroy half the present market for it.

Virginia is not only vitally interested in sustaining the present coal trade of Alexandria, but in the business of the mines themselves. The policy which the managers of the Baltimore and Ohio Railroad aim to carry out in this connection will destroy half Virginia's current coal mining business, and the whole of the valuable trade of Alexandria connected with it. The people of Virginia have witnessed for years past the persistent efforts of the authorities of Maryland, acting under the dictation of the managers of the Baltimore and Ohio Railroad, to destroy the business of the Chesapeake and Ohio Canal, and, incidentally, to inflict grievous injury on Virginia interests. So long as there remained hope that sober second thought might induce the authorities of Maryland to stop their suicidal game, Virginia has been loath to retaliate by resorting to "unfriendly legislation," so far as the interests of the city of Baltimore are concerned. As three-fourths of the Baltimore and Ohio Railroad are within her limits, she has the lawful right to legislate with reference to its interests, as to affect them much as the policy of the authorities of Maryland, in the management of the canal, are affecting its interests, and those of all in Virginia in any way connected with them. That her people have at length come to the conclusion that the time for commencing the work of retaliation has arrived, is evident in the fact that pledges to favor such retaliatory legislation are being

exacted from all candidates for seats in the next Virginia Legislature from a considerable portion of the State.

*Sun, Thu. 2/24/59, p. 2. Resumption of Navigation* – It is in contemplation to let the water into the Chesapeake and Ohio Canal on or about the first of March, preparatory to an unusually early resumption of navigation, which will certainly take place should the present mild weather continue. We also learn that the coal companies have made arrangements to transport some eight hundred thousand tons of coal during the ensuing season, one-half upon the canal, and one-half upon the railroad, which will far exceed the trade of any previous year.

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*A Freshet in the River* – The heavy rains of last week caused a considerable freshet in the river, which did some damage to dam No. 5, a temporary crib and two derricks having been washed away. The loss is trifling and will not delay the resumption of navigation. No damage was done to dam No. 4.

*Sun, Wed. 3/9/59, p. 2. Chesapeake and Ohio Canal* – Boats began taking on coal shipments at Cumberland on Monday. The canal is reported in good order throughout. The season opens under favorable auspices, and boatmen, shippers and miners are said to be all in good spirits.

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*Ibid. p. 4. A New Building* – The Canal Company have hands now employed in the erection of a small structure near Dr. R. S. McKaig's boat yard, divided into two apartments, designed as offices for the Canal Collector and Gauger. The location is one convenient for all in any way connected with the operations of the canal.

ES, Tue. 3/22/59, p. 2. **GEORGETOWN**

We learn that the report which has been circulated in our city that a break had occurred on the eight-mile level of the canal is incorrect. An officer on the line informed us this morning that the entire line was in good order, and that the reason why boats from Cumberland are not coming in more regularly and numerous, is owing to some contention between the coal companies and the owners of the boats. The owners of the boats are demanding \$1.25 freight, and the companies refusing to pay over \$1.10 to Georgetown, and \$1.15 to Alexandria.

The canal steamer Antelope which left her wharf for Harper's Ferry, has not yet returned. The delay has been caused by her coming into collision with a freight boat on her upward passage, by which she was very seriously damaged.

DE, Tue. 3/22/59, p. 3. The Chesapeake and Ohio Canal has resumed its annual work for 1859. The first little fleet of five canal boats have arrived down from Cumberland to Georgetown during the past week, and having been promptly discharged as promptly returned up stream. We hear there is another large batch of boats not far distant from tide-water with full loads of coal from Cumberland. All reports of the canal and the trade are favorable.

Sun, Wed. 3/23/59, p. 4. **Alexandria** - A canal boat, fitted with a new wheel, the invention of Mr. A. H. Brown, has just left this place on a trial trip to Cumberland.  
Mercury.

ES, Wed. 3/23/59, p. 2. **GEORGETOWN**  
The canal steamer Antelope returned to her wharf again yesterday afternoon, and left again this morning on her regular trip to Harper's Ferry.

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*Ibid*, p. 3. We are desired to state that the report that the canal steamer

Antelope had been prevented from returning from Harper's Ferry in consequence of damage received by coming in collision with a freight boat is incorrect. The Antelope was detained at her wharf at Harper's Ferry by the high wind; reached Georgetown last evening in first-class condition, and is to make her usual trips.

WC, Thu. 3/24/59, p. 5. **Boat Yards** – Business is very active at the boat yards. It is encouraging to see the brisk operations going on there, as it affords a pleasant relief to the wearying monotony of the dull season from which we are just emerging. The work of constructing new, and rebuilding old, boats goes briskly on.

C&T, Thu. 3/24/59, p. 3. **Meeting of the Creditors of the Chesapeake and Ohio Canal** - At a meeting of the creditors of the Chesapeake and Ohio Canal Company, held at the office of McKaig & McKaig, in the city of Cumberland, on the 26th day of March, 1859, according to a previous notice given, Thomas J. McKaig was called to the chair, and George Stubblefield was appointed Secretary.

The object being to take some initiatory step, to call a general meeting of the creditors of the Chesapeake and Ohio Canal Company, for the purpose of memorializing the Legislature of Maryland, to pass an act for their relief, on motion of Mr. John Humbert, it was

*Resolved*, That a committee of three be appointed to the meeting to address a letter to the creditors, as far as they are known, asking them to meet in the city of Baltimore, on Thursday, 27th day of May next, at the Fountain Hotel, at 10 o'clock, for the purpose of conferring together as to the means to be used and the relief to be asked.

On motion of Mr. Alpheus Beall, it was *Resolved*, That the committee consist of

Thomas J. McKaig, Dr. James Fitzpatrick and George Stubblefield.

On motion of Mr. James Reynolds, it was *Resolved*, That the proceedings of this meeting be published in the papers of the city of Cumberland.

On motion of Mr. Joseph Dilley, the meeting was adjourned.

**THOS. J. MCKAIG**, Chairman  
Geo. Stubblefield, Secretary

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*Ibid*, p. 4. **Maryland Coal Trade** – For the week ending Saturday, March 19, 5,497.08 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,422.18 over the road of the George’s Creek Coal and Iron Company.

Total shipments for the year from the entire region, 57,641.18 tons.

During the week ending March 22, 1859, 62 boats cleared this port, carrying 6,088.14 tons of coal.

During the season, 84 boats cleared this port, carrying 8,491.07 tons.

**The Streams** – Wills Creek and the Potomac, owing to the recent rains, are still full, and the canal is plentifully supplied with water.

**Report of Coal Transportation**

During the week ending Saturday, March 19, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		1,931.16	1,931.16	2,415.10
C. E. Detmold		640.03	640.03	970.15
Frostburg C. C.	86.04	955.08	1,041.12	2,115.14
Borden M. Co.	243.09	1,630.15	1,880.04	4,973.07
Alleghany M. C.	3.13		3.13	90.19
	339.06	5,158.02	5,497.08	10,566.05

*Sun*, Thu. 3/24/59, p. 2. **On Monday**, a breach occurred in the Chesapeake and Ohio canal, ten miles below Williamsport, but is, probably, by this time repaired.

DA, Sat. 3/26/59, p. 3. [Advertisement] Robert S. McKaig, Trustee, offered the canal boats “Ellen Beall,” “R. A. Powers” and “Sarah Ann” and all the rigging and

fixtures belonging to said boats at public sale at 2 o’clock, P.M., on Monday, April 4, 1859 in front of A. J. Boose’s Store, at the head of the Canal Basin, in Cumberland. Also 4 bay mules being one Horse and three Mare Mules, with 4 sets of harness. [Transcriber’s Note: Canal boat Ellen Beall was registered on 10/5/1852; R. A. Powers was registered on 9/13/1858; and Sarah Ann was registered on 11/22/1852.]

AG, Sat. 3/26/59, p. 3. **The Canal** – Several boats arrived through from Cumberland on Thursday, and report a small break at Little Slack Water, about 120 miles from Georgetown, which would require a day or two to repair, thus detaining boats now ready to come down.

DE, Mon. 3/28/59, p. 2. The Alexandria *Gazette*, of yesterday, says that the meeting of the Chesapeake and Ohio Canal Company, advertised to take place in Washington on Thursday, was not held, a majority of the Board of Public Works of Maryland not being present; and Mr. Schley, one of the Board, having given as his opinion that the meeting was illegal. It is, however, concluded that the question of an advance in the rate of tolls is settled, a majority of the Board being opposed to any increase. The next meeting of the Company, the regular meeting, will be held in June.

*Sun*, Mon. 3/28/59, p. 1. **To the Public**

It will be seen in the subjoined letter of W. S. Ringgold, Esq., and his official record of the proceedings of a called meeting of the stockholders of the Chesapeake and Ohio Canal Co., on the 24<sup>th</sup> inst., that the publication in the Baltimore *Sun* of the following day, purporting to be an *official* report of said meeting, was false; and that the name of Mr. Ringgold, subscribed thereto, was attached

fraudulently, and without his knowledge or consent.

The publication alluded to represents me as having withdrawn from a *legal* meeting, which it was my duty to attend, and thus, by my recusancy, preventing the transaction of public business; whereas, the record proves, that I sought only to prevent the holding of an informal and *illegal* meeting, whose acts, if any, would not merely been void in law, but calculated to engender litigation and bring the State's commissioners of public works into contempt.

To correct injurious and flagrant misrepresentations, I make public the accompanying letter of Mr. Ringgold and his certified transcript of the proceedings.

Frederick Schley,  
Commissioner of Public Works, &c.  
Washington, D. C., March 26<sup>th</sup>, 1859.

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Office, Ches. and Ohio Canal Co.  
Washington, March 25, 1859.

Dear Sir: I received your note of this morning relative to the publication of the stockholders meeting in "The Sun." Although my name is attached to it, I had no knowledge of it till I saw its publication, and being followed by subsequent proceedings of the commissioners, signed by you, supposed it had been agreed upon between you. - I was not connected with the meeting after departing with you, and furnished nothing for publication, and heard and knew nothing concerning it, till The Sun's notice and the receipt of your note. I hand you, as desired, a correct transcript of the proceedings. Resp'y.

W. S. Ringgold, Sec'ry.  
Fred'k Schley, Esq.

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Office, Ches. and Ohio Canal Co.  
Washington, Thursday, March 21, 1859.

In pursuance of the public notice given in newspapers published in the State

of Maryland, Virginia and Pennsylvania, and the District of Columbia, for a period of one month previously, in conformity to the charter of the company and the by-laws of the stockholders, pursuant to the requirement of a majority of the commissioners of public works of the State of Maryland, the stockholders of the Chesapeake and Ohio Canal Company convened this day. Present:

The *State of Maryland*, by Benj. Lankford and Henry R. Reynolds, commissioners of public works of the State of Maryland.

The *United States*, by James G. Berrett, Esq., proxy.

The *Corporation of Washington*, by James G. Barrett, Esq., Mayor.

Thomas J. Fisher and Lambert Tree, Esqs., and *similar private stockholders*.

The following letter from Frederick Schley, Esq., one of the commissioners of public works of the State of Maryland, was read:

*To the Stockholders of the Chesapeake and Ohio Canal Company:*

Gentlemen: Having been summoned, as one of the commissioners of public works, to attend a special general meeting of the stockholders of the Chesapeake and Ohio Canal Company, at the city of Washington, on the 24<sup>th</sup> instant, and believing that the call for said meeting is informal, and not in compliance with the requisitions of law, I respectfully, but solemnly, protest against the holding thereof.

Authority was given for the call of a special general meeting of the stockholders, to be held at the said city of Washington, on Friday, the 18<sup>th</sup> of March, instant, and if notice had been published in compliance with said authority, and a meeting had been held on that day, it would have been formal and its proceedings legal. But it seems that a postponement to the 24<sup>th</sup> instant was directed to be made by one only of the commissioners of public works, who, in his

individual capacity, is not empowered to represent the State of Maryland's interest, and not by the direction of the whole, or even a majority of the said commissioners; and that notice for a meeting, to be held on the 21<sup>st</sup> inst., was published accordingly.

I submit, gentlemen, that the said notice was informal and illegal, and therefore protest as aforesaid to the holding of the meeting on the 24<sup>th</sup> inst.

Respectfully, &c. Fred'k Schley,  
Commissioner Public Works, First District  
of the State of Maryland.

Whereupon the stock of the State of Maryland not being represented by a majority of the commissioners of public works, and there being no quorum present for business, the meeting adjourned *sine die*.

Attest. W. S. Ringgold, Secretary

The foregoing are correct copies of my letter and the transcript of proceedings of the stockholders' meeting on the 24<sup>th</sup> of March, 1859.

W. S. Ringgold.

WC, Thu. 3/31/59, p. 4. Yesterday morning, the steam canal boat, "Cathcart," reached this port, from Alexandria – her first trip this season. The canal is now in fine navigable order.

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**Meeting of Creditors of the Chesapeake and Ohio Canal.** – At a meeting of the creditors of the Chesapeake and Ohio Canal Company, held at the office of McKaig & McKaig, in the city of Cumberland, on the 26<sup>th</sup> day of March, 1859, according to a previous notice given, Thomas J. McKaig was called to the chair, and George Stubblefield was appointed Secretary.

The object being to take some initiatory step, to call a general meeting of the creditors of the Chesapeake and Ohio Canal Company, for the purpose of memorializing the Legislature of Maryland,

to pass an act for their relief, on motion of Mr. John Humbert, it was

*Resolved*, That a committee of three be appointed by the meeting to address a letter to the creditors, as far as they are known, asking them to meet in the city of Baltimore, on Thursday, 27<sup>th</sup> of May next, at the Fountain Hotel, at 10 o'clock, for the purpose of conferring together as to the means to be used and the relief to be asked.

On motion of Mr. Alpheus Beall, it was *Resolved*, That the committee consist of Thomas J. McKaig, Dr. James Fitzpatrick and George Stubblefield.

On motion of Mr. James Reynolds, it was *Resolved*, That the proceedings of this meeting be published in the papers of the city of Cumberland.

On motion of Mr. Joseph Dilley, the meeting adjourned.

THOS. J. MCKAIG, Chairman  
Geo. Stubblefield, Secretary.

C&T, Thu. 3/31/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, March 26, 6,894.10 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,354.11 over the road of the George's Creek Coal and Iron Company.

Total shipments for the year from the entire region, 69,892.07 tons.

During the week ending March 29, 1859, 91 boats cleared this port, carrying 11,017 tons of coal.

During the season, 167 boats cleared this port, carrying 19,511 tons.

**Report of Coal Transportation**  
During the week ending Saturday, March 26, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		2,547.11	2547.11	4,963.01
C. E. Detmold		924.14	924.14	1,913.09
Frostburg C. C.	273.16	1,051.01	1,324.17	3,440.11
Borden M. Co.		2,069.09	2,069.09	7,042.16
Alleghany M. C.	9.19		9.19	100.08
	283.15	6,610.15	6,894.10	17,460.15

**TO CANAL  
BOAT OWNERS!**

*Of High Cabin Boats, on the Chesapeake and Ohio Canal.*

**G**ENTLEMEN:—The Corporation of Georgetown has refused to permit the raising of the Canal Bridges in that town now obstructing the Canal navigation, although it was guaranteed to the said Corporation, that new and handsome Iron structures would be substituted for the present imperfect and primitive ones, without costing Georgetown a single dollar.

To procure a free navigation of the Canal, thus obstructed, THE

**H O F F M A N**

**Steam Coal Company,**

**OF ALLEGANY,**

offers freights from Cumberland to its wharf at "THE MOLE," Georgetown, for the same price per ton as is paid to Alexandria; thus saving to the Canal boat owner, the distance from Georgetown to Alexandria—from \$2.50 to \$3, each trip.

To enable the high cabin boats to avail themselves of this offer, and return, when unloaded, under the obstructing bridges, it will be necessary to cut down the high cabin about 15 inches, and to lower the cabin floor—the expense will be about \$12. The Company will make the necessary alteration, to be repaid in freight.

The Company will forthwith enter into contract with owners of boats so altered for freight as above, to continue during the season.

The Company will ship during the season

**200,000 Ton-**

of Coal, and now wish to arrange for its transportation, to commence immediately upon the opening of the Canal.

Owners and Captains of boats, desiring to enter into this arrangement, will please give notice to the Company through its Superintendent, O. D. ROBBINS, at the Company's Mines, or to GEO. A. PEARRE, Esq, at Cumberland, or to its President.

**S. BROOKE POSTLEY,**

Dec. 27, 1858—Jan. 20, 3m. New York City.

*Sun*, Thu. 3/31/59, p. 2. The breach in the Chesapeake and Ohio Canal, at or near Dam No. 4, has been closed, and navigation resumed with a rush.

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*Ibid*, p. 4. **Alexandria** - The fleet of canal boats from Cumberland announced in *The Sun* as having started for the Potomac wharves commenced arriving at Georgetown yesterday afternoon.

Mercury

*Sun*, Fri. 4/1/59, p. 1. **Affairs in Allegany County** – We copy the following from the Cumberland Telegraph: *Creditors of the Canal* – A general meeting of the creditors of the Chesapeake and Ohio Canal Company is to be held in Baltimore on the 27<sup>th</sup> of May next, for the purpose of taking measures to memorialize the next Legislature of Maryland to pass an act for their relief. This movement was initiated by a meeting of a portion of the creditors held at Cumberland a few days ago.

*ES*, Fri. 4/1/59, p. 3. **The Canal** – The business upon the canal wharves does not appear to be particularly brisk. The amount of wood and coal left over from the winter supply is unusually large, and it is possible this may lessen the purchases of supplies for the approaching winter. Since the first of March the arrival of boats in the canal have been very few, and at the present time there are but few at the wharves. The fishing season affects the employment of hands for the canal trade to a greater or less extent as the demand for labor at the landings is less urgent.

After the season closes we may expect a larger number of boats in the usual trade at the canal wharves.

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**GEORGETOWN** – The canal steamer L. J. Brengle, which has been built by Mr. J. T. Barker for the Messrs. Ritter, will be launched from the north side of Analostan island tomorrow morning.

*AG*, Fri. 4/1/59, p. 3. **CANAL COMMERCE** – Arrived, March 31. – Boats M. Treiber, Mary Otis, D. Scrivner, J. C. Hieston, F. & A. H. Dodge and J. L. Jordan, coal to T. J. Mehaffey. Boats R. M. Sprigg, A. R. Wilson, Lady Helen, J. T. Barnes, Jos. Knode, Wm. Borden, James Fitzpatrick, J. R. Masters, A.

E. Stone, Helen May, Richard Borden, Loretta and Henry May, coal to Borden Mining Co.

Boats T. S. Inglehart, Clementine and Levin Benton, coal to American Coal Co.

Boats Ellen Bell, Niagara and Chicago, coal to Frostburg Coal Co.

Boat Six Brothers, limestone to Thomas Smith.

AG, Sat. 4/2/59, p. 3. **CANAL COMMERCE** – Arrived, April 1.

Boats P. R. Haldeman, Jacob Huber and Waynesboro, coal to Borden Mining Co.

Boats Dr. Dougherty, T. W. Rohrback, Dr. Robertson and M. M. Clagett, coal to T. J. Mehaffey.

Boats Phoenix and John Van Lear, coal to Frostburg Coal Co.

*Sun*, Mon. 4/4/59, p. 1. **A New Mode of Applying Steam Power to Canal**

**Navigation** – The new steam canal boat called “Blue Bird,” reached Cumberland, Md., from Alexandria, Va., on the 30<sup>th</sup> ultimo, with another boat in tow. The *Alleghanian* says: “She is propelled by an eighteen horsepower engine, attached to an adjustable feathering paddle-wheel, five feet long and five feet in diameter, so arranged that the paddles go down into the water edgewise and come up edgewise – not thrashing the water as they go down nor lifting it as they come up and the wheel is so arranged that it can in five minutes be raised or lowered so as to give the paddles the requisite dip in the water according to the draft of the boat. The great advantage of this wheel is that it produces no lateral agitation of the water, and the paddles always acting on the upper surface of the water produces a current immediately behind the boat and in the center of the canal. It is claimed for this wheel that it will propel an empty boat five miles an hour and a loaded boat over three miles [an hour] and

it is believed she will make this average speed with another boat in tow. Her power has as yet been but partially tested, but from present indications it is thought by many who are competent to judge, that this mode of applying steam power to the propelling of canal boats will greatly facilitate and perhaps cheapen the transportation of coal to the eastern market. Dr. R. S. McKaig, Mr. Brown and a gentleman of Washington, D. C. are the patentees.”

DE, Mon. 4/4/59, p. 2. **Chesapeake and Ohio Canal** – The *Alleghanian* of Saturday, says: “The breach in the Chesapeake and Ohio Canal, near Williamsport, has been closed, and navigation fully resumed. For the week ending yesterday, eighty-seven boats cleared from this port, carrying on an average one hundred and twenty-two tons of coal.”

AG, Mon. 4/4/59, p. 3. **CANAL COMMERCE**. – Arrived, April 2.

Boats S. Castleman, Robert Mason and Capt. John Short, coal to T. J. Mehaffey. Boats S. H. Wilgus and Advance, coal to Frostburg Coal Co.

DE, Tue. 4/5/59, p. 2. The Chesapeake and Ohio Canal since Monday last has brought one hundred boat arrivals at the Collection office in Georgetown. Of these eighty- two boats are laden with coal from Cumberland, and the rest with grain, flour and limestone. The receipts as yet are small, in consequence of but few boats having unloaded, being \$206 for the ascending trade and \$2,341 for the descending trade. Next week the receipts will be much heavier. The canal is reported in good order throughout. At Dam No. 4 about thirty stone cutters and quarrymen are employed, and it is deemed that by the 1<sup>st</sup> of May this dam will be entirely completed. – *National Intelligencer*.

AG, Tue. 4/5/59, p. 3. **CANAL COMMERCE** – Arrived, April 4.  
 Boats Wm. P. Lynch, Dr. A. A. Biggs, J. T. Warden and Hercules, coal to Frostburg Coal Co.  
 Boat L. C. Stanhope, coal to Borden Mining Co.  
 Boat Anna Eliza, coal to T. J. Mehaffey.  
 Boat Elli Wade, coal to American Coal Co.

AG, Wed. 4/6/59, p. 3. **CANAL COMMERCE** – Arrived, April 5.  
 Boat Robert G. Violet, Williamsport, Md., flour to Blacklock, Marshall & Co.  
 Boats J. P. Wright, Wm. Hext and H. Arrington, coal to Frostburg Coal Co.  
 Boats J. A. Ensminger, Superior, G. L. Jacques and A. Rench, coal to Borden Mining Co.  
 Boats Mary R. Zimmerman, A. J. Boose and Mary Ellen, coal to T. J. Mehaffey.

C&T, Thu. 4/7/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, April 2, 7,409.07 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 6,237.18 over the road of the George’s Creek Coal and Iron Company.

Total shipments for the year from the entire region, 83,907.01 tons.

During the week ending April 2, 1859, 87 boats cleared this port, carrying 10,072 tons of coal.

During the season, 254 boats cleared this port, carrying 29,583 tons.

**Railroad Extension** – The Cumberland Coal and Iron Company have recently completed an addition to their road of two miles, running from Eckhart Mines, up the Hoffman valley to the Pompey Smash mines. The latter mines have not been much worked heretofore, owing to the difficult way of access to them; but now that a rapid and safe means of communication has been secured, the operations there will begin in earnest. The first load of coal from the

Pompey Smash mines, to be sent via the canal, came down on the 30<sup>th</sup> ult. We noticed a day or two ago, a load of coal, obtained from these mines directed to F. A. Phipps, Esq., the Company’s agent at Baltimore, the appearance of which indicated an excellent quality. Those who are a judge of coal say this was a very fine specimen of the “black diamond.”

**Report of Coal Transportation**

During the week ending Saturday, April 2, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		2,748.00	2,748.00	7,711.01
C. E. Detmold		532.17	532.17	2,446.06
Frostburg C. C.	227.08	1,559.07	1,786.15	5,227.06
Borden M. Co.		2,341.15	2,341.15	9,384.11
Alleghany M. C.				100.18
	227.08	7,181.19	7,409.07	24,870.02

ES, Thu. 4/7/59, p. 2. **GEORGETOWN**  
 Owing to the prevailing high winds, and the very low state of the tide in the Potomac, the canal steamer L. J. Brengle, built by Mr. J. T. Barker, for the Messrs. Ritter, could not be launched until today. At the time of closing this letter, everything was being got in readiness for placing her in her destined element.

ES, Sat. 4/9/59, p. 2. **GEORGETOWN**  
 The beautiful canal steamer, L. J. Brengle, was launched in fine style, all safe and sound, on Thursday, and is now moored out in the stream receiving the finishing touches of the builder before being brought into the canal to receive her machinery.

*Sun*, Mon. 4/11/59, p. 1. Wat Powell was drowned in the Chesapeake and Ohio canal, near Seneca, the 1<sup>st</sup> inst.

ES, Tue. 4/12/59, p. 2.

**THE FAST AND COMMODIOUS STEAMER ANTELOPE, Capt. B. F. WELLS,** leaves Georgetown every Tuesday, Thursday, and Saturday, at 7 o'clock a. m., for Harper's Ferry. Returning leaves Harper's Ferry every Monday, Wednesday, and Friday, at 6 o'clock a. m. Through in 12 hours. Fare \$1.50.  ap 12 1m\*

DE, Tue. 4/12/59, p. 2. The Chesapeake and Ohio Canal passed along last week to tide-water eighty-three boats in all, of which fifteen were country produce, as grain, flour, limestone and wood, and sixty-eight boats with Cumberland coal. Receipts for the week, \$376 ascending trade and \$4,119 descending; in all \$4,495.

Coal is being shipped at the docks, especially Ray's dock, with much vigor. Vessels are much wanted to ship this coal Eastward. – *National Intelligencer*.

AG, Tue. 4/12/59, p. 3. **Drowned** – A hand employed on the canal boat *J. F. Wheatley*, fell overboard from that boat several days ago, when she was stopping at White Oak Spring, on the three-mile level, of the Chesapeake and Ohio Canal, and was drowned. He was from Harper's Ferry. His body was found with grappling irons the day of the accident. When found, there was a bruise on his forehead.

**Chesapeake and Ohio Canal** passed along last week to tide-water eighty-three boats in all, of which fifteen were with country produce, as grain, flour, limestone and wood, and sixty-eight boats with Cumberland coal. Receipts for the week, \$376 ascending trade, and \$4,119 descending; in all about \$4,495. Coal is being shipped at the docks, especially at Ray's dock, with much vigor. Vessels are much wanted to ship this coal to the Eastward. – *Nat. Int.*

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**CANAL COMMERCE**

Arrived, April 11.

Boats Col. Young, Ben Ardinger, Amos Young, R. Stewart, Wm. M. Mahon and Uncle Sam, coal to Frostburg Coal Co.  
Boats G. W. H. Hetzer, T. Cookendorfer, J. C. Hieston, David Shriver, J. T. Rowland and Mary Mertens, coal to T. J. Mehaffey.

Boat Samuel Luman, coal to Borden Mining Co.

Boats Caroline Ardinger and T. P. Skinner, coal to American Coal Co.

Boat Mary, limestone to Thomas Smith.

AG, Wed. 4/13/59, p. 3. **CANAL COMMERCE** – Arrived, April 12.

Boats Dennis Morrissey and The Pilgrim, coal to T. J. Mehaffey.

Boat Ida Lee, coal to American Coal Co.

Boats R. H. Alvey, R. M. Sprigg, J. R.

Wilson and Elizabeth Ann, coal to Borden Mining Co.

Boat R. A. Powers, coal to Frostburg Coal Co.

C&T, Thu. 4/14/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, April 9, 8,385.08 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,073.02 over the road of the George's Creek Coal and Iron Company.

Total shipments for the year from the entire region, 96,365.11 tons.

During the week ending April 13, 1859, 96 boats cleared this port, carrying 11,221 tons of coal.

During the season, 320 boats cleared this port, carrying 40,804 tons.

**Revenue on Canal** – For the week ending April 13, the revenue on coal descending the Chesapeake and Ohio Canal, was \$5,161.66 and toll on descending boats \$391.68 – making the descending revenue \$5,553.34. The toll on ascending boats was \$391.68 – making the sum total for the week, \$5,945.02.

**Report of Coal Transportation**

During the week ending Saturday, April 9, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		3,066.11	3,066.11	10,777.12
C. E. Detmold		1,215.15	1,215.15	3,662.01
Frostburg C. C.	86.17	1,440.06	1,527.03	6,754.09
Borden M. Co.	121.01	2,454.18	2,575.19	11,960.10
Alleghany M. C.				100.18
	207.18	8,117.10	8,385.08	33,255.10

AG, Fri. 4/15/59, p. 3. **CANAL COMMERCE** – Arrived, April 14. Boats Hopewell, Robert Mason, Dickey B. and John James, Jr., coal to T. J. Mehaffey. Boats Joseph Knode and Wm. Borden, coal to Borden Mining Co. Boats Dr. McKaig, Wm. Clements, Juniata, C. F. Newman and V. Marmaduke, coal to Frostburg Coal Co.

Departed, April 14.

Boat Malsbie, groceries and tobacco from J. H. McVeigh & Son, for Point of Rocks, Va.

AG, Sat. 4/16/59, p. 3. **CANAL COMMERCE** – Arrived, April 15. Boats M. Treiber, Utica and N. J. Berston, coal to T. J. Mehaffey. Boats J. Fitzpatrick and J. R. Masters, coal to Borden Mining Co.

C&T, Tue. 4/19/59, p. 3. **Chesapeake and Ohio Canal.** - Since the ascertainment of the damage done by the freshet of last month to Dam No. 4, above Shepherdstown, considerable difficulty has been experienced by the Canal Directors in obtaining means sufficient wherewith to effect repairs. We are happy to learn that that difficulty has been measurably superseded, and that money has been obtained upon terms more than usually favorable in the history of this canal. The work of repair at the Dam will therefore begin immediately and go on until completed. A meeting of the Board of Directors will take place on Wednesday next at the site of the aforesaid Dam. - *Nat. Intel.*

AG, Tue. 4/19/59, p. 3. **CANAL COMMERCE** – Arrived, April 18. Boats Juno, Emma Reinhard, G. W. Rohrback, Sir John Franklin and New Port, coal to T. J. Mehaffey. Boats P. R. Haldeman, Laurietta and Henry May, coal to Borden Mining Co. Boat Advance, coal to Frostburg Coal Co.

AG, Wed. 4/20/59, p. 3. **CANAL COMMERCE** – Arrived, April 19. Boats Dr. Dougherty, Dr. Robertson, C. B. Thurston and Gen. Pierce, coal to T. J. Mehaffey. Boats Jacob Huber and Andrew Rench, coal to Borden Mining Co. Boats Chicago, steamer Blue Bird, F. H. Morgan and Ann Marie, coal to Frostburg Coal Co.

C&T, Thu. 4/21/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, April 16, 9,080.18 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,930.12 over the George’s Creek Coal and Iron Company.

Total shipments for the year from the entire region, 110,377.01 tons.

During the week ending April 20, 1859, 81 boats cleared this port, carrying 10,345 tons of coal.

During the season, 448 boats cleared this port, carrying 50,913 tons.

**The Canal – Its Revenue** – The canal is in excellent navigable order. For the week ending Wednesday, 20<sup>th</sup> inst., 81 boats cleared this port, carrying 10,345 tons of coal. 221 boats have cleared this port since the first of April, carrying 21,260 tons, and since the commencement of the season, 448 boats, with 50,913 tons.

The descending revenue for the week ending Wednesday, April 20, amounted to \$7,145, and the ascending to \$340 – making a sum total of \$7,485. The descending revenue since the opening of navigation amounts to \$24,754, and the ascending revenue to \$960 – footing up a total of \$25,714.

**Report of Coal Transportation**

During the week ending Saturday, April 16th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		3,510.14	3,510.14	14,288.06

Canal Trade 1859

C. E. Detmold		1,305.15	1,305.15	4,967.16
Frostburg C. C.	108.03	1,283.00	1,391.03	8,145.12
Borden M. Co.	515.18	2,357.08	2,873.06	14,833.16
Alleghany M. C.				100.18
	624.01	8,456.17	9,080.18	42,336.08

AG, Thu.4/21/59, p. 3. **CANAL COMMERCE** – Arrived, April 20.

Boats Anna Eliza, P. E. Haldeman, Oliver Boley and Mary Ellen, coal to T. J. Mehaffey.

Boats Waynesboro, L. G. Stanhope and M. O. Shea, coal to Borden Mining Co.

Boats J. P. Wright and Phoenix, coal to Frostburg Coal Co.

Departed, April 20.

Boat R. H. Lambell, groceries, liquors and tobacco, from J. H. McVeigh & Son, boots, shoes, &c., from Harper & Baldwin, for Edward’s Ferry and Mount Gilead, Va.

Boat Col. George, groceries from J. H. McVeigh & Son, for Berlin, Va.

*Sun*, Fri. 4/22/59, p. 1. **Maryland Coal Trade** – The total quantity of coal brought down from the mines this season is 110,377 tons. Since the 1<sup>st</sup> of April, 221 canal boats have cleared at Cumberland with 21,260 tons of coal, making for the season 448 boats with 50,913 tons of coal, yielding a revenue of \$24,754.

AG, Fri. 4/22/59, p. 3. **CANAL COMMERCE** – Arrived, April 21.

Boats E. A. Cook, Clipper, M. M. Clagett, J. F. Sterling, Capt. John Short and J. K. Polk, coal to T. J. Mehaffey.

Boats James H. Wilgus and Lily, coal to Frostburg Coal Co.

Boat D. W. McClary, coal to Borden Mining Company.

AG, Sat. 4/23/59, p. 3. **CANAL COMMERCE** – Arrived, April 22.

Boats Buena Vista, Mary Shaw, G. W. Riggs and Union, coal to T. J. Mehaffey.

Boats Five Brothers, Dr. E. L. Boteler and Superior, coal to Borden Mining Co.

Boats Gen. McKaig and J. H. Shaw, coal to Frostburg Coal Co.

Boat Mary, limestone to T. Smith.  
Departed, April 22.

Boat Ida, salt from J. H. McVeigh & Son, for Edward’s Ferry.

AG, Mon. 4/25/59, p. 3. **CANAL COMMERCE** - Arrived, April 23.

Boats Daniel Harsh and Stephen Castleman, coal to T. J. Mehaffey.

ES, Tue. 4/26/59, p. 2. **GEORGETOWN**

The freshet in the Potomac at this point has nearly subsided, and all indications of danger for the present disappeared. Farther up, we learn that the water at many points was higher than it has been for several years past. In the neighborhood of Seneca and other points we learn that the canal was completely submerged. As yet, however, we have heard of no damage having been done to it. The steamer Antelope came in yesterday afternoon, and reports all in good condition between this point and Harper’s Ferry, and the water rapidly subsiding.

Two individuals (Captain Walden, well known to many persons doing business upon the canal, the name of the other we could not learn,) were drowned near Seneca, on Sunday, while attempting to cross the river.

The new canal steamer L. J. Brengle is rapidly approaching completion, and will be ready to make her first trip on the 2<sup>nd</sup> proximo.

AG, Wed. 4/27/59, p. 3. **CANAL COMMERCE** – Arrived, April 26.

Boats John Snyder, Geo. Lynn, C. F. Mudge, A. J. Boose and J. C. Hieston, coal to T. J. Mehaffey.

Boats Dutch Hen and David Lynn, coal to Borden Mining Company.

Boat Ellen Bell, coal to Frostburg Coal Company.

Departed, April 26.

Boat Union, plaster, by Gray, Miller & Co., for Cumberland, Md.

C&T, Thu. 4/28/59, p. 3. **Canal Revenue** – The descending revenue on the Chesapeake and Ohio Canal for the week ending yesterday, amounted to \$4,459.82, and the ascending to \$261.12, making a total for the week of \$4,720.94. 64 boats cleared this port during the week, carrying 9,845 tons of coal.

**Maryland Coal Trade** – For the week ending Saturday, April 24, 8,607.06 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 0000 over the road of the George’s Creek Coal and Iron Company.

Total shipments for the year from the entire region, 118,984.17 tons.

**Report of Coal Transportation**

During the week ending Saturday, April 23, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		3,109.08	3,109.08	17,397.14
C. E. Detmold	9.14	1,321.05	1,330.19	6,298.15
Frostburg C. C.	80.19	1,391.04	1,471.13	9,617.05
Borden M. Co.	170.06	2,525.00	2,695.06	17,529.02
Alleghany M. C.				100.18
	250.15	8,346.17	8,607.06	50,943.14

WC, Thu. 4/28/59, p. 4. **Maryland Coal Trade** – During the week ending April 20, 1859, 64 boats cleared this port, carrying 9,845 tons of coal.

During the season, 512 boats cleared this port, carrying 60,258 tons.

Sun, Thu. 4/28/59, p. 2. **Chesapeake and Ohio Canal** – *Break at Dam No. 4* – A letter from the general superintendent of the Chesapeake and Ohio Canal, written from dam No. 4, and received by the Alexandria Gazette on Tuesday, states that the cribs are swept out, and a part of the dam, with about fifty feet of the embankment gone. The

river is said to have been higher than since 1852, and the river and canal could not be distinguished, the one from the other, the water covering everything. Dam No. 5 is safe. The Hagerstown *Herald* states that the water at Williamsport, on Sunday last, rose twenty feet above the ordinary level, and it then adds: “At dam No. 4, two small cribs in the old structure near the Maryland shore, together with a considerable portion of the new masonry dam, supposed to embrace several hundred feet, have been broken and swept away. The injury to the new dam, although serious to the company, will not interfere with navigation, but the break in the old one will necessarily occasion a suspension of some weeks.”

DE, Thu. 4/28/59, p. 3. **THE CHESAPEAKE AND OHIO CANAL** – It was reported in this city that a portion of the new Canal Dam No. 4 had been entirely carried away by the late freshets, but we have been informed upon good authority that the damage is not by any means so serious as was supposed. No portion of either of the new Dams was injured. A part of the embankment and some of the “cribbing” at Dam No. 4 was carried away, and it will take two weeks probably to make the necessary repairs, but in the meantime it is thought that no interruption of the running of the boats will take place.

AG, Thu. 4/28/59, p. 3. **CANAL COMMERCE** – Arrived, April 27.  
Boats M. R. Zimmerman and J. J. Watson, coal to T. J. Mehaffey.  
Boats G. H. Moudy, Jane Louisa and Lilly Dale, coal to American Coal Co.  
Boat Ben Ardinger, coal to Frostburg Coal Co.

Departed, April 27.

Boat George Lane, groceries from Gray, Miller & Co., and McVeigh & Son; queensware from R. H. Miller, Son & Co.,

and notions from Barley & Triplett, for Hancock, Md.

*Sun*, Fri. 4/29/59, p. 1. **Freshet on the Chesapeake and Ohio Canal – Serious Damage** – Alexandria, April 28. – The Potomac river continues very high here, and is thought to be yet rising. Our worst fears have been realized regarding the effects of the freshet upon the Chesapeake and Ohio Canal. Information received today represents that the large dam No. 4 is seriously washed, near the Maryland shore, and that No. 5 is also somewhat injured; besides this, a heavy slide at the mouth of the canal tunnel is reported. The most favorable accounts are that at least a month will be required for repairs, even with the largest expenditure. The full extent of injury, however, will not appear until the river subsides, in a few days. The canal men hope that the damage may be exaggerated, though the prospect for a renewal of boating seems gloomy enough, and the coalmen will probably be obliged to resort to the Baltimore and Ohio railroad for bringing their coal to tidewater.

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*Ibid*, p. 2. **Affairs in Allegany County** – The Cumberland *Telegraph* states that canal boats will be able to pass dam number 4 while the water remains high, after which it will require about ten days to repair the damage. The same paper has the following: *The Streams* – Will’s creek and the Potomac, swollen by the recent heavy rains, are now very full. They were as high on Saturday and Sunday last as at any time for several years past.

*Canal Revenue* – The descending revenue on the Chesapeake and Ohio Canal for the week ending on Wednesday, amounted to \$4,459.82, and ascending to \$261.12, making a total for the week of \$4,720.94. Sixty-four boats cleared this port during the week, carrying 9,345 tons of coal.

ES, Fri. 4/29/59, p. 3. **GEORGETOWN**

We are pleased to learn this morning that the damage done to the canal by the freshet at dam No. 4 is far from being so great as it was at first supposed to be. The dispatch, (which is from a reliable source,) which we saw, states that a portion of the guard bank – one of the cribs in the old work – has been washed away, and that about 100 feet of the top layer of stone on the new work is supposed to be gone. The dispatch further says that the cost of repairing the damage will doubtless not exceed \$2,000, and that the work can be done in ten days after the water subsides.

*Sun*, Sat. 4/30/59, p. 1. **The Damage to the Chesapeake and Ohio Canal** – A letter from L. Brengle, Esq., president of the Chesapeake and Ohio Canal Company, in relation to the damage done to that work by the freshet, states, on the authority of Mr. Stone, the superintendent, that one crib at Dam No. 4 is gone, with part of the guard bank on the Maryland side; to repair which will cost about \$10,000. The new dam has been injured to the extent of about \$5,000. The rest of the canal is not injured. A special meeting of the directors is called for Tuesday next. The directors state that boats will continue to run until the water goes down, when a new crib will be put in, which will not delay navigation over two weeks.

*Sun*, Wed. 5/4/59, p. 4. *Meeting of Canal Directors – The Late Damages* – The president and directors of the Chesapeake and Ohio Canal Company met today at Washington city, pursuant to a call of the president. The general superintendent was present, and stated that boats were still passing at dam No. 4, where the recent damage occurred, and that they could continue to do so until the river gets quite low, when the necessary repairs can be made

to the dam, which will not take over two weeks' time when the river is low enough to work at it. The injury to the guard bank can be repaired at any time during the summer, as it will not effect navigation at that point, and, therefore, is not essential, except as a protection to the canal proper in times of severe floods. The entire damage done by the recent flood will not exceed \$15,000, all told, and as the company have the offer of liberal loans of money to make all the repairs needed to secure navigation when the water recedes, there can be but slight detention to the boats. The board determined to have the new dams pushed forward vigorously, so as to insure their early completion. No other business of importance was transacted, except that of repealing what is known to the boatmen as the "Sunday law." The board meets again tomorrow.

C&T, Thu. 5/5/59, p. 3. **The Canal** – Up to Tuesday last, boats continued to ascend and descend the Chesapeake and Ohio Canal, notwithstanding the recent damage sustained by Dam No. 4. One crib at Dam No. 4 is gone, with part of the guard bank on the Maryland side; to repair it will cost about \$10,000. The new dam has been injured to the extent of \$5,000. The rest of the canal is not injured. Just before going to press yesterday we learned that boats were unable to pass Dam No. 4, and that it was the opinion of the General Superintendent, Mr. Stone, that it would require about three weeks to put the Canal in proper order again.

AG, Thu. 5/5/59, p. 3. **CANAL COMMERCE** – Arrived, May 4. Boats Wm. McMahan, Dr. McKaig, R. A. Powers, Liberty, V. Marmaduke and steamer Blue Bird, coal to Frostburg Coal Co.

Boats R. M. Sprigg, R. H. Avery, Rescue and Catharine Barner, coal to Borden Mining Co.  
Boats John Humbert, Yankee & Josephine and Seaton, coal to T. J. Mehaffey.

*Sun*, Fri. 5/6/59, p. 1. **Affairs in Allegany County** – We copy the following from the *Cumberland Telegraph: Maryland Coal Trade* – For the week ending Saturday, 5,940 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,340 over the road of the George's Creek Coal and Iron Company. Total shipments for the year from the entire region 130,265 tons. During the week ending, 61 boats cleared this port, carrying 5,330 tons of coal.

DE, Fri. 5/6/59, p. 2. **Chesapeake and Ohio Canal** – The revenue on the Chesapeake and Ohio Canal, for the week ending May 4<sup>th</sup>, amounted to \$3,428.76. This is the whole amount of ascending and descending revenue. Up to Tuesday last boats continued to ascend and descend, notwithstanding the recent damage sustained by dam No. 4, but the telegraph learned on Wednesday, that boats were unable to pass dam No. 4, and that it was the opinion of the General Superintendent, Mr. Stone, that it would require about three weeks to put the Canal in proper order again.

ES, Sat. 5/7/59, p. 3. **GEORGETOWN**  
Owing to the interruption to navigation, business upon the Chesapeake and Ohio Canal this week has been rather limited, 56 boats in all have arrived, 43 from Cumberland bringing about 5,000 tons of coal; 6 with flour and grain; and the remainder from various points with wood, &c. The receipts for tolls at the Georgetown Collector's office for the same period amounts to \$2,409, as follows: Ascending trade \$205; descending trade \$2,204.

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Mr. J. E. Reside has purchased of the Messrs. Ritter the packet boat M. C. Meigs, which he contemplates fitting up and running to Cumberland, as a light freight boat.

AG, Sat. 5/7/59, p. 3. **CANAL COMMERCE** – Arrived, May 6.

Boats Wm. Borden, J. W. Barnes, Henry May and Joseph Knode, coal to Borden Mining Co.

Boats T. Cookendorfer and Robert Mason, coal to C. C. and I. Co.

Boats D. Morrissey, James Boyce, J. T. Rowland, coal to C. C. & I. Co.

Boats Juniata, J. P. Wright, John Van Lear, R. H. Smith and Pilgrim, coal to Frostburg Coal Company.

Boat J. R. Wilson, coal to Borden Mining Co.

*Sun, Wed. 5/11/59, p. 1. Condition of the Chesapeake and Ohio Canal.* – Believing it would be interesting to your numerous readers, who are “the public in general,” to be made acquainted with some few facts in regard to the present condition of the Chesapeake and Ohio Canal in this section, which embraces dams 5 and 4, I spent some time in examining dam No. 5, and found that the recent flood had done no serious damage to the breastwork of this structure, which is, as far as finished, perhaps of better materials and workmanship than any other in the State. It will require \$50,000 to complete it. Could the company only raise the funds, the energetic contractor, Capt. Brown, would obligate to finish and complete in four months this desirable structure. Capt. Brown suffered a loss of several hundred dollars on account of the freshet carrying off a great portion of railroad running from the quarry to the dam, and leaving a quantity of rubbish in place of rail, sleepers, &c. I wandered on down to dam No. 4, a distance of some twelve miles, through a rough and cut-up,

rocky, muddy road, and found dam 4 in a dilapidated, forlorn condition. After a careful examination and measurement with the superintendent, we found the damage occasioned by the late freshet would cost:

To replace the breastwork as left by the original contractors.	\$10,500
To fill up and sheet pile guard bank	4,500
To put in crib	7,000
Loss time, 30 days	<u>30,000</u>
Total	\$52,000

That is the amount of loss occasioned by the late freshet, April 22<sup>nd</sup>. The first outlay, however, about \$7,000, to put in the crib, will only be necessary to resume navigation; but it should not be done at once. This can be completed by June 1<sup>st</sup>, provided the company can raise the funds. It will then cost to complete dam No. 4, ad left by the former contractors \$20,000  
And for repairs 22,000  
\$42,000

That amount must be raised to finish this dam, which all could be done in less than four months, provided the president and directors can raise the money. The Canal Company has issued toll permits to the amount of \$110,000, for which they have received \$80,000 in cash.

The now owe the permits	\$110,000
To finish dam No. 5	50,000
Dam No. 4	42,000
Current and working expenses for past 4 months	<u>40,000</u>
	\$242,000

Now if they could only borrow that amount, they could complete both dams within the present year; then there would be hopes of the canal doing a steady business.

Should they succeed in raising some \$7,000 to put in the crib, then they can start to boats on the whole line, and the revenue from the canal would about pay current expenses and contingencies, and for the balance of this season the canal would sustain itself. The \$242,000 is still required to finish the two dams, which of necessity

must be done before any operation can be relied upon in this – supposed to be – great public work of Maryland.

It is the general impression in this region of country that, as the president and directors were so successful in borrowing from the coal companies \$100,000 last year, on such favorable terms as 40 percent per annum, they may do something in this emergency. An additional sum of \$1,300 salary had to be paid to the coal companies' engineer for seeing that the money advanced by them was properly appropriated to the construction of the dams – the coal companies pay the other half of engineer's salary and expenses for four months' service of \$1,300, making between the two companies \$2,640, at the rate of \$7,800 per year. Good percentage that. However, that is New York style. It is understood that the canal company has been offered more money, but of course the rates will be slightly advanced. Perhaps to 50 percent. Only 10 percent over last year's operation.

An acceptable fact will close these remarks. I have had a good look at the country in all this section, and never saw anything like the superb display of nature on every hand and in all sorts of produce. She has laid herself out for a splendid harvest, and will do it too, if nothing interferes with her operations. Berkely.

C&T, Thu. 5/12/59, p. 3. **The Canal** – We learn from good authority that the canal will be in navigable order again by Tuesday or Wednesday next.

**Maryland Coal Trade** – For the week ending Saturday, May 7<sup>th</sup>, 6,434.18 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,278.16 over the road of the George's Creek Coal and iron Company. Making a total for the week from the entire region of 11,713.14 tons.

Total shipments for the year from the entire region, 141,979.09 tons.

**Report of Coal Transportation**

During the week ending Saturday, May 7, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	5.16	2,483.19	2,489.15	21,427.13
C. E. Detmold	0.00	958.06	958.06	7,844.11
Frostburg C. C.	568.07	695.05	1,262.12	12,240.17
Borden M. Co.	81.05	1,517.06	1,598.11	11,580.08
Piedmont Co.		124.14	124.14	124.14
Alleghany M. C.				100.18
	655.08	5,779.10	6,434.18	63,319.01

WC, Thu. 5/19/59, p. 4. There will be a general meeting of the creditors of the Chesapeake and Ohio Canal Company, at the Fountain Hotel, in the City of Baltimore, on the 27<sup>th</sup> day of the present month, at 10 o'clock, A. M.

Sun, Thu. 5/19/59, p. 2. **Repair of the Canal break** – A dispatch from Hagerstown last evening, sent us by Mr. F. D. Herbert, states that the break at dam No. 4, on the Chesapeake and Ohio Canal, has been repaired, and that the water will be let in today. It appears that at present the water is turned off the Georgetown level.

ES, Mon. 5/23/59, p. 3. **GEORGETOWN** The handsome little canal steamer L. J. Brengle, Captain Ritter, left this morning on her first trip to Harper's Ferry and intermediate points. Her starting attracted quite a large concourse of persons along the margin of the canal, to witness her performance. There was quite a large company of passengers on board, and she went off in fine style. Her speed has been tested, both in the river and canal, and came fully up to the most sanguine expectation of the builders of the boat and engine. The Brengle is a perfect model of neatness, and beauty of finish, and arrangement, and capable of accommodating comfortably from seventy-five to one hundred passengers.

ES, Wed. 5/25/59, p. 2. **GEORGETOWN**

Agreeable to the statement in the *Star* last week, loaded boats commenced passing dam No. 4 on last Saturday, and the steamer L. J. Brengle, which came in yesterday evening from Harper's Ferry, reports having passed on her downward passage some forty to sixty boats coming down. They will doubtless commence arriving this evening or early tomorrow.

We understand that the steamer L. J. Brengle created no little excitement along the line of the canal as she went up on her first trip on Monday. Her arrival in Harper's Ferry was hailed with almost all sorts of demonstrations of pleasure. Hundreds of the citizens turned out to visit the handsome little floating palace, and a band of music was brought into requisition, and Captain Ritter and crew handsomely serenaded.

The traveling public are now furnished with superior accommodations between the District and Harper's Ferry and intermediate points, to any ever known upon our canal heretofore, and indeed we may say, equal in point of comfort and expedition to any. The Brengle, Capt. Ritter's boat, making three round trips a week, leaving our city on Monday, Wednesday and Friday, and the handsome little steamer Antelope, Capt. Wells, making three round trips also, starting on Tuesday, Thursday and Saturday. Both are swift boats and make the run between 7 o'clock, a.m., and 6 o'clock, p.m.

Since writing our item upon Canal matters, the coal boats which passed Dam No. 4, on Saturday night, have commenced coming in.

WC, Thu. 5/26/59, p. 3. **TRUSTEE'S SALE**

By virtue of an order passed by the Judge of the Circuit Court for Allegany county, the undersigned, as the Trustee for the benefit of the creditors of James Terrell, will sell at

PUBLIC AUCTION, in front of the National House, in the city of Cumberland, on **Thursday, the 9<sup>th</sup> of June**, next, at 11 o'clock, 4 head of Mules, a lot of HARNESS, and ONE CANAL BOAT, called "Thomas Devecmon." The Boat is well finished and almost new, and as good as when first made. It is proper to state that this Boat was purchased by James Terrell from the Cumberland Coal and Iron Company, and partially paid for – there being still a portion of the purchase money unpaid. The Boat will be sold with a free and clear title. TERMS OF SALE, as prescribed by the Court – One-third of the purchase money is to be paid in Cash – the balance in two equal installments of three and six months with interest, the purchaser giving his notes with security to be approved by said Trustee.

JACOB BROWN, Trustee  
May 26<sup>th</sup>, 1859 – 3t.

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*Ibid*, p. 4. Canal navigation was regularly resumed on Friday, 19<sup>th</sup> instant.

C&T, Thu. 5/26/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, May 21<sup>st</sup>, 1,571.09 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 6,780.12 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 8,352.01 tons.

Total shipments for the year from the entire region, 161,501.17 tons.

71 boats cleared this port during the week ending Wednesday, the 25<sup>th</sup> inst., carrying 8,136.13 tons of Coal.

During the season 682 boats cleared this port, carrying 77,399.12 tons of Coal.

**Report of Coal Transportation**  
During the week ending Saturday, May 21st, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		116.19	116.19	21,909.03

C. E. Detmold				7,844.11
Frostburg C. C.	223.11	149.17	378.08	13,175.06
Borden M. Co.	64.07	1,016.15	1,081.02	22,998.14
Piedmont Co.				124.14
Alleghany M. C.				100.18
	287.18	1,283.11	1,571.09	66,153.06

AG, Sat. 5/28/59, p. 3. **CANAL**

**COMMERCE** – Arrived, May 27.

Boats David Shriver, John James, Jr., Martin Hoffman and Ann Gilleece, coal to Cumberland Coal and Iron Co.

Boats Samuel Luman and J. R. Masters, coal to Borden Mining Co.

Boats Kate Bruce and Phoenix, coal to Frostburg Coal Co.

Sun, Mon. 5/30/59, p. 1. *Meeting of the*

*Creditors of the Chesapeake and Ohio*

*Canal.* – On Friday a meeting of the

creditors of the Chesapeake and Ohio Canal Company was held in this city, the object of

which was the preliminary movement to

procure some action by the next legislature

by which the interests of the canal may be

advanced, and the claims of all the different

classes of creditors recognized and provision

made for their payment out of the revenues

of the canal company. The meeting was

organized by calling Andrew Wylie, Esq., of

Alexandria, to the chair, and appointing J.

H. Gordon secretary. After the subject of

the meeting had been stated, on motion of

Thomas J. McKaig, Esq., of Alleghany, a

committee of six, consisting of T. J.

McKaig, William Price, Wm. P. Maulsby,

Hodge, Watkins and Gordon – three for the

preferred bondholders and three for the

general creditors – was appointed to

recommend a plan which would best insure

the object of the meeting. The meeting then

adjourned and reassembled at three o'clock,

when the committee presented a resolution

looking to the appointment of a committee

of ten by the chairman, of whom five should

be on the part of the preferred bondholders

and five on the part of the general creditors,

who should be charged with the duty of

presenting the claims of the creditors before the next Legislature, and authorizing them to draw up and present a bill for the relief of the bondholders and creditors. The

resolution was adopted and the committee

appointed, as follows: - Thomas J. McKaig,

James Fitzpatrick and Thomas Devecmon,

of Alleghany county; James Wason, of

Washington county; Bradley T. Johnson, of

Frederick; A. Bowle Davis and Greenbury

Watkins, of Montgomery county; William

Price and Lawrence P. Bayne, of Baltimore;

and George Riggs, of Washington, D. C.

After some other business of minor

importance, the meeting adjourned to meet

at Annapolis on the fourth Wednesday in

January next.

ES, Mon. 5/30/59, p. 3. **GEORGETOWN**

A hand on board of one of the canal

boats was arrested and held to bail

yesterday, charged with having fired at and

wounding with shot, a boy by the name of

McCan. It appears that a parcel of

mischievous boys are in the regular habit of

going to the line of the canal, near the

aqueduct, and stoning the boats, hands and

teams. On this occasion the individual

arrested used every effort to get them away,

and finding that all his entreaties were to no

purpose, thoughtfully had recourse to his

gun to save himself and horses from injury.

DE, Mon. 5/30/59, p. 3. **Chesapeake and**

**Ohio Canal** – The Georgetown

correspondent of the *Washington Star* says:

Since the resumption of navigation

upon the Chesapeake and Ohio Canal, and

the commencement of the arrival of boats on

Thursday, business along the canal wharves

and at the coal docks has been very brisk.

Since the 24<sup>th</sup> inst., 79 boats have arrived, 70

of them from Cumberland, bringing about

8,000 tons of coal; 4 from other points with

flour and grain, and the remainder with

wood, hay and limestone.

The receipts for tolls at the Georgetown Collector's office for the week, amounts to \$2,483, as follows: Ascending trade, \$163; descending, \$2,320.

The work of repair, &c., at dam No. 4, is being pushed forward as rapidly as circumstances will admit. Unless some unforeseen causality shall occur, Chief Superintendent Stone is very sanguine of having the new stone work forming the dam at this point, completed by the 1<sup>st</sup> of August.

AG, Mon. 5/30/59, p. 3.

**CANAL COMMERCE**

Arrived, May 28.

Boats George Lynn, C. S. Moore and Josiah Witt, coal to T. J. Mehaffey.

Boats H. G. Ritter and Lady Helen, coal to Borden Mining Co.

Boats Burroughs and Ellen Bell, coal to Frostburg Coal Co.

Boat Old Dominion, coal to American Coal Co.

ES, Tue. 5/31/59, p. 3.

**FOR HARPER'S FERRY.**—The fast and commodious steamer ANTELOPE, Capt. B. F. WELLS, leaves Georgetown every TUESDAY, THURSDAY, and SATURDAY, at 7 o'clock a. m. Returning, leaves Harper's Ferry every MONDAY, WEDNESDAY, and FRIDAY, at 6 o'clock a. m. Fare \$1.50.  
N. B.—The Antelope makes an extra trip to Shepherdstown and Williamsport on Saturday nights and Sunday mornings. ma 31-1m\*

**SAFETY LINE TO HARPER'S FERRY.**  
Through in 12 hours or less.  
The new, swift, and commodious steamer S. J. BRENGLE, Capt. W. H. Ritter, leaves Georgetown for Harper's Ferry, and intermediate points, every MONDAY, WEDNESDAY, and FRIDAY, at 7 o'clock a. m. Returning, leaves Harper's Ferry every TUESDAY, THURSDAY, and SATURDAY, at 6 o'clock a. m. For light freight or passage apply to W. H. & H. G. RITTER.  
N. B.—All freights must be pre paid. ma 23-1m

AG, Tue. 5/31/59, p. 3. **The Chesapeake and Ohio Canal** is again busily navigated. At Georgetown, the Canal is almost choked with numerous boats laden with coal, with fresh arrivals continuously coming. During the week past, up to Saturday night, 104 boats had come down, of which sixty boats

returned discharged. Receipts for the week, \$2,477. — *Nat. Int.*

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**CANAL COMMERCE**

Arrived, May 30.

Boats F. & A. H. Dodge, Clipper, G. W. Riggs, Emma Reinhard, Oliver Boley, J. F. Sterling, Dr. Dougherty, F. Bloodgood, Mary Ellen, M. R. Zimmerman and Henry Clay, coal to T. J. Mehaffey.

Boats Five Sisters, Ann E. Stone and Excelsior, coal to Borden Mining Co.

Boats F. H. Morgan and Wm. McMahon, coal to Frostburg Coal Co.

Boat Six Brothers, limestone to Thos. Smith.

C&T, Thu. 6/2/59, p. 3. **Maryland Coal Trade** — For the week ending Saturday, June 1<sup>st</sup>, 9,122.00 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 6,404.17 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 15,526.17 tons.

Total shipments for the year from the entire region, 177,153.08 tons.

102 boats cleared this port during the week ending Wednesday, the 1<sup>st</sup> inst., carrying 13,882.05 tons of Coal.

During the season 784 boats cleared this port, carrying 91,281.17 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, May 28<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	186.06	3,436.00	3,622.06	25,531.09
C. E. Detmold	180.02	650.04	830.06	8,674.17
Frostburg C. C.	31.03	1,390.02	1,421.05	14,596.11
Borden M. Co.	454.18	2,452.02	2,907.00	25,905.14
Piedmont Co.		103.09	103.09	228.03
Allegany M. C.				100.18
Swanton Co.		237.14	237.14	237.14
	852.09	8,269.11	9,122.00	75,275.06

AG, Thu. 6/2/59, p. 3. **CANAL COMMERCE** — Arrived, June 1,

Boats Buena Vista, Chas. Embrey, Eliza Benner, Mary Mertens, Red Fox and Mary Shaw, coal to T. J. Mehaffey.  
 Boats Niagara, Jacob Huber and M. J. Hull, coal to Borden Mining Co.  
 Boats Juniata, H. Arrington and J. P. Wright, coal to Frostburg Coal Co.  
 Departed, June 1.  
 Boat Oliver Boley, salt from Gray, Miller & Co., for Cumberland, Md.

*Sun*, Fri. 6/3/59, p. 2. **Maryland Coal Trade** – For the week ending Saturday last 15,526 tons of coal were brought down from the mines, making for the season 177,153 tons. During the week ending on Wednesday there were cleared at Cumberland 102 canal boats with 13,883 tons of coal, making for the season 784 boats with 91,281 tons of coal.

AG, Fri. 6/3/59, p. 3. **CANAL COMMERCE** – Arrived, June 2.  
 Boats Buffalo and H. T. Wells, coal to T. J. Mehaffey.  
 Boats R. M. Sprigg and Dutch Hen, coal to Borden Mining Co.  
 Boats Wm. P. Lynch and J. H. Shaw, coal to Frostburg Coal Co.

ES, Sat. 6/4/59, p. 3. **GEORGETOWN**  
 During the week ending today, 74 boats have arrived by the canal – 66 from Cumberland with about 7,600 tons of coal, two with flour and grain, and the remainder from different points, with tan bark, wood, limestone, &c. The receipts for tolls at the Georgetown collector’s office for the same period, amounts to \$4,735, as follows:  
 Ascending trade \$357; descending \$4,378.  
 We learn that a leak has occurred on the Canal Aqueduct at Seneca, of sufficient magnitude to require the water to be drawn off for its repair.  
 Owing, it is supposed, to the above accident, the canal steamer Antelope, due

yesterday at 7 o’clock, has not reached here at the time of closing this letter.

AG, Sat. 6/4/59, p. 3. **The Coal Trade** – The number of boats and quantity of coal arriving by the Canal is without a precedent in its history. The entire wharf front, from the market-house to the stop-lock, a distance of more than half a mile, is literally crowded with boats, in some places two abreast. For several days past, they, together with the multitude of men, mules and horses employed in running them, has been quite a curiosity to look at. The coal is accumulating in immense quantities upon the wharves for the want of vessels to take it away, and fears are entertained that unless vessels can soon be had they will have to suspend unloading the boats for want of room. At least fifty of them from two to three hundred tons are wanted immediately.

The receipts for tolls at the Georgetown Collector’s office for the month of May, amounted to \$9,329.11, as follows:  
 Ascending trade \$627.26; descending \$8,701.85. – *Georgetown Cor. of Wash. Star*

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**CANAL COMMERCE**  
 Arrived, June 3.

Boats Hopewell, Josephine Seaton, C. B. Thurston, John Humbert, Yankee, Robert Mason, C. F. Mudge, A. J. Boose and J. J. Watson, coal to T. J. Mehaffey.  
 Boats Henry May and Joseph Knode, coal to Borden Mining Co.  
 Boats Three Brothers and Liberty, coal to Frostburg Coal Co.

ES, Mon. 6/6/59, p. 2. **GEORGETOWN**  
 We regret exceedingly to learn that the Chief Superintendent of the Chesapeake and Ohio Canal has thought proper to deprive the packet boats plying upon it of many of the privileges accorded to them ever since navigation upon the canal was first commenced, such as the right to the

locks, &c. This step, we understand, he has been induced to take through unfounded complaints upon the part of a few of the more contrary and unprincipled conductors of freight boats. Such a step, we think, is greatly to be deplored, as it serves as a sort of license to the above-mentioned class of freight boatmen to throw every possible obstacle in the way of the progress of these indispensable public conveyances. That they are actually necessary to the public convenience, Mr. Stone or any other sane man can not deny. Nearly the whole of the farmers and others residing along the line of the canal, from the District of Columbia to the Point of Rocks, dispose of most of their produce and find a mart for the purchase of the merchandise used by them, in the District cities. These packets (the Brengle and Antelope) furnish them a speedy, safe and comfortable means of travel to the District, at a low rate of fare, whereas, if these boats are driven off they will be put to the necessity of resorting to the Baltimore and Ohio Railroad, and compelled to pay three or four times the amount of fare, to say nothing of the inconvenience, of the tardy movements of an uncomfortable, dirty freight boat [*sic. car*]. We therefore hope that Mr. Stone will be induced to retrace the step which he has taken and restore to these packets the privileges which they have unnecessarily been deprived of. In doing so we can assure him he hazards nothing, as we have satisfied ourselves that at least seven-eighths of all the boatmen trading on the canal are perfectly willing that the packets shall continue to enjoy all the privileges heretofore accorded to them; and we are satisfied that the transportation of the employees upon the canal from one point to another, free of charge, is an ample reward to the company for such privilege. If this evil, which is being so loudly complained of by persons traveling up and down the line, is not done away with before, we advise those

interested, and who are inconvenienced by this arbitrary measure, to get up such a petition to the Board of Directors at their next meeting as will secure its abatement.

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Owing to the leak in the Canal Aqueduct at Monocacy, the canal steamers Antelope and Brengle, were unable to make their through trips on Saturday. The Brengle left our city this morning, expecting to make the run through to Harper's Ferry today. The Antelope is expected in this evening.

AG, Mon. 6/6/59, p. 3. **Chesapeake and Ohio Company** – The annual meeting of the Stockholders of the Chesapeake and Ohio Canal takes place today at 12 o'clock, M., in the City Hall, at Washington.

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**Alexandria Canal Company** - The general meeting of the Alexandria Canal Company takes place today at 11 o'clock, A. M., at the Council Chamber, in this city.

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**CANAL COMMERCE**

Arrived, June 4.

Boats Daniel Harsh, E. W. Dunham and D. Morrissey, coal to T. J. Mehaffey.  
 Boat J. Lynn, coal to Borden Mining Co.  
 Boat R. A. Powers, coal to Frostburg Coal Co.

*Sun*, Tue. 6/7/59, p. 4. At noon today president Brengle, of the Chesapeake and Ohio canal, and secretary W. S. Ringgold were present at their office, in the City Hall, it being the time fixed for the annual meeting of the stockholders. Soon after several gentlemen arrived, but not a sufficient number to form a quorum. After some deliberations, the stockholders' meeting was adjourned to the 11<sup>th</sup> inst., at noon. A meeting of the president and directors will be held here tomorrow.

ES, Tue. 6/7/59, p. 2. **GEORGETOWN**

The leak in the aqueduct at Monocacy has been so far repaired as to admit of the resumption of navigation upon the canal at this point. The propeller Antelope made her through trip from Harper's Ferry to our city yesterday, and the L. J. Brengle through from our city to Harper's Ferry.

AG, Tue. 6/7/59, p. 3. **The Chesapeake and Ohio Canal**, during the past week, brought one hundred and one boats to tidewater, of which ninety were laden with coal from Cumberland, averaging 114 tons each. The income during the week for ascending trade was \$337, for descending \$4,378; in all \$4,715. Water was drawn from the Monocacy level on Friday, to repair a leak, which was probably soon completed, and the water let in again. Elsewhere we have heard of no irregularity. At Georgetown there is a very large quantity of coal waiting for shipment to market; the docks and wharves are getting encumbered with it. – *Nat. Int.*

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**CANAL COMMERCE**

Arrived, June 6.

Boats D. Morrissey and Wm. R. King, coal to C. C. & I. Co.

Boats Wm. Borden, Rainbow, G. L. Jacques and Emily Frances, coal to Borden Mining Co.

*Sun*, Wed. 6/8/59, p. 2. **CUMBERLAND COAL AND IRON COMPANY – Annual Report** – With reference to the interruption of navigation by the break at dam No. 4, on the Chesapeake and Ohio canal, the report says: The directors of the canal company assure us that in the course of the summer the solid stone work shall be completed, which will remove the necessity of the use of any further temporary and uncertain expedients. When this is done, and the navigation, heretofore often interrupted, is made permanent, we shall secure a great and

permanent advantage in a reduction in the cost of transportation, which will be seen as an important item in the annual profits of the company.

AG, Wed. 6/8/59, p. 3. A number of the stockholders of the Chesapeake and Ohio Canal Company met in general meeting, in Washington, on Monday, but there being no quorum, adjourned to meet at the City Hall in Washington, on the 11<sup>th</sup> inst., at noon.

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**CANAL COMMERCE**

Arrived, June 7.

Boats Wm. R. King, James Boyce, J. Cookendorfer, Mary Alice, Mary Otis, G. W. H. Hetzer, Col. Young, J. L. Jordan and Dickey B., coal to T. J. Mehaffey.

Boats J. Fitzpatrick and Five Brothers, coal to Borden Mining Co.

Boats [steamer] Blue Bird and Chicago, coal to Frostburg Coal Co.

Boat Six Brothers, limestone to T. Smith.

C&T, Thu. 6/9/59, p. 3. **Rail Road Iron** – The Mount Savage Iron Company are shipping by Canal to Alexandria, Va., Eight Hundred tons railroad iron.

It is designed for the Junction and Breakwater Railroad – a branch of the Delaware railroad to be extended to Breakwater – the port of the General Government at the mouth of the Delaware River.

When completed this road will furnish facilities for transmission of cargoes to Philadelphia and Baltimore, in the winter season, when the navigation of the Delaware and Chesapeake is closed by ice. The rails are of the T pattern, 50 lbs. to the yard and appear to be of very superior quality.

The idea of late years that a heavy rail of 75 lbs. and upwards, was the most economical for use, appears now to be abandoned by Engineers. It has been demonstrated satisfactorily on the Reading

and other railroads, that the durability of rails depends more upon the quality of the iron than upon the section or weight of the rail.

The first heavy rails made in the United States after the use of the old plate, or Snake head rails, was suspended, were rolled at the Mount Savage Iron Works in 1844. The Franklin Institute awarded a silver medal to the Company in that year for the specimen.

These rails were of the Bridge or U pattern and weighed but 45 lbs. to the yard. They have now been in use upon the Cumberland and Pennsylvania Rail Road for fifteen years carrying a gross trade of some four million tons, with a prospect of much additional service.

Considering the characteristics of this railroad, its grade being one hundred feet to the miles, its powerful locomotive engines weighing 30 and 32 tons, and its large coal transportation, ranging at times as high as ten thousand tons per week, it must be admitted that the 45 lbs. American rails have withstood a test sufficiently severe to confirm the theory that the Railroad iron depends more upon the quality of the material than upon the weight of rail. We confess that we have been very much surprised to see laid at our very doors, railroad iron manufactured in Europe, when we have such an establishment as the Mount Savage in our midst. The superiority of the article manufactured here must be apparent to every one, as an examination of the rails laid through our City will demonstrate. Why then should it be brought to us from a foreign country? We hope to see those works more extensively patronized than they have ever been heretofore.

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**Creditors of the Chesapeake and Ohio Canal** – A meeting was held in Baltimore, on Friday, 27<sup>th</sup> ult., consisting of the preferred bondholders, and other

creditors of the Chesapeake and Ohio Company, having for its object the procurement of some action by the Legislature of the State of Maryland whereby the claims of the other creditors of the Canal may be recognized, and some measures adopted calculated to do them at least a tardy justice.

The largest amount of claims on the part of private creditors having been represented by Andrew Wylie, Esq., of Washington, he was called to the chair, and J. H. Gordon, Esq., of this city, was appointed Secretary.

The meeting was addressed by several gentlemen, and the remarks of William Price, Esq., of Baltimore, on the history of the Chesapeake and Ohio Canal, and canal enterprises generally in the United States was particularly interesting.

More than a million of dollars of claims were represented at this meeting. Dr. Fitzpatrick, of Cumberland, represented half a million of bonds held by the State of Virginia.

On motion of Thomas J. McKaig, Esq., of this city, a committee of six (consisting of T. J. McKaig, William Price, William P. Maulsby, Hodge, Watkins and Gordon) – three for the preferred bondholders and three for the general creditors – was appointed to recommend a plan which would best insure the object of the meeting. The meeting then adjourned and reassembled at three o'clock, when the committee presented a resolution looking to the appointment of a committee of ten by the chairman, of whom five should be on the part of the preferred bondholders and five on the part of the general creditors, who should be charged with the duty of presenting the claims of the creditors before the next Legislature, and authorizing them to draw up and present a bill for the relief of the bondholders and creditors. The resolution was adopted and the committee appointed as

follows: Thos. J. McKaig, James Fitzpatrick and Thomas Devecmon, of this city; James Mason, of Washington county; Bradley T. Johnson, of Frederick; A. Bowie Davis and Greenbury Watkins, of Montgomery county; William Price and Lawrence P. Bayne, of Baltimore; and Geo. W. Riggs, of Washington. After some other business of minor importance, the meeting adjourned to meet at Annapolis, on the fourth Wednesday in January next. when and where the Legislature of Maryland will be in session.

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**Maryland Coal Trade** – For the week ending Saturday, June 8th, 10,397.05 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 6,464.18 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 16,861.08 tons.

Total shipments for the year from the entire region, 194,014.11 tons.

108 boats cleared this port during the week ending Wednesday, the 8<sup>th</sup> inst., carrying 11,544.08 tons of Coal.

During the season 887 boats cleared this port, carrying 102,826.05 tons of Coal.

**Report of Coal Transportation**  
 During the week ending Saturday, June 4th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	656.10	3,331.02	3,987.12	29,519.01
C. E. Detmold	567.14	761.08	1,329.02	10,003.19
Frostburg C. C.	103.19	1,315.08	1,419.07	16,015.18
Borden M. Co.	454.07	2,732.11	3,186.18	29,092.12
Piedmont Co.				118.03
Allegany M. C.				100.18
Swanton Co.		474.06	474.06	712.00
	1,782.10	8,614.15	10,397.05	85,672.11

AG, Thu. 6/9/59, p. 3. **CANAL COMMERCE** – Arrived, June 8.  
 Boats J. C. Hieston, S. Castleman, R. C. Haldeman, M. J. Berston, J. T. Rowland and Utica, coal to T. J. Mehaffey.

Boats David Lynn, Superior, J. F. Saylor, J. A. Reinhart, Andrew Rench and Elizabeth Ann, coal to Borden Mining Co.  
 Boats Uncle Sam, Advance, Nannie McGraw and Kate Bruce, coal to Frostburg Coal Co.  
 Boat Laura Flanagan, limestone to T. Smith.

*Sun, Fri. 6/10/59, p. 4. Affairs in Washington* – At the annual meeting on Saturday of the Alexandria Canal Company, owning the lateral branch which connects the Chesapeake and Ohio Canal with the Potomac river at Alexandria, the board of directors were instructed to keep in view the reconstruction of the Potomac aqueduct at Georgetown upon an improved plan, as soon as means therefore could be secured. The following officers were elected to serve the ensuing year: President Reuben Johnson, Directors – James Green, Cassius F. Lee, J. J. Wheat, John West, George W. Brent and Robert Jamison.

Coal, in immense quantities, continues to arrive at Georgetown and Alexandria.

ES, Sat. 6/11/59, p. 2. **GEORGETOWN**  
 Business upon the Chesapeake and Ohio Canal continues very brisk. During the week ending today 97 boats have arrived; 80 of them from Cumberland bringing about 9,200 tons of coal; 6 with flour and grain; 1 with railroad iron; and the remainder from different points with wood, limestone, &c. The receipts for tolls at the Georgetown Collector’s office for the same period amounts to \$4,750.77, as follows: Ascending trade \$386.69; descending \$4,364.08. The entire line of the Canal is now in excellent navigable order, and the chief superintendent and his assistants are exerting themselves to the very utmost to keep it so.

We learn that the order in relation to the packet boats upon the canal, did not

emanate from Mr. J. G. Stone, the chief Superintendent, but from the Board of Directors, and that he was directed by them to carry it into execution.

AG, Sat. 6/11/59, p. 3. **CANAL COMMERCE** – Arrived, June 10.

Boats M. M. Clagett, Sir John Franklin, Geo. Lynn, G. W. Riggs and John James, Jr., coal to T. J. Mehaffey.

Boats A. H. Poffenberger and Rescue, coal to Borden Mining Co.

Boats T. J. Mehaffey and R. Stewart, coal to Frostburg Coal Co.

Boats J. T. Rowland, Utica, The Pilgrim, New Port, Josiah Witt and Clipper, coal to T. J. Mehaffey.

Boats J. A. Reinhard, Andrew Rench, Elizabeth Ann, Lady Helen, P. R. Haldeman and J. R. Masters, coal to Borden Mining Co.

Boats Nannie McGraw, Kate Bruce and Gen. T. J. McKaig, coal to Frostburg Coal Co.

*Sun*, Mon. 6/13/59, p. 4. *Canal Trade* – The Chesapeake and Ohio Canal is now in good order. Boats with coal are constantly arriving at Georgetown and Alexandria. At the former office, the revenue of the past week reached \$4,750.

AG, Mon. 6/13/59, p. 3.

**CANAL COMMERCE**

Arrived, June 11.

Boat David Shriver, Odd Fellow, Eliza Benner and Dr. Robertson, coal to T. J. Mehaffey.

Boat Ella E. Voorhees, coal to Borden Mining Co.

Boats J. C. Patton and Hercules, coal to Frostburg Coal Co.

Departed, June 11.

Boat George Lynn, groceries from Gray, Miller & Co., for Hancock, Md.

ES, Tue. 6/14/59, p. 6. **GEORGETOWN**  
The subject of erecting outlet locks to the Canal, at some point near the Alexandria Aqueduct, for the better accommodation of the coal trade, is being agitated by some of our enterprising citizens. Such an improvement we have no doubt, would tend greatly to facilitate the canal trade generally at this point.

DE, Tue. 6/14/59, p. 2. The adjourned meeting of the Stockholders of the Chesapeake and Ohio Canal took place on Saturday last at the City Hall. There were represented the States of Maryland and Virginia and the cities of Georgetown and Alexandria.

The report of the President and Directors of the Canal Company was read and ordered to be printed. The principal points argued and defended in the report are the policy of the maintenance of the tolls on the canal at their present rates and the indispensability of the loans made by the Board for the repairs and works on the dams, &c. The meeting did not go into an election for a Board of Directors, but adjourned to meet again on the 21<sup>st</sup> of July, so that the present Board holds over till then at all events.

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The canal is very busy, and is in perfect order throughout. During the week one hundred and six arrivals took place at Georgetown, of which a large majority were coal-laden, and some thirty or forty of them are yet to be discharged of their cargoes. The receipts of the up trade were \$387, for the down trade, \$4,364; in all \$4,751. There seems to be very few coal vessels at Georgetown; there must be much need of an increase of them, for the coal is accumulating in great quantities on the wharves and every available space. Thousands of tons are there waiting transportation to market.

Sun, Wed. 6/15/59, p. 3. [Transcriber's Note: Work on Dam No. 4 persisted in the summer of 1859 as evidenced by the following advertisement, which first appeared on June 15<sup>th</sup> and ran 5 more times.]

**WANTED—At Dam No. 4, Chesapeake and Ohio Canal, 50 or 60 LABORERS, to whom constant employment and good wages will be given. Persons coming to this job can come by the canal to work, or by the Baltimore and Ohio Railroad to Martinsburg, within 10 miles of the place. LEWIS G. STANHOPE, Contractor, Dam No 4. ]15 5t\*]**

C&T, Thu. 6/16/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, June 11<sup>th</sup>, 9,203.03 tons of coal were shipped over the Cumberland and Pennsylvania Railroad and the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 9,208.08 tons.

Total shipments for the year from the entire region, 203,217.14 tons.

99 boats cleared this port during the week ending Wednesday, the 15<sup>th</sup> inst., carrying 11,782.15 tons of Coal.

During the season 986 boats cleared this port carrying 114,609 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, June 11, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	558.04	1,964.13	2,522.17	32,941.18
C. E. Detmold	549.12	889.15	1,439.07	11,443.06
Frostburg C. C.	78.01	1,447.08	1,525.09	17,541.07
Borden M. Co.	358.08	2,766.02	3,124.10	32,217.02
Piedmont Co.		104.07	1-4.07	332.10
Allegany M. C.				100.18
Swanton Co.		486.13	486.13	1,198.13
	1,544.05	7,658.18	9,203.03	94,875.14

WC, Thu. 6/16/59, p. 3. **Commissioners of Public Works and Chesapeake and Ohio Canal** – The Commissioners of Public Works of Maryland assembled at the National Hotel, in Washington city on Saturday morning, when the following gentlemen were elected directors on the part of the State in the Baltimore and Ohio Railroad Company: Benjamin F. Fitzhugh,

S. T. C. Brown, George P. Whittaker, Wm. W. Johnston, John M. Smith, R. Fowler and Geo. W. Robinson.

The stockholders of the Chesapeake and Ohio Canal Company met in Washington on Saturday, pursuant to adjournment on the 6<sup>th</sup> inst.

Mr. Schley, from the committee appointed at the last meeting, made a report on the accounts of the Company for the year ending the 31<sup>st</sup> of May, 1858, whereupon, on motion, it was ordered that the report of the committee be accepted, and that the order recommended by them be adopted.

L. J. Brengle, Esq., President of the Company, then appeared before the meeting, and read, in behalf of the President and Directors, the thirty-first annual report of the President and Directors of the Chesapeake and Ohio Canal Company to the stockholders. The reading of the report being concluded; on motion of Mr. Schley, it was resolved that the report of the President and Directors presented this day, with the accompanying papers, be referred to a committee of two, and that said committee be appointed by the chairman, and also that five hundred copies of said report and the accompanying papers be printed for the use of the stockholders.

The chairman, in accordance with the above resolution, appointed Messrs. Schley and Reynolds as the committee.

Mr. Schley then moved that the meeting adjourn to Thursday, the 21<sup>st</sup> of July next, at 12 o'clock, M., which motion was adopted, Mr. Reynolds dissenting. The meeting then adjourned.

AG, Thu. 6/16/59, p. 3. **CANAL COMMERCE** – Arrived, June 15.

Boats F. & A. H. Dodge, Safety, Clark, Mary Alice, Emma Reinhard and Charles Embrey, coal to T. J. Mehaffey.

Boats R. Borden, Michael O'Shea and R. H. Alvey, coal to Borden Mining Co.

Boat Ben Ardinger, coal to Frostburg Coal Co.

*Sun*, Fri. 6/17/59, p. 1. George Houck, aged 12, a driver of a canal boat from Cumberland, Md., was drowned near Georgetown on Tuesday.

AG, Fri. 6/17/59, p. 3.

**CANAL COMMERCE**

Arrived, June 16.

Boats John Snyder, Martin Hoffman, Dr. Dougherty, F. Bloodgood and Rebecca, coal to T. J. Mehaffey.

Boats Joseph Knode and Young America, coal to Borden Mining Co.

Boats Wm. P. Lynch, J. P. Wright and R. A. Powers, coal to Frostburg Coal Co.

Boat Six Brothers, limestone to Thos. Smith.

DA, Sat. 6/18/59. p. 3. [Advertisement]

SALE OF INTEREST IN

**Canal Boat "John L. Jordan."**

On Saturday, the 9<sup>th</sup> day of July, 1859, at 11 o'clock, A. M., in front of the St. Nicholas Hotel, in the City of Cumberland, the undersigned will sell at public sale, to the highest bidder, all the right, title and interest of the Swanton Coal and Iron Company, in and to the CANAL BOAT

**"JOHN L. JORDAN,"**

free from all encumbrances.

Said right, title and interest consists of the sum of Six Hundred and Sixteen Dollars and Thirty cents, with interest from March 23, 1859, payable in sums of Thirty Dollars each, for and upon each and every trip made by said boat in the transportation of coal from Cumberland to Tidewater. The payment of said sum is fully secured by a deed of trust made by Nancy Bowers to Charles B. Thruston, Trustee, dated May 5, 1856, and recorded in the Custom House of Georgetown, D. C., in Book No. 1, folios 317, &c., and also among the Land Records of Allegany County, in Liber H. R. No. 14,

folios 86, &c. On reference had thereto, the terms and security will fully appear.

TERMS OF SALE

One-half cash, and balance payable by note, at sixty days, with security to be approved by the undersigned.

GEORGE A. THRUSTON

June 18, 1859

Trustee

[Transcriber's Note: The canal boat John L. Jordan was registered on 4/18/1856.]

*Ibid*, p. 4. Charles B. Thurston offered the canal boat "Katy Darling" at public sale on Saturday, July 9<sup>th</sup> 1859. The sale to be held in front of the St. Nicholas Hotel, Cumberland, Md. at 11:15 a.m.

ES, Sat. 6/18/59, p. 3. **GEORGETOWN**

The suspension of a portion of the unloading operations at Ray's docks, noticed by us on Thursday, was only temporary, and was resumed the same day. Mr. Ray informs us that the dock is capable of receiving and stowing at least 20,000 tons more than is now upon it. Moreover, vessels are now arriving and taking away the article very fast. Freights to New York have advanced to \$1.60 per ton.

Business upon the Chesapeake and Ohio Canal continues very brisk. During the week ending today, 89 boats have arrived; 77 of them from Cumberland bringing about 8,855 tons of coal; 5 with flour and grain; and the remainder from other points with wood, limestone, &c. The receipts for tolls at the Georgetown Collector's office for the same period amounts to \$4,818, as follows: Ascending trade \$380; descending \$4,438.

AG, Mon. 6/20/59, p. 3. **CANAL COMMERCE** – Arrived, June 18.

Boats John Humbert and P. B. Petrie, coal to T. J. Mehaffey.

Boats Wm. Borden, J. R. Wilson and Abram Leiter, coal to Borden Mining Co.

Boats Chicago and John Van Lear, coal to Frostburg Coal Co.

Two Gondolas, flour and corn to Hartley & Son.

AG, Tue. 6/21/59, p. 3. **The Chesapeake and Ohio Canal** in the week past brought down eighty-six boats with cargoes to tidewater. Of these, fifteen consisted of corn, wheat, oats, limestone, &c., and one was a cargo of 103 tons of railroad iron, made in Cumberland. The week's receipts at the Collector's Office, in Georgetown, for the ascending trade was \$383, for the descending \$4,475; in all \$4,858. We hear of no injury to the canal anywhere along the line.

Seagoing vessels to carry coal are still much wanted at Georgetown. The freights paid to New York are \$1.60 per ton; to Boston \$2.25 per ton. - *Nat. Int.*

**CANAL COMMERCE**

Arrived, June 20.

Boats John Humbert, P. B. Petrie, J. C. Hieston, Gen. Pearce, C. S. Moore, C. B. Thurston, Juno and M. R. Zimmerman, coal to T. J. Mehaffey.

Boats Lloyd Lowe and Henry May, coal to Borden Mining Co.

Boats John Van Lear, Liberty and three Brothers, coal to Frostburg Coal Co.

AG, Wed. 6/22/59, p. 3. **CANAL COMMERCE** - Arrived, June 21.

Boats D. Morrissey, G. W. Hetzer, J. L. Jordan, Mary Otis, Col. Young, Elk and Henry Clay, coal to T. J. Mehaffey.

Boats Jacob Huber, Santa Anna and L. G. Stanhope, coal to Borden Mining Co.

Boats Kate Bruce, Nannie McGraw and Ellen Bell, coal to Frostburg Coal Co.

AG, Fri. 6/24/59, p. 3. **CANAL COMMERCE** - Arrived, June 23.

Boat G. W. Riggs, coal to T. J. Mehaffey.

Boats D. W. Leary and J. Fitzpatrick, coal to Borden Mining Co.

Boats Advance and T. J. Mehaffey, coal to Frostburg Coal Co.

*Sun*, Sat. 6/25/59, p. 4. *Georgetown, D. C.* - The revenues of the Chesapeake and Ohio Canal at this office for the week may be set down at \$4,400. Since Sunday 76 boats have arrived, nearly all with coal. Such quantities on land and water were never before beheld in this place.

AG, Sat. 6/25/59, p. 3. **CANAL COMMERCE** - Arrived, June 24.

Boats Red Fox, Miles Standish, Daniel Harsh, Buffalo, The Pilgrim and J. J. Watson, coal to T. J. Mehaffey.

Boats Rescue and Superior, coal to Borden Mining Co.

Boat Juniata, coal to Frostburg Coal Co.

Boat Six Brothers, limestone to Thos. Smith.

AG, Mon. 6/27/59, p. 3. **Chesapeake and Ohio Canal** - Business upon the canal this week has been as usual, for some time past, been quite brisk. Ninety-nine boats in all have arrived, eighty-one of them from Cumberland, bringing about 9,300 tons of coal; four of them with flour and grain; and the remainder from different points with tan bark, wood, limestone, &c. The receipts for tolls at the Georgetown collector's office for the same period amounts to \$4,475, as follows: Ascending trade \$351.65 and descending trade \$4,123.35. - *Wash. Star.*

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**CANAL COMMERCE**

Arrived, June 25.

Boats James Boyce and Utica, coal to T. J. Mehaffey.

Boats Uncle Sam, M. P. Clements and H. Arrington, coal to Frostburg Coal Co.

Boats Five Brothers, John R. Masters, J. R. Reinhard and J. F. Saylor, coal to Borden Mining Co.

AG, Tue. 6/28/59, p. 3. **Chesapeake and Ohio Canal** – On Friday last, a leak occurred on the berm side of the canal, on the four-mile level this side of the Great Falls, which was at first thought likely to retard navigation only a couple of days, but subsequent examination shows that a week will be requisite to make a full repair. Considering that a large fleet of coal boats are lying at Georgetown as yet undischarged, but little disadvantage will occur from the stoppage of navigation for a few days. – *Nat. Int.*

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**CANAL COMERCE**

Arrived, June 27.

Boats A. H. Poffenberger, Five Sisters and C. B. Colston, coal to Borden Mining Co.  
 Boats A. Glossbrenner, Bettie Maulsby, R. Gregory, A. H. Bradt and Pryor & Watson, coal to American Coal Co.

*Sun*, Wed. 6/29/59, p. 1. **Break in the Chesapeake and Ohio Canal** – A break in the Chesapeake and Ohio canal occurred at the lower end of the Log Wall level, near the Great Falls, of Friday evening of last week. So says the *Frederick Herald*, which adds: A portion of the bottom and lower part of the towpath gave way or was washed out, leaving a large extent of the towpath partially hollow. It will require, it is said, several weeks to repair it. The steamer Antelope will continue to make its regular trips from the Great Falls to Harper's Ferry, but other boats will be stopped for a brief period. The amount of damage is not yet ascertained, but it is believed will cost several thousand dollars.

ES, Fri. 7/29/59, p. 3.

**NEW ARRANGEMENT AND REDUCTION OF FARE—THROUGH TO HARPER'S FERRY \$1.**—From and after the 1st of August proximo, the comfortable canal steamer L. J. Brengle, Capt. Ritter, will run regularly between Georgetown and Harper's Ferry, and intermediate points, at the following rates: From Georgetown to Great Falls, 25c; Seneca 57c; Edwards' Ferry, 50c.; Monocacy, 62c; Point of Rocks, 75c; Breslin, 87c.; Harper's Ferry, \$1. The Brengle is a new boat with new machinery, conducted by a regularly licensed engineer. The boat leaves the wharf of W. H. & H. G. Ritter, every Monday, Wednesday and Friday morning at 7 o'clock, returning on the intermediate days, arriving at Georgetown at 6 o'clock p. m. July 29-1m

[Transcriber's Note: the advertisement above ran daily from 7/29/59.]

C&T, Thu. 6/30/59, p. 3.

**Report of Coal Transportation**

During the week ending Saturday, June 25, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	659.08	2,223.04	2,882.12	38,285.14
C. E. Detmold	569.06	733.13	1,312.19	14,192.03
Frostburg C. C.	59.02	1,296.01	1,355.03	20,437.05
Borden M. Co.	326.11	2,879.17	3,206.08	38,662.12
Swanton Co.		74.16	74.16	1,995.11
Piedmont Co.				332.10
Alleghany M. C.				100.18
	1,624.07	7,207.11	8,831.18	114,006.13

WC, Thu. 6/30/59, p. 4. **Canal** – On Friday last a break occurred on the berm side of the Chesapeake and Ohio Canal, on the four-mile level the other side of the Great Falls, which will require a week for full repair.

AG, Mon. 7/4/59, p. 3. **Chesapeake and Ohio Canal** – Owing to the break upon the canal, there has been no arrivals of boats this week. The amount of toll received at the Georgetown collector's office for the week from boats which have been discharged amounts to \$2,518.78 – ascending trade \$155.85, and descending \$2,365.93. The receipts of tolls at the same office for the month of June amounted to \$18,719.63 – ascending trade \$1,545, and descending \$17,174.65. The amount of tolls paid at this office for the half year ending the 30<sup>th</sup> June amounted to \$48,713, an increase of \$14,228 over the receipts for the same period last year. – *Wash. Star.*

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**Coal Receipts** – The following are the receipts of coal by the Alexandria Canal, for the month of June:

Cumberland Coal & Iron Co.	11,543 tons
Borden Mining Co.	7,137 tons
Frostburg Coal Co.	5,318 tons
American Coal co.	814 tons
Total	24,812 tons

Sun, Thu. 7/7/59, p. 1. The break in the Chesapeake and Ohio canal, a short distance below the Great Falls, has been repaired.

C&T, Thu. 7/7/59, p. 3.

**Steam Tug & Canal Boats For Sale.**

**W**E have for sale an excellent  STEAM TUG, three years old, 96 feet in length, 7 feet hold, substantially built, and of great power. Her engines and boilers are in first rate order. She is capable of carrying 6000 bushels of grain under deck drawing six feet of water.

We have also seven first-class CANAL BOATS, nearly new and in good order. They carry about 125 tons each, on 4 feet water.

We are authorized to sell the above much below their cost, and on very easy terms, and would invite the attention of parties interested in Canal Navigation, to the great bargains here offered.

FOWLE & CO.  
 July 7, 1858.—1m. Alexandria.

[Transcriber's Note: This sale was to be held in Alexandria, Va. on the 30<sup>th</sup> of July.]

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**Maryland Coal Trade** – For the week ending Saturday, July 2<sup>nd</sup>, 6,481.05 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,970.03 over the road of the George's creek Coal and iron Company. Making a total for the week from the entire region of 11,451.08 tons.

Total shipments for the year from the entire region, 252,838.15 tons.

Owing to recent damages to the Canal we have no report from it this week.

**Report of Coal Transportation**

During the week ending Saturday, July 2<sup>nd</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	743.18	1,930.11	2,674.09	40,960.03
C. E. Detmold	371.11	644.06	1,015.17	15,208.00
Frostburg C. C.	74.15	522.01	625.01	21,064.01
Borden M. Co.	393.03	1,871.00	2,164.03	40,826.15
Swanton Co.				1,995.11
Piedmont Co.				332.10
Alleghany M. C.				100.18
	1,483.07	4,997.18	6,481.05	120,487.18

ES, Fri. 7/8/59, p. 2. **GEORGETOWN**

The canal is again in full blast, and boats laden with coal from Cumberland are arriving almost momentarily. The steamers Brengle and Antelope are again making their regular trips between our city and Harper's Ferry.

AG, Sat. 7/9/59, p. 3. **CANAL COMMERCE** – Arrived, July 8.

Boats Sir John Franklin, A. J. Boose, Eliza Bennet, George Lynn, Ann Gilleece, John Jones, Hopewell, David Shriver, Mary Mertens, Morgan Miller, Ann Eliza, Dr. B. H. Dougherty, F. Bloodgood, M. Triber, P. B. Petrie, John Humbert, D. Morrissey, C. F. Mudge, T. Cookendorfer, E. Rhinehart, Martin Hoffman, Charles Embrey, Mary Hale, John F. Sterling, Col. Young and Oliver Boley, to T. J. Mehaffey.

Boats Joseph Knode, E. S. Carlisle, John R. Wilson, M. O'Shea, Rainbow, H. H. Alvey, Three Sisters, R. M. Sprigg, Kate Bruce and Excelsior, to Borden Mining Co.

Boats G. H. Moudy, R. Powers and S. Hildeberger, to American Coal Co.

Boats Wm. Mahoney, John Shaw, Dr. McKaig, F. H. Morgan, J. P. Wright and R. Stewart, to Frostburg Coal Co.

Boats J. F. Saylor and Mary A. Flanagan, to Fowle & Co.

AG, Mon. 7/11/59, p. 3. **Chesapeake and Ohio Canal** – The Georgetown correspondent of the *Washington Star* says: - Business upon the Canal since the repair of

the break, has been unprecedently brisk, 130 boats have arrived, 120 of them from Cumberland, bringing 14,000 tons of coal; one with Railroad iron; and the remainder from various points with tan bark, &c.

The revenue collected as yet, at the Georgetown Collector's office, amounts to only \$1,250 as follows: Ascending trade \$130, and descending \$1,120.

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**CANAL COMMERCE**

Arrived, July 9.

Boats Oliver Boley, Josiah Witt, E. A. Cook, C. S. Moore, Rebecca and Hester Kornes, to T. J. Mehaffey.

Boat Wm. Borden, to Borden Mining Co.

Boats Wm. P. Lynch and Three Brothers, to Frostburg Coal Co.

Boats A. Kean and Wm. R. Chaplin, to American Coal Co.

Boat Mary Ellen, to Fowle & Co.

AG, Wed. 7/13/59, p. 3. **CANAL COMMERCE** – Arrived, July 12.

Boats Capt. J. Short, E. W. Dunham, Safety Clark, Juno, J. T. Rowland, coal to T. J. Mehaffey.

Boats Jacob Huber and Young America, coal to Borden Mining Co.

Boats [steamer] Blue Bird, Kate Bruce, Gen. T. J. McKaig, coal to Frostburg Coal Company.

C&T, Thu. 7/14/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, July 9<sup>th</sup>, 2,820.09 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,033.04 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 6,853.13 tons.

Total shipments for the year from the entire region, 258,398.19 tons.

72 boats cleared this post during 2 weeks ending Wednesday, the 13<sup>th</sup> inst., carrying 7,798.08 tons of Coal.

During the season 2,156 boats cleared this port, carrying 122,407.08 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, July 9th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	934.04	311.18	1,246.02	42,206.05
C. E. Detmold	441.11	143.03	584.14	15,792.14
Frostburg C. C.	39.16	386.14	426.10	21,490.11
Borden M. Co.	240.04	322.19	563.03	41,398.18
Swanton Co.				1,995.11
Piedmont Co.				332.10
Alleghany M. C.				100.18
	1,655.15	1,164.14	2,820.09	123,308.07

AG, Fri. 7/15/59, p. 3. **Coal Wharves** – Quite a fleet of canal boats, and sea vessels are lying at the Coal Wharves at this city, giving to that place a busy and cheering appearance. Vessels are still in demand here for carrying coal, large quantities of which are waiting shipment to the East and elsewhere.

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**CANAL COMMERCE**

Arrived, July 14.

Boats Thomas Devecmon, M. M. Clagett and John L. Jordan, coal to T. J. Mehaffey.  
 Boats Lloyd Lowe, James S. Cross, Andrew Rench, A. Leiter, J. Fitzpatrick and Major Robinson, coal to Borden Mining Co.  
 Boat Ardinger, coal to Frostburg Coal Co.

*Sun*, Tue. 7/19/59, p. 4. The revenue on the entire line of the Chesapeake and Ohio Canal for the month of June amounted to \$27,509.

AG, Tue. 7/19/59, p. 3. **The New Coal Wharf**, being built by the City, for the occupation of the American Coal Company, is fast approaching completion. Its water front, when finished, will exceed 900 feet. The contractors for the wood structure, anticipate finishing all this week, with the exception of about 100 feet of the cribbing on the northwest wing, and that portion

could have been finished by the 1<sup>st</sup> of August, had not the committee deemed it advisable to remove some of the mud and sand, before the piles were driven; the bottom being so hard that the piles would be ruined before they could be driven down to a proper depth.

The earth filling, together with the excavation is progressing; the labor of only one week with the excavator seems to have been immense, the large dock being nearly or quite cleaned out.

The progress of the whole work has been looked upon with great pleasure; no one presuming, at the beginning, that the contractors could possibly complete their contract within the time specified. The Coal Company are also having their derricks and machinery for hoisting prepared.

**CANAL COMMERCE**

Arrived, July 18.

Boats J. K. Polk, Right Bower and Dixey B., to T. J. Mehaffey.

Boats Lilly Dale and M. E. Stonebraker, to Fowle & Co.

Boats David Lynn, Lauretta, Annawan and John R. Masters, to Borden Mining Co.

Boat John Van Lear, to Frostburg Coal Co.

AG, Wed. 7/20/59, p. 3. **CANAL COMMERCE** – Arrived, July 19.

Boats Wm. McMahon, J. C. Patton, John H. Shaw and J. P. Wright, to Frostburg Coal Co.

Boats Eugene Petrie, A. J. Glossbrenner and R. Gregory, to American Coal Co.

Boat J. F. Saylor, to T. J. Mehaffey.

C&T, Thu. 7/21/59, p. 3. **Maryland Coal Trade** - For the week ending Saturday, July 16<sup>th</sup>, 8,450.00 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,711.18 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 13,161.13 tons.

Total shipments for the year from the entire region, 271,569.12 tons.

75 boats cleared this port during the week ending Wednesday, the 20<sup>th</sup> inst., carrying 8,783.14 tons of Coal.

During the season 1,335 boats cleared this port, carrying 131,162.02 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, July 16th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	1,177.03	2,117.12	3,294.15	45,501.00
C. E. Detmold	527.19	480.13	1,008.12	16,801.06
Frostburg C. C.	50.10	1,213.13	1,264.03	22,754.14
Borden M. Co.	231.03	2,451.07	2,882.10	44,272.08
Swanton Co.				1,995.11
Piedmont Co.				332.10
Allegany M. C.				100.18
	1,986.15	6,463.95	8,450.00	131,758.07

Sun, Thu. 7/21/59, p. 2. **The Canal Report**

– The annual report of the president and directors of the Chesapeake and Ohio Canal Company shows that the receipts from tolls for the year ending December last amounted to \$171,084.91, being in excess of the former year by \$78,282.54. The aggregate tonnage is also in excess of that of the previous year by 157,063 tons.

AG, Thu. 7/21/59, p. 3. **CANAL COMMERCE** – Arrived, July 20.

Boats Mary Mertens, Miles Standish, Daniel Harsh and H. Arrington, coal to T. J. Mehaffey.

Boats Sally Grimes, R. M. Sprigg and Elizabeth Ann, coal to Borden Mining Co.

Boat T. J. Mehaffey, coal to Frostburg Coal Co.

Boat Lonaconing, railroad iron to John R. Masters.

Boat Susan Baker, 93,000 spokes to S. Shinn.

Boats R. P. Dodge, and G. H. Moudy.

ES, Sat. 7/23/59, p. 2. **GEORGETOWN**

Business upon the Chesapeake and Ohio Canal since our last report has been very brisk, notwithstanding the temporary suspension from running coal by some of the companies of what is known as the outside boats. During the week ending today, 91 boats have arrived, 79 of them from Cumberland bringing 8,800 tons of coal; 1 with railroad iron; 4 with limestone; 2 with grain; and the remainder from different points with brick, wood, &c. The receipts for tolls at the Georgetown Collector's office for the same period amounts to \$4,382, as follows: Ascending trade \$412; descending \$3,970. The whole line of the canal is represented as being in most excellent navigable order.

AG, Sat. 7/23/59, p. 3. **CANAL COMMERCE** - Arrived, July 22.  
 Boats Miles Standish, W. R. King, The Pilgrim and Mary Mertens, to T. J. Mehaffey.  
 Boats Kate Bruce, P. R. Haldeman, Carrie of Hancock and Jos. Knox, to Borden Mining Co.  
 Boats A. H. Bradt and Elie Wade, to American Coal Co.

Departed, July 22.

Boat Oliver Boley, salt and groceries for Cumberland, Md., from Gray, Miller & Co.  
 Boat Josiah Witt, salt from Gray, Miller & Co.

AG, Mon. 7/25/59, p. 3. **CANAL COMMERCE** - Arrived, July 23.  
 Boats Elk, James Boyce, David Shriver and George Lynn, coal to T. J. Mehaffey.  
 Boats George L. Jacques, John A. Reinhard and Cannonicus, coal to Borden Mining Co.  
 Boats [steamer] Blue Bird and Nannie McGraw, coal to Frostburg Coal Co.

AG, Tue. 7/26/59, p. 3. **CANAL COMMERCE** - Arrived, July 25.

Boats Mary R. Hale, Hester A Korn and Ann Gilleece, to T. J. Mehaffey.  
 Boats J. K. Wilson, Wm. Borden and Mary Fly, to Borden Mining Co.  
 Boats Dr. McKaig and Gem, to Frostburg Coal Co.  
 Boat Joseph T. Graham, to Fowle & Co.

AG, Wed. 7/27/59, p. 3. **CANAL COMMERCE** - Arrived, July 26.  
 Boats Odd Fellow, C. B. Thurston and Red Fox, to T. J. Mehaffey.  
 Boats Rainbow and L. G. Stanhope, to Borden Mining Co.  
 Boats Advance, Three Brothers, Gen. T. J. McKaig and R. A. Powers, to Frostburg Coal Co.  
 Boats Martha Banks and B. Maulsby, to Fowle & Co.

Departed, July 26.

Boat Lonaconing, groceries, &c., from J. H. McVeigh & Son, and drugs from Peel & Stevens, for Clear Spring, Md.

C&T, Thu. 7/28/59, p. 3. **Maryland Coal Trade** - For the week ending Saturday, July 23<sup>rd</sup>, 9,064.05 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,676.19 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 13,741.03 tons.

Total shipments for the year from the entire region, 282,411.14 tons.

92 boats cleared this port during the week ending Wednesday, the 27<sup>th</sup> inst., carrying 10,672.00 tons of Coal.

During the season 1,430 boats cleared this port, carrying 141,834.02 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, July 23<sup>rd</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	1,474.13	2,069.14	3,544.07	49,045.07
C. E. Detmold	536.08	449.13	986.01	17,787.07
Frostburg C. C.	43.17	1,427.00	1,470.17	25,235.11

Borden M. Co.	326.14	2,635.12	2,962.06	47,234.14
Swanton Co.				1,995.11
Piedmont Co.	100.14		100.14	433.04
Alleghany M. C.				100.18
	2,381.12	6,682.13	9,064.05	140,822.12

WC, Thu. 7/28/59, p. 6. **Chesapeake and Ohio Canal Company's Report** – The annual report of the President and Directors of the Chesapeake and Ohio Canal Company shows that the receipts from tolls for the year ending December last amounted to \$171,084.91, being in excess of the former year by \$78,282.54. The aggregate tonnage is also in excess of that of the previous year by 157,063 tons.

The above we take from an exchange and suppose it is correct. We have made application to more than one source for a copy of the Canal Report and have not been able to obtain it. Is there anybody who can furnish us with one? If so we will be greatly obliged if they will forward it to this office.

ES, Fri. 7/29/59, p. 3. **GEORGETOWN**

During the week ending on Wednesday last, the number of coal boats leaving Cumberland, on the Chesapeake and Ohio Canal, was 92, carrying 10,672 tons. Since the commencement of the season, 1,430 boats have cleared that port with 141,843 tons of coal.

AG, Fri. 7/29/59, p. 3. *Police Affairs*

A difficulty occurred between the captains of two canal boats at the Canal basin on Wednesday evening. A quantity of coal was thrown from both boats, and some one on one of the boats snapped a gun at the captain of the other. Officer Davis yesterday arrested Captain Quigley on complaint of Capt. McCracken, for attempting to shoot him, and the case was heard by the Mayor, who placed him under bond to keep the peace.

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**CANAL COMMERCE**  
 Arrived, July 28.

Boats C. F. Mudge, Dr. B. A. Dougherty, F. Bloodgood, Clipper, Col. Young and Wild Kate, coal to T. J. Mehaffey.  
 Boats Jacob Huber, S. E. Carlisle, Metacomet, Andrew Rench, Helen May and E. Stanhope, coal to Borden Mining Co.  
 Boat Ben. Darby, coal to Frostburg Coal Co.  
 Boat Minnie Stank, to Fowle & Co.  
 Boat Six Brothers, limestone to Thos. Smith.

AG, Sat. 7/30/59, p. 3. **CANAL COMMERCE**, Arrived, July 29.

Boats Buffalo, Lion, F. & A. H. Dodge, T. Cookendorfer, D. Morrissey, P. B. Petrie and Joh Humbert, to T. J. Mehaffey.  
 Boats R. Borden, David Lynn and Young America, to Borden Mining Co.  
 Boats Juniata, Burroughs and Capt. A. King, to Frostburg Coal Co.  
 Boat C. Ardinger, railroad iron to J. R. Masters.

Departed, July 29.

Boat Three Brothers, for Weverton Lock, Md., groceries from Gray, Miller & Co.

AG, Wed. 8/3/59, p. 3. **Canal Aqueduct** –

We learn that the Alexandria Canal Company will rigidly enforce the penalties of the law, which are very severe, against every person who shall attempt to drive cattle over the Potomac Aqueduct. The towpath of the Aqueduct was not designed to sustain such a weight as that of a drove of cattle. Drovers bound for Georgetown and Washington must cross the Potomac upon the Chain Bridge. As the travel upon the Long Bridge will be stopped on the first of September for some time, for the purpose of making repairs, the Canal Company give timely notice to drovers, to prevent disappointment.

It is thought that a ferry will be established at Georgetown during the closing of the Long Bridge.

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**Receipts of Coal** – The following are the receipts of coal by the Alexandria Canal, for the month of July:

Cumberland Coal & Iron Co.	10,799.17
Borden Mining Co.	7,539.02
Frostburg Coal Co.	4,571.17
American Coal co.	<u>3,283.02</u>
Total	26,192.38

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**CANAL COMMERCE**

Arrived, August 2.

Boats M. E. Stonebraker and R. Gregory coal to Fowle & Co.  
 Boats Charles Ensby, M. Trieber, Mary Mertens, Rebecca, G. W. H. Hetzer, J. F. Sterling, J. C. Hieston and E. A. Cook coal to T. J. Mehaffey.  
 Boat John R. Masters coal to Borden Mining Company.  
 Boats Phoenix and Wm. McMahan coal to Frostburg Coal Co.

C&T, Thu. 8/4/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, July 30<sup>th</sup>, 8,049.18 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,294.16 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 13,344.14 tons.

Total shipments for the year from the entire region, 292,313.12 tons.

89 boats cleared this port during the week ending Wednesday, the 3<sup>rd</sup>. inst., carrying 10,322.18 tons of Coal.

During the season 1,519 boats cleared this port, carrying 152,156.00 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, July 30<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	402.12	2,150.02	2,522.13	51,598.00
C. E. Detmold	552.08	542.05	1,094.13	18,882.00
Frostburg C. C.	36.04	1,471.06	1,510.10	25,736.01
Borden M. Co.	295.11	2,496.11	2,792.02	50,026.16
Swanton Co.				1,995.11
Piedmont Co.		100.00	100.00	533.04

Allegany M. C.				100.18
	<u>1,289.15</u>	<u>6,760.03</u>	<u>8,049.18</u>	<u>143,872.10</u>

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**J. G. Stone, Esq.**, will please receive our thanks for a copy of the thirty first annual report of the President and Directors of the Chesapeake and Ohio Canal Company.

WC, Thu. 8/4/59, p. 4. J. G. Stone, Esq., will please receive our thanks for a copy of the thirty-first annual report of the President and Directors of the Chesapeake and Ohio Canal Company.

AG, Thu. 8/4/59, p. 3. **CANAL COMMERCE** – Arrived, August 3.  
 Boats R. M. Sprigg, J. F. Saylor and Superior, coal to Borden Mining Co.  
 Boats Mary Otis and Oliver Boley, coal to T. J. Mehaffey.  
 Boat Blue Bird, coal to Frostburg Coal Co.  
 Boat H. Moudy, coal to American Coal Co.  
 Departed, August 3.  
 Boat Lloyd Lowe, salt to J. N. Harper.

Sun, Fri. 8/5/59, p. 4. **Affairs in Allegany County** – We copy the following from the Cumberland Telegraph: *Maryland Coal Trade* – Last week 13,344 tons of coal were brought down from the mines, making for the season 292,313 tons. For the week ending Wednesday, 89 canal boats cleared, with 10,322 tons of coal, making for the season 1,519 boats and 152,156 tons of coal.

AG, Fri. 8/5/59, p. 3. **CANAL COMMERCE** – Arrived, August 4.  
 Boat A. Stanhope, to American Coal Co.  
 Boats Lonaconing and Pilgrim, to T. J. Mehaffey.  
 Boat T. J. Mehaffey, to Frostburg Coal Co.

DA, Sat. 8/6/59, p. 4. Apparently, the July 9<sup>th</sup> sale was unsuccessful and the sale was rescheduled for Sat. Aug. 29<sup>th</sup> 1859. The

sale to be held in front of the St. Nicholas Hotel, Cumberland, Md. at 11:00 a.m.

*Sun*, Mon. 8/8/59, p. 4. During the past week 87 boats have passed down the Chesapeake and Ohio canal. They brought, among other freight 8,800 tons of coal. The toll receipts for the week foot up \$3,531.

AG, Mon. 8/8/59, p. 3. **Canal Trade**

Business upon the canal during the week has presented about the usual amount of activity. The trade, however, as will be seen from the following report has been confined almost entirely to coal. In a few weeks more the trade in flour and grain will doubtless commence, when both the number of boats arriving and the amount of tolls, will be considerably increased. The whole line of the canal continues in excellent navigable order, and chief Superintendent Stone and his assistants are indefatigable in their efforts to keep it so until the close of navigation by ice. The whole number of boats which have arrived during the week amounts to 87, 78 of them from Cumberland, bringing 8,800 tons of coal, and the remainder from different points, with tan bark, limestone, &c. The receipts of tolls at the Georgetown collector's office for the same period amounts to \$3,934 as follows: ascending trade \$403; descending \$3,531. – *Wash. Star*.

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**CANAL COMMERCE**

Arrived, August 6.

Boats Mary Allen, E. W. Dunham, J. K. Polk and Capt. John Short, coal to T. J. Mehaffey.

Boat Santa Anna, coal to Borden Mining Co.

Boat Uncle Sam, coal to Frostburg Coal Co.

AG, Tue. 8/9/59, p. 3. **Chesapeake and Ohio Canal** – During two of the latter days of last week the Canal Board was in session

in the City Hall here. Their business was in great part routine, and in the provision of funds for the use of the several divisions. Amongst other things it was determined, in view of the great use now made by Mills, &c., of the water power on the Georgetown section, and of the expectation of additional manufacturing establishments to be undertaken on the same section, to elevate and extend the present dam which now feeds the Georgetown level, so as to give it about four inches of water more than heretofore. It is estimated that the additional water rents will pay for the improvement. – *Nat. Int.*

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**CANAL COMMERCE**

Arrived, August 8.

Boats Mary Shaw, Ann Gilleece, George Lynn, Morgan Miller, Dr. B. A. Dougherty, Francis Bloodgood, Safety, Clark, Utica and Hopewell, coal to T. J. Mehaffey.

Boats Lady Helen, Niagara, Joseph Knode, Excelsior and Rainbow, coal to Borden Mining Co.

Boats Ellen Bell, John Van Lear and Benj. Darby, coal to Frostburg Coal Co.

Boat Eugene, coal to American Coal Co.

*Sun*, Wed. 8/10/59, p. 4. For thirty-five years apartments in our city hall have been occupied as offices by the Chesapeake and Ohio Canal Company. The increased business of the city government now renders it indispensable to have every room in that larger edifice, and accordingly, the books, papers and furniture of the canal department are being removed to a new office on Four-and-a-half street.

C&T, Thu. 8/11/59, p. 3. **Maryland Coal Trade**

– For the week ending Saturday, August, 6<sup>th</sup>, 8,676.03 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,538.04 over the road of the George's Creek Coal and

Iron Company. Making for the week from the entire region of 13,213.07 tons.

Total shipments for the year from the entire region, 308,800.07 tons.

89 boats cleared this port during the week ending Wednesday, the 3<sup>rd</sup> inst., carrying 10,322.18 tons of Coal.

During the season 1,519 boats cleared this port, carrying 152,156.00 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, Aug. 6th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	581.14	2,448.11	3,030.05	54,911.13
C. E. Detmold	524.06	578.11	1,102.17	19,984.17
Frostburg C. C.	98.09	1,260.01	1358.10	27,094.11
Borden M. Co.	300.15	2,774.09	3,075.04	53,106.06
Swanton Co.				1,995.11
Piedmont Co.		99.07	99.07	632.11
Alleghany M. C.				100.18
	1,515.04	7,160.19	8,676.03	157,822.01

AG, Thu. 8/11/59, p. 3. **The Chesapeake and Ohio Canal** continues to do a steady business, but there is a lack of vessels to transport the coal sea-wise, which is arriving from the mines.

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**CANAL COMMERCE**

Arrived, August 10.

Boats H. T. Weld, D. Shriver, Juno, D. Morrissey and D. Harsh, coal to T. J. Mehaffey.

Boats A. H. Poffenberger, M. O. Shea, Laurette and A. E. Stone, coal to Borden Mining Co.

Boat John Huddleson, coal to American Coal Co.

AG, Fri. 8/12/59, p. 3. **CANAL COMMERCE** – Arrived, August 11.

Boats C. F. Mudge and T. Cookendorfer, coal to T. J. Mehaffey.

Boats Anna Marian, Waynesboro and Carrie of Hancock, coal to Borden Mining Co.

Boats Gen. T. J. McKaig, Prince Rupert and Three Brothers, coal to Frostburg Coal Co.

Boats J. K. Jordan and C. Ardinger, coal to Fowle & Co.

Boat Caroline Ardinger, railroad iron to John R. Masters.

Boat Six Brothers, limestone to Thomas Smith.

ES, Sat. 8/13/59, p. 3. **GEORGETOWN**

Business upon the Chesapeake and Ohio canal continues very encouraging. During the week ending this morning 119 boats have arrived, 93 of them from Cumberland bringing 10,500 tons of coal; 11 with flour and grain; 9 with wood, tan bark, &c., and 6 with limestone. The receipts of tolls at the Georgetown collector's office for the same period amounts to \$3,837.07 as follows: Ascending trade \$376.27; descending \$3,460.80.

The whole line of the canal continues to be kept in the very best navigable order, so much so that we have heard fewer complaints among boatmen this season than ever before. While upon this subject it may not be amiss for us to remark that it would be well for the board of directors to take some steps towards doing something towards putting the basin and outlet lock in better condition; for if neglected much longer is will soon become almost if not altogether useless. This is certainly an important matter, one that deserves consideration. If this point should be neglected until it becomes impassable by loaded boats it will operate seriously against our merchants in the shipment of flour, grain, &c.

AG, Sat. 8/13/59, p. 3. **CANAL COMMERCE** - Arrived, August 12.

Boats James Boyce and J. J. Watson, coal to T. J. Mehaffey.

Boats J. W. Cross, J. R. Wilson and Five Brothers, coal to Borden Mining Company.

Boats Capt. A. J. King and Don Carlos, coal to Frostburg Coal Company.

Boat M. B. Brumhall, coal to Fowle & Co.  
Departed, August 12.

Boat Gen. T. S. McKaig, groceries and salt for Hancock, Maryland, from Gray, Miller & Co.

AG, Mon. 8/15/59, p. 3. **Chesapeake and Ohio Canal** – The *Washington Star* says: - Business upon the Chesapeake and Ohio canal continues very encouraging. During the week ending this morning 119 boats have arrived, 93 of them from Cumberland, bringing 10,500 tons of coal, 11 with flour and grain, 9 with wood, tan bark, &c., and 6 with limestone. The receipts of tolls at the Georgetown collector's office for the same period amounts to \$3,837.04, as follows: Ascending trade \$376.26, descending \$3,460.78. The whole line of the canal continues to be kept in the very best navigable order.

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**CANAL COMMERCE**

Arrived, August 13.

Boats E. Reinhard, M. M. Claggett, L. Benton, O. W. Sturtevant and John James, jr., to T. J. Mehaffey.

Boat J. J. Grehan, to Fowle & Co.

C&T, Thu. 8/18/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, August 13<sup>th</sup>, 8,787.13 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,586.19 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 13,374.12 tons.

Total shipments for the year from the entire region, 290,671.07 tons.

91 boats cleared this port during the week ending Wednesday, the 17<sup>th</sup> inst., carrying 10,556.00 tons of Coal.

During the season 1,707 boats cleared this port, carrying 178,708.06 tons of Coal.

**Drowned** – On Sunday morning last, about three o'clock, a little boy, about 14 or 15 years of age, named James F. Stoop, and supposed to be from Georgetown, was drowned in the Canal at the Nine-Mile Lock. He was on the canal boat, John Huddleson, on its way to Cumberland, and it is supposed he was thrown from the boat by the shock produced in running against the Lock. He was heard to scream, but it was thought he was in the stable, and the hands on the boat immediately went thither, but it was found that he was not there. He screamed again, when it was discovered that he was in the water, but before assistance could be rendered, he had disappeared. Search was immediately instituted, and his lifeless body was found, and brought to this place. Coroner Strong summoned a jury, and held an inquest, which resulted in a verdict of accidental drowning. The Coroner had him very decently interred in Hook's Graveyard, and his funeral sermon pronounced by Rev. B. H. Crever, of the Methodist Episcopal Church. [Transcriber's Note: The canal boat *John Huddleson* was registered on 6/8/1858.]

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**Report of Coal Transportation**

During the week ending Saturday, Aug. 13<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	795.06	2,102.08	2,897.14	57,809.07
C. E. Detmold	450.08	641.13	1,092.01	21,076.18
Frostburg C. C.	168.03	1,405.17	1,574.00	28,668.11
Borden M. Co.	286.08	2,824.11	3,110.19	55,212.19
Swanton Co.		112.19	112.19	2,108.10
Piedmont Co.		99.07	99.07	632.11
Alleghany M. C.				100.18
	1,700.05	7,087.08	8,787.13	166,609.14

AG, Thu. 8/18/59, p. 3. **CANAL COMMERCE** – Arrived, August 17.

Boat Miles Standish, coal to T.J. Mehaffey.

Boat Blue Bird, coal to Frostburg Coal Co.

ES, Fri. 8/19/59, p. 2. **GEORGETOWN**

We discover that our esteemed friends, Messrs. Hollingsworth and Peck, Collectors at the Georgetown office of the Canal, have removed their office to other and more suitable quarters, viz: the new building recently erected by R. P. Dodge, Esq. and Capt. Brown, immediately at the intersection of the Alexandria Aqueduct and Chesapeake and Ohio Canal.

AG, Fri. 8/19/59, p. 3. **Georgetown, Aug. 17** – We were right yesterday in regard to the cause of the detention of the Canal steamer. The sunken boat has been raised, however, and all obstructions to the passage of the boats removed. We should have stated that it was the steamer Antelope, Captain Wells, which was prevented by the obstruction from making her downward trip in proper time. She arrived, however, at 12 o'clock yesterday, and started for Harper's Ferry again at 2 o'clock p.m. The L. J. Brengle, Captain Ritter, made her regular trip in good time, arriving at 7 o'clock p. m., and left again for the Ferry this morning.

ES, Sat. 8/20/59, p. 3. **GEORGETOWN**  
Business upon the Chesapeake and Ohio canal continues quite brisk. During the week ending this morning, 118 boats have arrived; 92 of them from Cumberland, bringing 10,400 tons of coal; 10 with flour and grain; 4 with limestone; and 12 from different points with wood, &c. The amount of tolls received at the Georgetown collector's office for the same period is \$3,860.98, as follows: ascending trade \$387.37, and descending trade \$3,473.61.

AG, Sat. 8/20/59, p. 3. **CANAL COMMERCE** – Arrived, August 19.  
Boats E. A. Cook, Mary Otis, Ann Eliza, Wm. Hart, W. R. King, Thos. Devecmon and Odd Fellow, to T. J. Mehaffey.  
Boats D. Lynn and John B. Masters, to Borden Mining Co.

Boats T. J. Mehaffey and Gem, to Frostburg Coal Co.

AG, Mon. 8/22/59, p. 3. **CANAL COMMERCE** – Arrived, August 20.  
Boats P. A. Healey, Mrs. E. Biggs and A. T. Snouffer, coal to American Coal Co.  
Boats Metacomet, D. W. McClary and R. M. Sprigg, coal to Borden Mining Co.  
Boats Mary Shaw and G. W. H. Hetzer, coal to T. J. Mehaffey.

AG, Tue. 8/23/59, p. 3. **Chesapeake and Ohio Canal** – We hear that all is right throughout the canal, save that on the Georgetown level, owing to the drought and the great quantity of water used by the mills, there is a short supply of water, and some detention of boats in consequence. The raising of the dam four inches on that level will of course correct this in the future, so far as human means can do it. – *Nat. Int.*

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**CANAL COMMERCE**

Arrived, August 22.

Boats The Pilgrim, M. R. Zimmerman, Rebecca, Right Bower, George Lynn, Martin Hoffman, Charles Embrey, Ann Gilleece, Elk and Lion, coal to T. J. Mehaffey.  
Boats Benjamin Darby, Liberty, R. Stewart and Wm. B. Colston, coal to Frostburg Coal Co.  
Boat A. Stanhope, coal to Fowle & Co.  
Boat Dutch Hen, coal to Borden Mining Co.

AG, Wed. 8/24/59, p. 3. **CANAL COMMERCE** – Arrived, August 23.  
Boat Red Fox, coal to T. J. Mehaffey.  
Boat Kate Bruce, coal to Frostburg Coal Co.  
Boats Superior, Five Sisters, Sarah grimes and Elizabeth Ann, coal to Borden Mining Co.  
Boats Eugene, C. F. Porter and Mount Savage, coal to Fowle & Co.

C&T, Thu. 8/25/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, August 20<sup>th</sup>, 8,206.00 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,436.14 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 13,642.14 tons.

Total shipments for the year from the entire region, 335,918.03 tons.

83 boats cleared this port during the week ending Wednesday, the 24<sup>th</sup> inst., carrying 9,694.16 tons of Coal.

During the season 1,790 boats cleared this port, carrying 183,403.02 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, Aug. 20th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	651.17	2,385.04	3,037.01	60,846.08
C. E. Detmold	983.07	367.09	990.16	22,067.14
Frostburg C. C.	69.02	1,539.11	1,608.13	30,277.04
Borden M. Co.	285.15	2,283.15	2,569.10	58,782.09
Swanton Co.				2,108.10
Piedmont Co.				632.11
Allegany M. C.				100.18
	1,622.02	6,575.19	8,206.00	174,815.14

AG, Thu. 8/25/59, p. 3. **CANAL COMMERCE** – Arrived, August 24.  
 Boats John Humbert, P. B. Petrie, F. Bloodgood, B. A. Dougherty, C. S. Moore, D. Morrissey, O. W. Sturtevant and E. W. Dunham, coal to T. J. Mehaffey.  
 Boats Dr. McKaig and Phoenix, coal to Frostburg Coal Co.  
 Boats H. G. Ritter, Joseph Knode and Rainbow, coal to Borden Mining Co.  
 Boats John Huddleson, M. B. Bramhall and Joseph Jordan, coal to Fowle & Co.

AG, Fri. 8/26/59, p. 3. **CANAL COMMERCE** – Arrived, August 25.  
 Boats James Boyce, Mary Alice, G. W. Riggs, C. F. Mudge, J. K. Polk, Emma Reinhard and Col. Young, coal to T. J. Mehaffey.

Boats Minnie Slack and Capt. A. King, coal to Frostburg Coal Co.

Boats Excelsior, Lloyd Lowe and Santa Anna, coal to Borden mining Co.

Boats A. J. Glossbrenner, L. G. Hough and R. Gregory, coal to Fowle & Co.

AG, Sat. 8/27/59, p. 3. **CANAL COMMERCE** – Arrived, August 26.

Boats S. B. Harrison and Caroline Ardinger, coal to American Coal Company.

Boats A. Leiter and Jacob Huber, coal to Borden Mining Company.

Boat Mount Clemson, coal to Frostburg Company.

AG, Mon. 8/29/59, p. 3. **Business on the Canal** – The Georgetown correspondent of the *Washington Star* says: - “Business upon the canal this week has been quite brisk. One hundred and fifteen boats have arrived; 92 of them from Cumberland, bringing 10,400 tons of coal; 14 with flour and grain; 3 with limestone; and 6 from different points with wood, &c. The receipts of tolls at the Georgetown collector’s office for the same period, amount to \$4,311.43, as follows: Ascending trade \$435.63, and descending \$3,875.80. The whole line continues to be kept in good navigable order, and the recent fine rains have caused the water to rise to its usual height.

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**CANAL COMMERCE**

Arrived, August 27.

Boat T. Cookendorfer, coal to T. J. Mehaffey.

Boats McAtee and Wm. R. Chaplin, coal to Fowle & Co.

Boats Gen. T. J. McKaig, John Van Lear, Ellen Bell, Juniata and Prince Rupert, coal to Frostburg Coal Co.

Boat Mo. Shea, coal to Borden Mining Co.  
 Departed, August 27.

Boat M. B. Bramhall, boots, shoes, hats and caps from C. A. Baldwin & Co., for Williamsport and Hancock, Md.

AG, Tue. 8/30/59, p. 3. **Chesapeake and Ohio Canal** – We hear of no casualty or irregularity anywhere throughout the line. The late rains were insufficient to do anything but good. Some efforts are making by the Canal Company to improve the navigation of the canal basin on Rock Creek and the inlet to the Washington Canal. It is a work of tediousness and difficulty from the numerous stoppages encountered, yet it appears to be indispensable to the increasing wants of trade. Rock Creek and its immense deposits of *detritus* are a constant trouble to the canal board. – *Nat. Int.*

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**CANAL COMMERCE**

Arrived, August 29.

Boats Mary Mertens, Hopewell and Vixen B., coal to T. J. Mehaffey.

Boat Waynesboro, coal to Borden Mining Co.

Boats J. P. Wright, Nanna McGraw, Three Brothers, Blue Bird and John H. Shaw, coal to Frostburg Coal Co.

Boat Jane Louisa, coal to Fowle & Co.

Boat John R. Snary, pig iron to Navy Yard.

AG, Wed. 8/31/59, p. 3. **CANAL COMMERCE** – Arrived, August 30.

Boats Safety Clark, John Snyder, John L. Jordan, Daniel Harsh, Utica, C. B. Thurston, Newport and F. & A. H. Dodge, to T. J. Mehaffey.

Boats M. Jane Hull, Lady Hellen, Niagara and Five Brothers, to Borden Mining Co.

Boats G. W. Summers, G. H. Moudy and M. E. Stonebreaker, to Fowle & Co.

Departed, August 30.

Boat Three Brothers, for Weverton Lock, Md., groceries from Gray, Miller & Co.

C&T, Thu. 9/1/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, August 27<sup>th</sup>, 7,458.19 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,038.15 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 11,497.14 tons.

Total shipments for the year from the entire region, 347,275.07 tons.

78 boats cleared this port during the week ending Wednesday, the 31<sup>st</sup> inst., carrying 9,145.19 tons of Coal.

During the season 1,871 boats cleared this port, carrying 192,549.01 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, Aug. 27<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	636.17	1,505.18	2,145.15	62,989.03
C. E. Detmold	543.06	586.12	1,129.18	23,197.12
Frostburg C. C.	64.16	1,581.18	1,646.14	31,923.18
Borden M. Co.	312.03	2,146.05	2,458.08	64,240.17
Swanton Co.				2,108.10
Piedmont Co.		81.04	81.04	713.15
Alleghany M. C.				100.18
	1,557.02	5,901.17	7,458.19	182,274.13

AG, Thu. 9/1/59, p. 3. **CANAL COMMERCE** – Arrived, August 31.

Boats John James, Jr., M. Miller, N. J. Burton and M. M. Clagett, coal to T. J. Mehaffey.

Boats P. R. Haldeman, A. E. Stone and G. L. Jacques, coal to Borden Mining Co.

Boat A. Kean, coal to Fowle & Co.

Boat H. Arrington, coal to Frostburg Coal Co.

Departed, August 31.

Boat Excelsior, boots, shoes, hats and caps from C. A. Baldwin & Co., for Cumberland, Md.

AG, Sat. 9/3/59, p. 3. **CANAL COMMERCE** – Arrived September 2.

Boats C. A. Cook, Mary Shaw, H. T. Weld, Clipper and George Lynn, to T. J. Mehaffey.

Boats Anna Marion, Carrie of Hancock and A. E. Stone, to Borden Mining Co.  
 Boats Don Carlos, Wm. McMahan and Benjamin Derby, to Frostburg Coal Co.  
 Boats Thomas Sammon, R. R. Gregory and H. A. Dutrow, to Fowle & Co.

*Sun, Mon. 9/5/59, p. 4. Georgetown, D. C.*  
 – During the last week 110 boats arrived by the Chesapeake and Ohio Canal. About 8,000 tons of coal were received. Receipts for tolls at the Georgetown office say \$4,500. During the month of August, the number of arrivals was 477, bringing 44,613 tons of coal and yielding \$18,571. In a few days, we shall have official returns from all the other points on the line.

*Alexandria* – The ship Silver Star, Capt. Wade, now discharging a cargo of guano at Fowle & Co.'s wharf, is to be loaded with 1,500 tons of Cumberland coal, by the American Coal Company, at their new wharves in this place, for San Francisco, California. [Transcriber's Note: The Panama Canal was not yet open, thus this cargo of coal had to go around the tip of South America!]

During the past month of August there was received at this place, via the canal, 32,864 tons of coal. Mercury.

AG, Mon. 9/5/59, p. 3. **Business on the Canal** – The Georgetown correspondent of the *Washington Star* says: - Business upon the canal continues to present about the usual amount of activity. During the week ending this morning, 104 boats have arrived; 76 of them from Cumberland, bringing about 7,800 tons of coal; 11 from other points with flour and grain; 5 with limestone; and the remainder from various points with wood, bark, &c. The receipts for tolls at the Georgetown collector's office for the same period, amounts to \$4,351.43, as follows: Ascending trade \$462 and descending \$3,889.43. The whole number

of boats that arrived during the month of August was 477; the number of tons of coal brought down 44,643; and the receipts for tolls at the before-mentioned office for the same period \$18,570.61, as follows: Ascending trade \$1,861.98 and descending \$16,708.63. The whole amount of receipts for tolls at all points for the month, will reach at least \$25,000. The whole line continues in excellent navigable order, and everything connected with its operations is moving on very smoothly.

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**CANAL COMMERCE**

Arrived, September 3.

Boats M. R. Hale and J. J. Watson, coal to T. J. Mehaffey.

Boats J. W. Cross and J. W. Barns, coal to Borden Mining Co.

Boat R. A. Powers, coal to Frostburg Coal Co.

Departed, September 3.

Boat Jayne Louisa, boots, shoes, hats and caps from C. A. Baldwin & Co., for Williamsport, Md.

AG, Wed. 9/7/59, p. 3. **CANAL COMMERCE** – Arrived, September 6.

Boats The Pilgrim, O. W. Sturtevant and Hester A, Korn. coal to T. J. Mehaffey.

Boats John G. Lynn and Canonicus, coal to Borden Mining Co.

Boats Uncle Sam, De. McKaig and Hercules, coal to Frostburg Coal Co.

C&T, Thu. 9/8/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Sept. 3<sup>rd</sup>, 6,650.03 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 2,776.16 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 9,426.19 tons.

Total shipments for the year from the entire region, 394,383.00 tons.

80 boats cleared this port during the week ending Wednesday, the 7<sup>th</sup> inst., carrying 8,908.12 tons of Coal.

During the season 1,945 boats cleared this port, carrying 201,457.18 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, September 3rd, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	682.19	1,190.14	1,873.13	62,720.01
C. E. Detmold		756.16	756.16	22,824.10
Frostburg C. C.	101.03	1,532.14	1,633.17	31,911.01
Borden M. Co.	204.08	2,082.15	2,287.03	61,069.12
Swanton Co.				2,108.10
Piedmont Co.		89.14	89.14	731.05
Alleghany M. C.				100.18
	987.10	5,661.13	6,650.03	181,465.17

AG, Sat. 9/10/59, p. 3. **The Canal** – Business on the Alexandria Canal is brisk. The arrivals of boats daily are numerous, mostly from Cumberland, with Coal, and at the outlet into the Potomac, at the upper end of the city, a scene of bustle and activity is presented, very enlivening. The officers of the Canal Company are faithful and diligent in the discharge of their duties and the prospects of this work, which is of such vital importance to this place, were never more flattering. The receipts are regularly increasing and Alexandria is fast becoming, as she should be, the principal depot of the Cumberland Coal trade.

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**CANAL COMMERCE**

Arrived, September 9.

Boats Eugene, A. T. Snouffer and Mrs. E. Biggs, to Fowle & Co.

Boats Dutch Hen and Metacomet, to Borden Mining Co.

Boat E. Reinhard, to T. J. Mehaffey.

Boat Six Brothers, limestone to Thomas Smith.

*Sun*, Mon. 9/12/59, p. 1. **Chesapeake and Ohio Canal** – The board of directors of the

Chesapeake and Ohio Canal met on Thursday at their office in Washington, and determined upon ordering the contractors to go on with dam No. 5 forthwith, and continue it towards completion. There is said to be a hundred feet section of masonry to be put in.

*Ibid*, p. 4. *Georgetown, D. C.* – The board of directors of the Chesapeake and Ohio canal have determined upon ordering the contractors to go on with dam No. 5 forthwith, and continue it towards completion. There is about one hundred feet section of masonry to be put in. Dam No. 4 does not appear to be quite finished, but it cannot take more than this month to have it entirely out of hand.

At the office of our collector the tolls for the week amounted to \$3,650. The entire line is in fine order.

AG, Wed. 9/14/59, p. 3. **CANAL COMMERCE** – Arrived, September 13. Boats Wild Kate, J. C. Hieston and Mary Mertens, coal to T. J. Mehaffey. Boat Santa Anna, coal to Borden Mining Co. Boat Blue Bird, coal to Frostburg Coal Co.

AG, Thu. 9/15/59, p. 3. **CANAL COMMERCE** – Arrived, September 14. Boats Wm. Hext, Josiah Witt, Morgan Miller and Mary Otis, coal to T. J. Mehaffey. Boats Prince Rupert and Benjamin Darby, coal to Frostburg Coal Co. Boat Joseph R. Jordan, coal to Fowle & Co.

AG, Fri. 9/16/59, p. 3. **CANAL COMMERCE** – Arrived, September 15. Boats Rebecca, Miles Standish, C. F. Moore and C. B. Thurston, coal to T. J. Mehaffey. Boat Three Sisters, coal to Borden Mining Co. Boat Wm. McMahon, coal to Frostburg Coal Co.

Boat Mount Savage, coal to Fowle & Co.  
Boat Six Brothers, limestone to Thos. Smith.

AG, Sat. 9/17/59, p. 3. **Coal Trade** –

For the week ending Saturday, September 10<sup>th</sup>, 6,030.12 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,600.10 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 10,631.02 tons. Total shipments for the year from the entire region, 360,314.08 tons. 79 boats cleared this port during the week ending Wednesday, the 11<sup>th</sup> instant, carrying 9,085.15 tons of coal. During the season 2,024 boats cleared this port, carrying 210,538.08 tons of coal. – *Cumb. Civ.*

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**CANAL COMMERCE**

Arrived, September 16.

Boats John Snyder and James K. Polk, to T. J. Mehaffey.  
Boat Joseph Knode, to Borden Mining Co.  
Boat James Buchanan, to Fowle & Co.

ES, Mon. 9/19/59, p. 3. **The Storm and Freshet** – The heavy rains of Friday and Saturday caused a freshet yesterday sufficient to alarm those owning property on the canal and river. The river rose about four feet above ordinary high tide, producing a current of great strength and a velocity equal to ten miles the hour, which floated immense quantities of drift wood, endangering especially wharf property below the Long Bridge.

The merchants along the line of the canal began to fear for the safety of their wood and lumber, yesterday afternoon, and so commenced precautionary measures in season. From Gault’s mill and coal depot the water rose a considerable height above the canal banks, as far as Twelfth street. The captain of the canal steamer J. L. Cathcart, finding her place at Georgetown

unsafe, steamed her down and made her fast to Gault’s wharf, close to the mill. During the night, the proprietors of the wharf found the water had increased so rapidly that their horses in the stables on the water were standing in it leg deep; and, in order to save them, they were removed. The business of securing the property was greatly aided by a small boat, with which the hands were carried from point to point. At the wharves below, the merchants, with their employees, were at work till a late hour this morning, in endeavors to secure their property from serious damage. The entire loss of the merchants on the canal, exclusive of loss of time, and the expense of replacing their lumber, will not probably amount to more than two hundred dollars.

DE, Mon. 9/19/59, p. 2. **From Washington**

The Potomac river is very high from the heavy rain, and there is much danger from the drift. No serious damage has yet been done, but as the water is still rising, fears are entertained. Dams Nos. 4 and 5 on the Chesapeake and Ohio Canal, and the warehouse of the New York Steamship Company are in jeopardy. The wharves at Georgetown are overflowed.

AG, Tue. 9/20/59, p. 3. *Effects of the Storm*

The Chesapeake and Ohio Canal, so far as heard from, has suffered no damage from the freshet. The water was let out of the Georgetown level to prevent breaches there, and it is hoped that similar precaution was observed all along the line. Some solicitude is felt for dams Nos. 4 and 5, but nothing is known.

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**CANAL COMMERCE**

Arrived, September 19.

Boats G. W. Riggs, Jr., David Shriver, Lion, Baltic and John James, Jr., coal to T. J. Mehaffey.

Boats Lloyd Lowe and John Van Lear, coal to Borden Mining Co.

Boats Gen. T. J. McKaig and Kate Bruce, coal to Frostburg Coal Co.

C&T, Thu. 9/22/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Sept. 17<sup>th</sup>, 6,667.15 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,232.10 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 11,900.15 tons.

Total shipments for the year from the entire region, 372,087.18 tons.

61 boats left this port during the week ending Wednesday, the 21<sup>st</sup> inst., carrying 7,637.00 tons of Coal.

During the season 2,024 boats cleared this port, carrying 218,175.08 tons of Coal.

**The Canal** – The heavy fall of rain which occurred on Friday and Saturday of last week, has, we regret to learn, done considerable damage to the canal. Dam No. 5 we believe is uninjured. The latest information we have received from Dam No. 4, by telegraph, says: “The old cribbing safe and all here – one hundred and seventy feet of the stone dam gone next to the Virginia shore – the abutment unhurt – about the same amount of embankment gone that was out in May – Brown’s coffer dam crib lost – nothing much else lost – the dam gone is that portion built by Mr. Patterson.” It is supposed that navigation will be suspended for from 4 to 6 weeks.

**Report of Coal Transportation**

During the week ending Saturday, September 17<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	662.00	1,274.04	1,936.04	66,740.01
C. E. Detmold		775.12	775.12	24,212.09
Frostburg C. C.	163.16	1,515.02	1,678.18	35,029.00
Borden M. Co.	409.13	1,867.08	2,277.01	65,242.01
Swanton Co.				2,108.10
Piedmont Co.				731.05

Allegany M. C.				100.18
	1,235.09	5,432.06	6,667.15	194,164.04

*Sun, Thu. 9/22/59, p. 1. **Damage by the Freshets** – Chesapeake and Ohio Canal* – The freshet in the Potomac on Sunday last has, it appears, damaged the Chesapeake and Ohio canal to some extent. The Hagerstown *Herald* says: “Dam No. 5 and the Williamsport and Hancock divisions are uninjured; but at Dam No. 4, the new guard bank on the Maryland shore, together with a coffer dam, some derricks and other property belonging to the contractors, have been swept away by the flood, and on the Virginia side 150 feet of the new masonry dam, put up and completed two years ago by Humbert & Robinson, shared a like fate, while all the remainder of the work, including that recently done by Messrs. Brown & Stanhope, nobly resisted the pressure of the swollen waters. As the old dam remains, it is thought that these injuries will not interrupt navigation long. There is also a break in the canal at the Antietam aqueduct, but not a serious one.”

ES, Thu. 9/22/59, p. 2. It is stated in a dispatch to the Chesapeake and Ohio Canal Company that no further transportation will take place on the canal during the present season.

*Sun, Fri. 9/23/59, p. 2. **Affairs in Allegany County*** – We copy the following from the Cumberland Telegraph: *Maryland Coal Trade* –Last week 11,900 tons of coal were brought down from the mines in Allegany county, making for the season 372,087 tons. During the week ending Wednesday, 61 canal boats cleared at Cumberland with 7,637 tons of coal, making for the season 2,024 boats and 218,175 tons of coal shipped over the Chesapeake and Ohio Canal.

ES, Fri. 9/23/59, p. 3. **Editor Star:** Your paper of last evening says “it is stated in a dispatch to the Chesapeake and Ohio Canal Company that no further transportation will take place on the canal during the present season.” No such dispatch has been received at the office of the company, but the information received is that the navigation will probably be resumed in thirty days. Respectfully yours  
September 23, 1859 W. S. Ringgold

AG, Fri. 9/23/59, p. 3. **The Chesapeake and Ohio Canal** – We saw yesterday two letters from upper sections of the canal, written by superintendents of the same. Both speak of the effects of the late flood in the Potomac upon Dam No. 4, above Shepherdstown. It appears that about one hundred and fifty feet of the solid stone work of the dam, put in in 1857, have been “knocked off,” to restore which will require one month’s work, but how much money has not yet been ascertained. Navigation above Harper’s Ferry may therefore be considered as suspended for one month at least. The superintendent on the Williamsport division reports two or three breaches along his line which a day or two would be sufficient to repair. On the eight-mile level and the nine-mile level, near Edward’s Ferry, breaches also occurred, but of no serious character. The rise of the water in the upper Potomac on Sunday last was eighteen inches above that in April last. – *Nat. Int. of yesterday.*

DA, Sat. 9/24/59, p. 3. **The Canal** – We regret to state that the recent heavy rains did considerable damage to the Chesapeake and Ohio Canal. From all the information, we can obtain upon the subject, we learn that at Dam No. 4, the guard bank on the Maryland shore, a coffer dam, derricks, &c., were swept away by the flood, together with a portion of the new masonry. Some damage

was also done at the Antietam Aqueduct and several other points, the nature and extent of which we have not been fully able to ascertain. Navigation will necessarily be suspended for several weeks – a misfortune which is greatly to be deplored.

ES, Sat. 9/24/59, p. 2. **GEORGETOWN**  
Arrivals by Chesapeake and Ohio canal this week only 11 boats. Receipts of tolls at the collector’s office from ascending boats \$124.56; descending \$1,172.41; total \$1,296.97.

*Sun*, Mon. 9/26, 59, p. 1. **Chesapeake and Ohio Canal** – We believe there will be little, if any, interruption to the coal trade this fall. There are some 40,000 tons ready for shipment at the different wharves. There will be some interruption in the transportation of coal by canal from Cumberland – but perhaps not for a very long period. A letter from the general superintendent of the Chesapeake and Ohio Canal to the president of the company, received on Saturday last, says: “About 150 feet of dam No. 4, on the Virginia shore, was carried off, but do not know whether it is down to the foundation or not, as the river is too high to see the extent of damage; the rest of the masonry is not injured. Some small breaches on the line of the canal – dam No. 5 all safe. It will take four weeks to restore the navigation.” – *Alexandria Gazette.*

ES, Tue. 9/27/59, p. 3. **GEORGETOWN**  
We have no news of a reliable character from the upper portions of the canal this morning. We are credibly informed that navigation between here and Harper’s Ferry will be resumed today or tomorrow. The steamers Brengle, Capt. Ritter, and Antelope, Wells, are expected in between this and tomorrow evening.

C&T, Thu. 9/29/59, p. 3. **Drowned** – On Saturday evening last, James McCall, a little son of John McCall, was drowned in the Canal, just above the Lock at this city. He was passing from one boat to another on a plank, in company with another little boy, and fell into the water unnoticed at the time by his companion. When recovered from the water life was extinct. A coroner's inquest was held over the body and a verdict rendered of accidental drowning.

**The Chesapeake and Ohio Canal** – Recent intelligence from Dam No. 4, induces the belief that the effects of the late rise in the river at that point will be considerably less serious than was at first supposed. The depth of the damage done to the one hundred and fifty feet of solid stone work, is now thought to be comparatively small, and it is hoped, therefore, that, both in respect to time and money, only a fraction of what was supposed to be needed for repairs will be really required. On the eight and nine-mile levels, east of Harper's Ferry, the breaks were sufficient to keep back the passenger packets, which did not arrive at Georgetown all last week; a day or two more will, nevertheless, suffice to put an end to these interruptions.

**Report of Coal Transportation**

During the week ending Saturday, September 24<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	716.04	423.18	1,140.02	67,880.02
C. E. Detmold		161.16	161.16	24,374.05
Frostburg C. C.	160.13	388.03	548.16	35,577.16
Borden M. Co.	382.02	582.09	964.11	66,200.12
Swanton Co.				2,108.10
Piedmont Co.				731.05
Alleghany M. C.				100.18
	1,258.19	1,556.06	2,815.05	196,979.09

DE, Fri. 9/30/59, p. 2. **Chesapeake and Ohio Canal** – Mr. Ringgold, the Secretary of the Company, announces it as probable that navigation on this canal will be resumed in thirty days.

AG, Mon. 10/3/59, p. 3. **The Canal** – The Georgetown correspondent of the *Washington Star* says: - The water was let in upon the lower level of the Canal last night, and navigation is again open from our city to Harper's Ferry. Both the steamers, The Brengle and Antelope, reached here this morning at 4 o'clock, and at 7 the Antelope left again for Harper's Ferry. A number of other boats have also come in, laden with flour, wood, &c. We learn from Captain Hollingsworth, the Collector, that the last and most reliable news from the upper portions of the Canal is, that the repairs will be sufficiently advanced to admit of the resumption of navigation to Cumberland in about two weeks from this time.

**Receipts of Coal** – The following are the receipts of coal by the Alexandria Canal during the month of September, prior to the break on the Chesapeake and Ohio Canal. The result (time considered) is very gratifying, showing a considerable increase in the Canal receipts:

Cumberland Coal & Iron Co.	6,344
American Coal Company	1,748
Borden Mining Company	2,700
Frostburg Coal Company	3,878
Total	14,670

DE, Wed. 10/5/59, p. 2. The Chesapeake and Ohio Canal is now again open throughout from tide-water to Harper's Ferry, and boats are coming down. Between that and Cumberland navigation will not be restored before the 25<sup>th</sup> instant, when, it may be depended on.

C&T, Thu. 10/6/59, p. 3.

**Report of Coal Transportation**

During the week ending Saturday, October 1<sup>st</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	663.14		663.14	68,543.17
C. E. Detmold	294.00		294.00	24,668.05
Frostburg C. C.	191.10	102.11	254.11	35,871.17

Borden M. Co.	344.13	344.12	66,551.04
Swanton Co.			2,108.10
Piedmont Co.			731.05
Allegheny M. C.			100.18
	<hr/>	<hr/>	<hr/>
	1,493.16	102.11	1,596.07
			198,575.16

ES, Thu. 10/6/59, p. 3. **GEORGETOWN**  
 The water has been drawn off from several of the levels of the Canal, between the Great Falls and Harper's Ferry, for the purpose of removing sand bars and making some repairs, which has compelled the packets Antelope and Brengle to suspend their trips until the work is completed.

ES, Tue. 10/11/59, p. 2. **GEORGETOWN**  
 We learn this morning that the repairs on the upper portions of the canal will be sufficiently advanced by Saturday next to admit of the resumption of navigation. Navigation has been fully resumed upon that portion extending from our city to Harper's Ferry. Both the canal steamers – the Brengle and Antelope – are again running their regular trips.

ES, Wed. 10/12/59, p. 2. **ALEXANDRIA**  
 The ship Silver Star has sailed for California with 1,600 tons of Cumberland coal – being the fifth shipment direct from this port for the Pacific.  
 Business in Alexandria continues quite brisk. The hotels are all full to overflowing, and our merchants as busy as they well can be. The coal trade is closing up for the season. Next year it is expected that the American Coal Company alone will deliver here 300,000 tons.

C&T, Thu. 10/13/59, p. 5. **Maryland Coal Trade** – For the week ending Saturday, Oct. 8<sup>th</sup>, 1,973.14 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 4,868.00 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 6,841.14 tons.

Total shipments for the year from the entire region, 392,798.07 tons.

**Report of Coal Transportation**

During the week ending Saturday, October 8<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	676.10		676.10	69,220.07
C. E. Detmold	280.15		280.15	24,949.00
Frostburg C. C.	52.13	295.05	347.18	36,219.15
Borden M. Co.	668.11		668.11	67,219.15
Swanton Co.				2,108.10
Piedmont Co.				731.05
Allegheny M. C.				100.18
	<hr/>	<hr/>	<hr/>	<hr/>
	1,678.09	295.05	1,973.14	200,549.10

Sun, Thu. 10/13/59, p. 1. **Affairs in Washington County** – We copy the following from the Hagerstown *Herald: The Canal* – We understand that the breach at the aqueduct on the Chesapeake and Ohio canal has been closed, and the necessary cribbing at dam No. 4 nearly completed, which will enable the company to resume navigation during the present week.

Sun, Sat. 10/15/59, p. 4. *Georgetown, D. C., Friday Afternoon.* – Captain McHenry Hollingsworth, the efficient collector of tolls on the Chesapeake and Ohio Canal, reports that as yet there are no arrivals from above Harper's Ferry. Accounts state, however, that boats from Cumberland were expected to pass dam No. 4 today, and if so, we may look for arrivals early next week.

Sun, Fri. 10/11/59, p. 2. **Affairs in Allegheny County** – We copy the following from the Cumberland Telegraph: *Maryland Coal Trade* – The quantity of coal brought down from the mines last week was 11,116 tons, making for the season 434,759 tons. During the week ending on Wednesday, sixty-two canal boats cleared at Cumberland, with 7,192 tons of coal.

Sun, Wed. 10/19/59, p. 4. **Resumption of Canal Navigation** – *Vessels Wanted* – The recent damage to the Chesapeake and Ohio

Canal by the freshet having been thoroughly repaired, and the bars removed, water has again been let in, and navigation fully resumed. Six boats laden with coal from Cumberland arrived here yesterday, and a large number are expected today. As orders are plenty, and vessels few, freights have advanced, and vessels are in demand. We hope to see a brisk trade kept up on the canal for the remainder of the season. – *Alex. Gaz.*

AG, Wed. 10/19/59, p. 3. **CANAL COMMERCE** – Arrived, October 18. Boats P. E. Haldeman, George Lynn, O. W. Sturtevant, H. A. Korn, John Humbert, P. B. Petrie, Mary Mertens and J. C. Hieston, coal to T. J. Mehaffey. Boats T. J. Mehaffey, J. P. Wright, Ellen Bell and Juniata, coal to Frostburg Coal Co. Boats D. W. McClary, A. Stanhope, Five Sisters, Waynesboro and Sarah Grimes, coal to Borden Mining Co.

C&T, Thu. 10/20/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Oct. 15<sup>th</sup>, 4,188.16 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,329.00 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 9,517.16 tons.

Total shipments for the year from the entire region, 402,237.06 tons.

67 boats cleared this port during the week ending Wednesday, the 19<sup>th</sup> inst., carrying 7,428.10 tons of Coal.

During the season 2156 boats cleared this port, carrying 225,608.18 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, October 15<sup>th</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	365.03	782.12	1,147.15	70,368.02
C. E. Detmold	195.13	215.08	411.01	25,360.01
Frostburg C. C.	212.12	401.08	615.00	36,834.15
Borden M. Co.	978.03	1,036.17	2,015.00	69,234.15
Swanton Co.				2,108.10
Piedmont Co.				731.05

Allegheny M. C.	1,752.11	2,436.05	4,188.16	100.18
	204,738.06			

**The Canal** – The Chesapeake and Ohio Canal, which was damaged by the recent heavy rains, is now again in navigable order. The damages at dam No. 4, have been repaired, and boats have been passing in either direction since Friday last.

AG, Fri. 10/21/59, p. 3. **CANAL COMMERCE** – Arrived, October 20. Boats Utica, H. T. Weld, May Fly, J. L. Jordan, Juno, J. Witt, Rohrback, Mary R. Hale, Anna Eliza, T. Cookendorfer, Newport and G. W. H. Hetzer, coal to T. J. Mehaffey. Boats E. K. Huntley, Capt. A. King and John H. Shaw, coal to Frostburg Coal Co. Boats Canonicus, P. R. Haldeman, G. L. Jacques, J. A. Rinehart, S. E. Carlisle and R. Borden, coal to Borden Mining Co. Boat G. H. Moudy, coal to American Coal Co.

AG, Sat. 10/22/59, p. 3. **CANAL COMMERCE** - Arrived, October 21. Boats Daniel Harsh, M. R. Zimmerman, N. J. Berston and Ann Gilleece, coal to T. J. Mehaffey. Boat Gem, coal to Frostburg Coal Co. Boats Lauretta and Kate Bruce, coal to Borden Mining Co. Boat M. E. Stonebraker, coal to American Coal Company.

AG, Mon. 10/24/59, p. 3. **The Canal**  
The Georgetown correspondent of the *Washington Star* says: - During the week ending today, 106 boats have arrived by the Chesapeake and Ohio canal; 90 from Cumberland, with 9,900 tons of coal; ten with flour and grain; and six with wood, limestone, &c. The receipts for toll at the Georgetown collector’s office for the same period amount to \$2,206.52 as follows:

Ascending trade \$262.22; descending \$1,944.30.

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**CANAL COMMERCE**

Arrived, October 22.

Boats S. F. Sterling and Bloodgood, coal to T. J. Mehaffey.  
 Boats Uncle Sam, Minnie Slack and Liberty, coal to Frostburg Coal Co.  
 Boats Anna Marion and R. M. Sprigg, coal to Borden Mining Co.

AG, Wed. 10/26/59, p. 3. **CANAL COMMERCE** – Arrived, October 25.

Boat Buffalo, coal to T. J. Mehaffey.  
 Boat F. H. Morgan, coal to Frostburg Coal Co.  
 Boats Elizabeth Ann, David Lynn and Dutch Hen, coal to Borden Mining Co.  
 Boat John Huddleson, coal to American Coal Co.

C&T, Thu. 10/27/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Oct. 22<sup>nd</sup>, 4,139.13 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,111.18 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 9,251.11 tons.

Total shipments for the year from the entire region, 412,383.11 tons.

67 boats cleared this port during the week ending Wednesday, the 19<sup>th</sup> inst., carrying 7,428.10 tons of Coal.

During the season 2,156 boats cleared this port, carrying 225,603.18 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, October 22<sup>nd</sup>, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	38.11	1,338.05	1,376.16	71,744.18
C. E. Detmold	8.05	302.04	310.09	25,670.10
Frostburg C. C.	145.02	1,000.12	1,145.14	37,980.09
Borden M. Co.	1,067.06	1,239.08	2,306.14	71,541.09
Swanton Co.				2,108.10
Piedmont Co.				731.05

Allegany M. C.	1,259.04	3,880.09	4,139.13	209,877.19
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AG, Thu. 10/27/59, p. 3. **Capsized**

A canal boat, loaded with flour, from George Waters, Georgetown, for the Steamer Mount Vernon, filled with water yesterday while lying alongside the Steamer, and capsized. The flour, some two or three hundred barrels, was recovered without being much damaged.

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**CANAL COMMERCE**

Arrived, October 26.

Boats Baltic, Col. Young, E. Reinhart, Morgan Miller, Union, C. F. Mudge, M. Treiber, C. B. Thurston and F. & A. H. Dodge, coal to T. J. Mehaffey.  
 Boats Three Brothers, Nanna McGraw, Wm. McMahan and Robert Stewart, coal to Frostburg Coal Co.  
 Boats Superior and James W. Cross, coal to Borden Mining Co.  
 Boat T. L. Sheridan, coal to American Coal Co.

AG, Fri. 10/28,59, p. 3. **Sailing of the Mount Vernon** – The steamer Mount Vernon, Capt. Smith, for New York, sailed yesterday afternoon, about half-past 4 o’clock, having been detained by an unusually large freight, consisting of 4,000 barrels of flour and other merchandise, from this city and Georgetown. She took out four passengers, viz: Otis Carl, C. Brent, J. L. Nelson and one unknown.

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**CANAL COMMERCE**

Arrived, October 27.

Boats The Pilgrim and Rebecca, coal to T. J. Mehaffey.  
 Boats Eugene, R. Gregory, Old Dominion and Star of Hancock, coal to American Coal Co.  
 Boats Great Eastern, Gen. Simpson, Blue Bird and Dr. McKaig, coal to Borden Mining Co.

AG, Sat. 10/29/59, p. 3. **CANAL COMMERCE** - Arrived, October 28.  
 Boats Odd fellow, L. Benton, John James, Chas. Embrey and M. M. Claggett, to T. J. Mehaffey.  
 Boats A. H. Poffenberger and Metacomet, to Borden Mining Co.  
 Boats A. Kane and Walter McAtee, to American Coal Co.

AG, Mon. 10/31/59, p. 3. **Business on the Canal** – The Georgetown correspondent of the *Washington Star* says: - “Business upon the Canal, since our last report, has been quite brisk: 103 boats have arrived – 73 from Cumberland, with 8,000 tons of coal; 13 from other points, with flour and grain; 8 with limestone; 9 with wood, hay, &c. The entire line is again in good navigable order; and, unless some unforeseen accident shall occur, quite a heavy trade is anticipated the remainder of the boating season.”

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**CANAL COMMERCE**

Arrived, October 29.

Boats J. C. Hieston and Henry Clay, coal to T. J. Mehaffey.  
 Boats James Fitzpatrick, Santa Anna, Three Sisters, Dr. E. L. Boteler and M. Jane Hull, coal to Borden Mining Co.  
 Boats Gen. T. J. McKaig, Kate Bruce and J. P. Wright, coal to Frostburg Coal Co.  
 Boats P. A. Healy, M. B. Brumhall, J. H. Grove and S. E. McDonald, coal to American Coal Co.

AG, Wed. 11/2/59, p. 3. **Chesapeake and Ohio Canal** – The Georgetown correspondent of the *Washington Star* says: - “We understand that the affairs of the Chesapeake and Ohio Canal have again been made one of the elements in the approaching State election in Maryland, by the political wire-pullers and place-seekers in several of the upper counties. This state of things, we

think, is greatly to be regretted by everyone in any manner connected with the affairs of the canal, its trade, or who may wish to see it kept in anything like a proper condition to accommodate the large and steadily increasing trade upon it. Everyone who has any knowledge of its past history is aware that politics have been its great curse from the day navigation was first opened upon it to the present day; and we had hoped that the people of the upper counties of Maryland, who are mainly indebted to it for much of their present prosperity, would by this time have been taught by past experience the importance of keeping its management as far as possible disconnected from everything like national politics.”

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**CANAL COMMERCE**

Arrived, November 1.

Boats Dr. A. A. Biggs, G. H. Moudy and Maria Thompson, coal to American Coal Co.  
 Boat Juniata, coal to Frostburg Coal Co.  
 Boats Lloyd Lowe, D. W. McClary, John Masters, Five Sisters and Henry May, coal to Borden Mining Co.

ES, Thu. 11/3/59, p. 3. **GEORGETOWN**

From some cause unknown at this end of the route, the Canal steamer Antelope, Capt. Wells, due yesterday evening at 6 o'clock, had not arrived at the time of closing this letter. It is rumored that a break had occurred; it needs confirmation, however.

AG, Thu. 11/3/59, p. 3. **Coal Receipts by the Canal** – The receipts of Cumberland

Coal at this place, for the month of October, via the Canal, were 15,991 tons, as follows:

Cumberland Coal & Iron Company	7,100
Borden Mining Company	3,800
Frostburg Coal Company	2,970
American Coal Company	2,121
Total	15,991

It is proper to mention that navigation on the Chesapeake and Ohio Canal was not resumed until the 17<sup>th</sup> of the month. The exhibit therefore is highly gratifying.

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**CANAL COMMERCE**

Arrived, November 2.

Boats Dickey B., H. T. Wels, Ann Eliza and Kate McCormack, coal to T. J. Mehaffey.  
Boats J. G. Lynn and Rescue, coal to Borden Mining Co.  
Boats John Van Lear and Capt. A. King, coal to Frostburg Coal Co.  
Boats A. T. Snouffer, Mrs. E. Biggs and A. Stanhope, coal to American Coal Co.

AG, Fri. 11/4/59, p. 3. **CANAL COMMERCE** – Arrived, November 3.  
Boat H. Arrington, coal to Frostburg Coal Co.  
Boat H. A. Dutrow, coal to American Coal Co.  
Boat Hunter A. Korn, coal to Wm. H. Fowle & Son

AG, Sat. 11/5/59, p. 3. **CANAL COMMERCE** – Arrived, November 4.  
Boats Wm. R. Chaplin and Thomas Sammon, to American Coal Co.  
Boats Ida Lee, Rainbow and Young America, to Borden Mining Co.  
Boat Mary R. Hale, to T. J. Mehaffey.  
Boat Six Brothers, limestone to Thos. Smith.

AG, Mon. 11/7/59, p. 3. **Coal Trade**  
For the week ending Saturday, October 29, 6,371.19 tons of Coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,907.13 over the road of the George’s Creek Coal and Iron Company – making a total for the week from the entire region of 11,279.12 tons.  
Total shipments for the year from the entire region, 423,414.18 tons. One hundred and twenty-four boats cleared at

Cumberland during the week ending Wednesday, the 2<sup>nd</sup> inst., carrying 13,104 tons of coal.

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**C. & O. Canal** – Last week by Canal there were seventy-two arrivals from Cumberland, bringing 8,000 tons of coal; fourteen cargoes of flour and grain; and eleven with limestone, bark, &c. The revenue for the week will be almost \$4,500.

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**CANAL COMMERCE**

Arrived, November 5.

Boats Mary R. Hale, Baltic, D. Shriver and Mary Mertens, coal to T. J. Mehaffey.  
Boats Waynesboro, P. R. Haldeman, Five Brothers and S. E. Carlisle, coal to Borden Mining Co.  
Boats Kate Bruce and E. Snyder, coal to Wm. H. Fowle & Son.

Departed, November 5.

Boat K. H. Lambell, groceries, tobacco, cigars, &c., from J. H. McVeigh & Son, boots, shoes, &c., from C. A. Baldwin & Co., queens ware from R. H. Miller, Son & Co., groceries from Gray, Miller & Co., for Leesburg, Va.

AG, Tue. 11/8/59, p. 3. **The Chesapeake and Ohio Canal** for the week past has been quite busy. One hundred and four boats arrived down at the Collector’s office in Georgetown, of which eighty-four were coal laden, from Cumberland, and the remaining twenty were freighted with wheat, corn, limestone, wood, &c. The receipts for the same period were \$397 ascending trade, and \$3,472 descending; in all \$3,869. We hear of no drawback to navigation throughout the line. – *Nat. Int.*

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**CANAL COMMERCE**

Arrived, November 7.

Boats Ann Gilleece, May Fly, O. W. Sturtevant, Eliza Benner, Elk and W. G. King, coal to T. J. Mehaffey.

Boats Canonicus and J. A. Rhinehart, coal to Borden Mining Co.  
 Boats Mount Savage, A. H. Bradt and M. F. McCoy, coal to American Coal Co.  
 Boat John H. Shaw, coal to Frostburg Coal Co.  
 Boats Reindeer and Union, coal to Wm. H. Fowle & Son.

AG, Wed. 11/9/59, p. 3. **CANAL COMMERCE** – Arrived, November 8.  
 Boats J. S. Jordan, G. W. Rohrback, Utica, G. W. H. Hetzer, Thomas Devecmon, P. E. Haldeman, G. W. Briggs and Col. Young, coal to T. J. Mehaffey.  
 Boats Excelsior, Great Eastern and R. M. Sprigg, coal to Borden Mining Co.  
 Boats J. R. Jordan, Eli Wade and John Savin, coal to American Coal Co.  
 Boat Minnie Slack, coal to Frostburg Coal Co.

C&T, Thu. 11/10/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Nov. 5, 6,043.06 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,073.04 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 11,116.10 tons.

Total shipments for the year from the entire region 434,759.18 tons.

62 boats cleared this port during the week ending Wednesday, the 9th inst., carrying 7,192.18 tons of Coal.

During the season 2361 boats cleared this port, carrying 245,800.16 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, November 5th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		1,572.16	1,572.16	73,087.17
C. E. Detmold	8.16	313.05	328.01	26,698.17
Frostburg C. C.	165.09	1,071.16	1,237.05	40,008.08
Borden M. Co.	596.15	1,803.00	2,399.15	76,683.10
Swanton Co.		498.03	498.03	2,979.03
Piedmont Co.				731.05

Allegheny M. C.	7.06	7.06	108.04
	777.06	5,265.00	6,043.06 222,293.04

AG, Fri. 11/11/59, p. 3. **CANAL COMMERCE** – Arrived, November 10.  
 Boats G. W. Riggs, J. F. Sterling, M. Treiber, D. Harsh, Capt. J. Short, C. H. Mudge and M. R. Zimmerman, coal to T. J. Mehaffey.  
 Boats R. H. Alvey, Lauretta and Dutch Hen, coal to Borden Mining Co.  
 Boats Nanna McGraw, coal to Frostburg Coal Company.  
 Boats M. E. Stonebraker and M. B. Bramhall, coal to American Coal Co.

*Sun, Sat. 11/12/59, p. 4. Georgetown, D. C., Friday Evening* – The board of directors of the Chesapeake and Ohio Canal held their regular monthly meeting today. No business of general interest was transacted. For the month of October, the revenue on the whole line may be set down at \$13,600. During the present week, the receipts at the Georgetown office alone will be about \$3,300. We have had sixty arrivals with coal.

AG, Sat. 11/12/59, p. 3. **CANAL COMMERCE** - Arrived, November 11.  
 Boats J. Knode and Anne Marion, to Borden Mining Co.  
 Boat Smith Hurd, to American Coal Co.  
 Boat Six Brothers, limestone to T. Smith.

AG, Mon. 11/14/59, p. 3. **The Canal**  
 Business upon the Chesapeake and Ohio canal continues quite brisk. During the week ending Saturday, 95 boats have arrived, 67 of them from Cumberland, bringing 7,300 tons of coal; 16 from other points with flour and grain; and 12 with limestone, wood, &c. The receipts of tolls at the Georgetown collector’s office for the same period, amount to \$3,416.58, as follows: Ascending trade \$383.80, and descending \$3,032.78.

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**CANAL COMMERCE**

Arrived, November 12.

Boats Morgan Miller, F. Bloodgood and G. S. Moore, coal to T. J. Mehaffey.  
 Boat Elizabeth Ann, coal to Borden Mining Co.  
 Boat Lonaconing, coal to Wm. H. Fowle & Son.

AG, Tue. 11/15/59, p. 3. **CANAL COMMERCE** – Arrived, November 14.  
 Boats Ambition and T. Sheldon, coal to American Coal Co.  
 Boat Blue Bird, coal to Frostburg Coal Co.

*Sun*, Wed. 11/16/59, p. 1. **House Demolished** – On Thursday night last the house owned by the Chesapeake and Ohio Canal Company, but occupied by Mr. J. D. Wells and family, was attacked by a party of men disguised, who used axes and crowbars, the family driven out, and the house totally demolished. It is not known why Mr. Wells' house was attacked and destroyed, unless for revenge, nor who the marauders were. – *Frederick (Md.) Herald*.

AG, Wed. 11/16/59, p. 2. **CANAL COMMERCE** – Arrived, November 15.  
 Boats C. B. Thurston and J. C. Hieston, coal to T. J. Mehaffey.  
 Boats E. Stanhope and A. E. Stone, coal to Borden Mining Co.  
 Boats Clipper and Hester A. Korn, coal to Wm. H. Fowle & Son.  
 Boat P. A. Healey, coal to American Coal Co.

C&T, Thu. 11/17/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Nov. 12, 7,346.01 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,737.10 over the road of the George's Creek Coal and Iron Company.

Making a total for the week from the entire region of 12,983.11 tons.

Total shipments for the year from the entire region 447,919.09 tons.

85 boats cleared this port during the week ending Wednesday, the 16<sup>th</sup> inst., carrying 9,548.10 tons of Coal.

During the season 2,446 boats cleared this port, carrying 255,249.06 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, November 12th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.	9.10	1,484.00	1,493.10	76,581.07
C. E. Detmold		746.10	746.10	27,445.07
Frostburg C. C.	193.03	1,380.01	1,673.04	41,577.12
Borden M. Co.	609.17	3,235.15	2,845.12	79,529.00
Swanton Co.		587.05	587.05	3,566.08
Piedmont Co.				731.05
Allegheny M. C.				108.04
	812.10	6,433.11	7,348.01	229,539.05

AG, Thu. 11/17/59, p. 3. **Washington and Georgetown Railroad** – A meeting was held last evening at Temperance Hall, according to adjournment from Thursday evening last, to further the effort to construct a passenger railroad between the Navy Yard in Washington and some point in Georgetown. We are informed that there is another company of citizens who are engaged in the formation of a similar organization for the same purpose, but know nothing of their plan of operations.

It will further be perceived, by a communication in this day's paper, that the Metropolitan Railroad Company entertain aspirations the same way. – *Nat. Int.*

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**CANAL COMMERCE**

Arrived, November 16.

Boats R. Gregory, Star, G. H. Moudy and Lydia G. Hough, coal to American Coal Co.  
 Boats G. W. Cross and H. G. Ritter, coal to Borden Mining Co.

Boats The Pilgrim, T. Cookendorfer, D. Morrissey and E. Reinhard, coal to T. J. Mehaffey.

AG, Fri. 11/18/59, p. 3. **CANAL COMMERCE** – Arrived, November 17.  
Boats Rebecca, N. J. Berston, Odd Fellow, P. B. Petrie and John Humbert, coal to T. J. Mehaffey.  
Boats Margaret Roberson, J. Fitzpatrick and Carrie of Hancock, coal to Borden Mining Co.  
Boats Prince Rupert, Gem and Ben Ardinger, coal to Frostburg Coal Co.  
Boats R. P. Dodge, Old Dominion and J. Buchanan, coal to American Coal Co.  
Boat Oliver Boley, coal to Wm. H. Fowle & Son.

AG, Sat. 11/19/59, p. 3. The Alexandria correspondent of the Washington *Star* says: - “Two coal companies, now having their depots in Baltimore, intend removing to this city in the spring, and will probably erect wharves adjacent to the American Coal Company’s wharf.”

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**CANAL COMMERCE**

Arrived, November 18.

Boats George Lynn, J. Witt and Baltic, to T. J. Mehaffey.  
Boats John R. Masters and Sarah Grimes, coal to Borden Mining Co.  
Boats A. J. Boose and M. O. Shea, to Wm. H. Fowle & Son.  
Boats J. P. Wright and Uncle Sam, to Frostburg Coal Co.

AG, Mon. 11/21/59, p. 3. **C. & O. Canal** – A brisk trade was done upon the Chesapeake and Ohio Canal last week. 103 boats arrived, 72 of them from Cumberland, bringing 8,999 tons of coal; 14 from other points with flour and grain; 6 with limestone; and 11 with wood, &c. The receipts for tolls at the Georgetown

collector’s office during the same period amounted to \$2,693, as follows: - Ascending trade \$316, and descending \$2,377.

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**CANAL COMMERCE**

Arrived, November 19.

Boats M. M. Claggett and John James, coal to T. J. Mehaffey.  
Boats A. Rench and Henry May, coal to Borden Mining Co.  
Boats Clemson and Wm. McMahon, coal to Frostburg Coal Co.  
Boats S. E. McDonald and S. B. Harrison, coal to American Coal Co.

Departed, November 19.

Canal Steamer Blue Bird, boots, shoes, hats and caps from C. A. Baldwin & Co., for Harper’s Ferry and Hancock, Md.  
Boat K. H. Lambell, boots, shoes, hats and caps from C. A. Baldwin & Co., for Leesburg, Va.

AG, Tue. 11/22/59, p. 3. **CANAL COMMERCE** – Arrived, November 21.

Boats Ann Gilleece, M. Hoffman, M. R. Hale, Buena Vista, Col. Young and C. F. Mudge, coal to T. J. Mehaffey.  
Boats Waynesboro, Kate Barns and J. A. Inkslinger, coal to Borden Mining Co.  
Boats Martha Banks, Wm. E. Taylor, J. H. Grove and A. Stanhope, coal to American Coal Company.  
Boat Kate Bruce, coal to Frostburg Coal Co.  
Boats Lady Helen, Chicago and Prudence Miller, coal to Wm. H. Fowle & Son.

AG, Wed. 11/23/59, p. 3. **CANAL COMMERCE** – Arrived, November 22.

Boats Hopewell, Henry Clay, H. T. Weld and Wild Kate, coal to T. J. Mehaffey.  
Boats Helen May and W. B. Colston, coal to Borden Mining Co.  
Boats Frank H. Morgan, Liberty and John H. Shaw, coal to Frostburg Coal Co.  
Boats Walter McAtee and John Huddleson, coal to American Coal Co.

C&T, Thu. 11/24/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Nov. 18, 6,953.18 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 6,067.05 over the road of the George’s Creek Coal and Iron Company. Making a total for the week from the entire region of 13,024.08 tons.

Total shipments for the year from the entire region, 461,962.13 tons.

86 boats cleared this port during the week ending Wednesday, the 23<sup>rd</sup> inst., carrying 9,936.15 tons of Coal.

During the season 2,531 boats cleared this port, carrying 265,186.01 tons of Coal.

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**Coal Receipts by the Canal** – The receipts of Cumberland Coal at this place, for the month of October, via the Canal, were 15,991 tons as follows:

Cumberland Coal & Iron Company	7,100
Borden Mining Company	3,800
Frostburg Coal Company	2,970
American Coal Company	2,121
Total	15,991

It is proper to mention that navigation on the Chesapeake and Ohio Canal was not resumed until the 17<sup>th</sup> of the month. The exhibit therefore is highly gratifying. – *Alexandria Gazette*.

**Report of Coal Transportation**  
 During the week ending Saturday, November 19th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		1,493.02	1,493.02	78,074.09
C. E. Detmold		567.10	567.10	28,012.17
Frostburg C. C.	314.10	1,258.09	1,572.19	43,150.11
Borden M. Co.	585.12	2,173.05	2,758.17	82,287.19
Swanton Co.		561.10	561.10	4,127.18
Piedmont Co.				731.05
Allegany M. C.				108.04
	900.02	6,053.16	6,953.18	236,493.03

AG, Thu. 11/24/59, p. 3. **CANAL COMMERCE** – Arrived, November 23.

Boats Morgan Miller, E. W. Dunham, J. J. Watson, Charles Embrey, Mary Shaw, J. Arnold and George W. Hetzer, coal to T. J. Mehaffey.

Boats Gen. Simpson and Great Eastern, coal to Borden Mining Co.

Boats R. A. Powers and R. Stuart, coal to Frostburg Coal Co.

Boat Dr. A. A. Biggs, coal to American Coal Co.

Boats Niagara and John R. Wilson, coal to Wm. H. Fowle & Son.

AG, Sat. 11/26/59, p. 3. **Arrest of a Horse Thief** – On Sunday night last Mr. Daniel S. White of Montgomery County, Md., near the line of the Chesapeake and Ohio Canal, had stolen from him, a very fine horse.

From enquires about his neighborhood, his suspicions were and directed towards a man named Wm. Harrington, who had been prowling about in that vicinity. Mr. White followed to Georgetown, and there learned that Harrington had been there. He then came to this city, on Thursday, and found his horse in the stable of R. Ingall, at the Canal Locks. Harrington soon made tracks for another locality when he saw the owner of the horse, and wended his way towards Georgetown by the towpath on the Canal. Officer Padgett was soon on his track, and took passage in the cars toward Washington. On the way, he discovered the thief above the Four Mile Run bridge, making his way off at rapid speed. The officer got off the cars beyond him, got upon the towpath, and arrested him. Yesterday Harrington was taken before Justice Price, and fully committed, to await a requisition from the Governor of Maryland. The officer was liberally rewarded by the owner of the horse, for his perseverance and tact in finding out the course the thief took, and his subsequent arrest.

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**CANAL COMMERCE**

Arrived, November 25.

Boats J. C. Hieston, F. & A. H. Dodge, M. Treiber, Utica, Anna Eliza, J. K. Polk and Mary Mertens, to T. J. Mehaffey.  
 Boats R. M. Sprigg, Canonicus, Lloyd Lowe, Five Brothers and Superior, to Borden Mining Co.  
 Boats Minnie Slack, Gen. T. J. McKaig and Dr. McKaig, to Frostburg Coal Co.  
 Boat M. B. Branshall, to American Coal Co.  
 Boat E. Snyder, to Wm. H. Fowle & Son.

AG, Mon. 11/28/59, p. 3. **CANAL COMMERCE** - Arrived, November 26.

Boats D. Shriver, E. Benner, O. W. Sturtevant, G. W. Rohrback, J. L. Jordan and J. F. Sterling, coal to T. J. Mehaffey.  
 Boats Three Brothers and Nanna McGraw, coal to Frostburg Coal Co.  
 Boats Reindeer and John Spencer, coal to Wm. H. Fowle & Son.

DE, Tue. 11/29/59, p. 2. The Chesapeake and Ohio Canal did an excellent week's business last week, the tolls at Georgetown alone rising above \$3,000. Navigation throughout uninterrupted and excellent. We learn that recent arrangements have been made by the directors with the coal companies whereby the dams will be so strengthened as to render them free from danger of spring or ice freshets.

AG, Wed. 11/30/59, p. 3. **CANAL COMMERCE** - Arrived, November 29.

Boats J. Robertson, Smith Hurd, Baltic, W. R. King and The Pilgrim, coal to T. J. Mehaffey.  
 Boat Dutch Hen, coal to Borden Mining Co.  
 Boats James P. Wright and Juniata, coal to Frostburg Coal Co.  
 Boats Ask the Captain and Samuel Heidelberger, coal to American Coal Co.  
 Boats Oliver Boley, Lonaconing and Union, coal to Wm. H. Fowle & Son.

C&T, Thu. 12/1/59, p. 3. **Maryland Coal Trade** - For the week ending Saturday, Nov. 26, 5,243.00 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 6,426.03 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 11,669.03 tons.

Total shipments for the year from the entire region, 472,638.07 tons.

94 boats cleared this port during the week ending Wednesday, the 30<sup>th</sup> ult., carrying 10,904.00 tons of Coal.

During the season 2,618 boats cleared this port, carrying 276,090.01 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, November 26th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		1,262.09	1,262.09	79,336.18
C. E. Detmold		535.19	535.19	28,548.16
Frostburg C. C.	179.03	610.05	789.08	44,039.19
Borden M. Co.	103.15	1,967.11	2,161.06	84,449.05
Swanton Co.		359.15	359.15	4,487.13
Piedmont Co.				731.05
Alleghany M. C.				108.04
Potomac Co.	34.03		34.03	34.03
	407.01	4,835.19	5,243.00	241,736.03

AG, Thu. 12/1/59, p. 3. **CANAL COMMERCE** - Arrived, November 30.

Boats John Humbert and P. B. Petrie, coal to T. J. Mehaffey.  
 Boats Santa Anna and Ann E. Stone, coal to Borden Mining Co.  
 Boat Prince Rupert, coal to Frostburg Coal Co.  
 Boats Mrs. E. Biggs, A. T. Snouffer and J. P. Sherman, coal to American Coal Co.

*Sun, Fri. 12/2/59, p. 1. Affairs in Allegany County* - We copy the following from the Cumberland Telegraph: *Maryland Coal Trade* - During last week 11,669 tons of coal were brought down from the mines, making for the season 472,638 tons. For the

week ending Wednesday, 94 canal boats cleared with 10,904 tons of coal.

AG, Sat. 12/3/59, p. 3. **Coal Receipts** – During the month of November, there were twenty-nine thousand, one hundred and twenty-one tons of Cumberland Coal brought to this place, via the Canal. We give the amount received by the different Companies, as follows:

Borden Mining Co.	6,482.16
Frostburg Coal Co.	4,080.00
American Coal Co.	5,479.09
Cumberland Coal & Iron Co.	10,198.14
Wm. Fowle & Son	2,880.14
Total	<u>29,121.18</u>

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**CANAL COMMERCE**

Arrived, December 2.

Boats George Lynn, Newport, Odd Fellow, Emma Reinhard, S. Luman, M. R. Zimmerman, T. Cookendorfer, C. F. Mudge, Elk, Red Fox and John Snyder, to T. J. Mehaffey.  
Boats E. K. Huntley and A. J. Boose, to Wm. H. Fowle & Son.  
Boat Anna Marion, to Borden Mining Co.  
Boat Eli Wade, to American Coal Co.

AG, Mon. 12/5/59, p. 3. **CANAL COMMERCE** – Arrived, December 3.

Boats Newport and Wm. Hext, coal to T. J. Mehaffey.  
Boats C. Ardinger and Star of Hancock, coal to American Coal Co.  
Boats Wm. Borden and G. L. Jacques, coal to Borden Mining Co.

*Sun*, Tue. 12/6/59, p. 4. The revenue on the Chesapeake and Ohio canal last week was about \$5,050.

AG, Tue. 12/6/59, p. 3. **CANAL COMMERCE** – Arrived, December 5.

Boats Dr. P. A. Healey, Carrie, John James, J. Arnold, J. C. Hieston, Antelope, T.

Devecmon and Safety Clark, coal to T. J. Mehaffey.  
Boats A. J. Ritter and Elizabeth Ann, coal to Borden Mining Co.  
Boat M. E. McCoy, coal to American Coal Co.  
Boats H. Harrington and Phoenix, coal to Frostburg Coal Co.

AG, Wed. 12/7/59, p. 1.

**SHERIFF'S SALE.**

**B**Y virtue of a warrant of distress issued in favor of the Alexandria Canal Company, against James R. Wilson, I will offer for sale, by auction, ON TUESDAY, THE THIRTEENTH DAY OF DECEMBER, 1859, at noon, the following property, viz: **SIX CANAL BOATS,** now lying in and near the dock of the said Wilson, on the Alexandria Canal, near the Potomac Aqueduct, with their furniture and equipment, the same having been seized and taken under the said warrant to satisfy rent due the said company. Terms cash.  
Sale to take place at the said dock.  
dec 1—eots C. M. CASTLEMAN, D. S.

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

Arrived, December 6.

Boats N. J. Berston, M. R. Hale, Ann Gilleece and Leven Benton, to T. J. Mehaffey.  
Boats Richard Borden, Rescue, R. M. Sprigg and Waynesboro, to Borden Mining Co.  
Boat Ben Ardinger, to Frostburg Coal Co.  
Boat Jane Louisa, to American Coal Co.  
Boat, Lynx, to Wm. H. Fowle & Son.

C&T, Thu. 12/8/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Dec. 3, 5,653.01 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 5,617.05 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 11,670.06 tons.

Total shipments for the year from the entire region, 484,323.09 tons.

During the season 2,618 boats cleared this port, carrying 276,090.01 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, December 3rd, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.		1,284.07	1,284.07	80,621.05
C. E. Detmold	8.09	621.16	630.05	29,199.01
Frostburg C. C.	153.15	1,306.05	1,470.08	45,510.07
Borden M. Co.	442.07	1,788.00	2,230.07	86,679.12
Swanton Co.				4,487.13
Piedmont Co.				731.05
Alleghany M. C.				108.04
Potomac Co.	37.14		37.14	71.17
	<u>652.05</u>	<u>5,000.16</u>	<u>5,653.01</u>	<u>247,389.04</u>

*Sun, Thu. 12/8/59, p. 4.* The revenue of the Chesapeake and Ohio canal for the year nearly closed, will far exceed that of any previous corresponding period since its organization.

AG, Thu. 12/8/59, p. 3. **CANAL COMMERCE** – Arrived, December 7. Boat Rebecca, coal to T. J. Mehaffey. Boats Hercules and John H. Shaw, coal to Frostburg Coal Co. Boats Five Sisters and J. R. Masters, coal to Borden Mining Co. Boat G. H. Moudy, coal to American Coal Co.

AG, Fri. 12/9/59, p. 3. **CANAL COMMERCE** – Arrived, December 8. Boats Right Bower and F. & A. H. Dodge, to T. J. Mehaffey.

AG, Sat. 12/10/59, p. 3. **CANAL COMMERCE** – Arrived, December 9. Boats M. M. Claggett and Buffalo, coal to T. J. Mehaffey. Boat Five Brothers, coal to Borden Mining Co. Boats M. B. Bramhall and S. B. Harrison, coal to American Co. Boats Wm. McMahon and Kate Bruce, coal to Frostburg Co.

*Sun, Mon. 12/12/59, p. 4.* By Chesapeake and Ohio canal to Georgetown, 6,900 tons of coal were received last week. The

revenue, to last night, amounted to \$2,770. There are forty boats on the way down, and they may be about the last, as the weather is cold.

ES, Wed. 12/14/59, p. 3. **GEORGETOWN**

Winter is upon us in good earnest. We had a light fall of snow last night, and at the time of writing this letter it has commenced falling again; and from the portentous indications overhead the earth is destined to receive a handsome covering before it clears up. The canal steamers Brengle and Antelope have both ceased running, doubtless for the season, and are laid up. Some of the heavy freight boats are still, however, plying upon the canal.

AG, Wed. 12/14/59, p. 3. **CANAL COMMERCE** – Arrived, December 13. Boats Buena Vista, Mary Shaw, Helen May and Charles Embrey, coal to T. J. Mehaffey. Boats Ambition and Wm. R. Chaplin, coal to American Coal Co. Boats J. Fitzpatrick, Sarah Grimes and Henry May, coal to Borden Mining Co. Boats Capt. A. King and J. Hammon, coal to Frostburg Coal Co.

C&T, Thu. 12/15/59, p. 3. **Maryland Coal Trade** – For the week ending Saturday, Dec. 10, 2,956.06 tons of coal were shipped over the Cumberland and Pennsylvania Railroad, and 6,359.16 over the road of the George's Creek Coal and Iron Company. Making a total for the week from the entire region of 9,316.02 tons.

Total shipments for the year from the entire region, 492,630.11 tons.

During the season 2676 boats cleared this port, carrying 300,546.13 tons of Coal.

**Report of Coal Transportation**

During the week ending Saturday, December 10th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

R. R.	Canal	Week	Year
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## Canal Trade 1859

American C. C.		1,450.09	1,450.09	82,071.14
C. E. Detmold				29,199.01
Frostburg C. C.	156.13	666.07	823.00	46,333.07
Borden M. Co.	539.14		539.14	87,219.06
Swanton Co.		73.14	73.14	4,561.07
Piedmont Co.				731.05
Alleghany M. C.				108.04
Potomac Co.	69.09		69.09	141.06
	<u>765.19</u>	<u>2,190.10</u>	<u>2,956.06</u>	<u>250,345.10</u>

AG, Thu. 12/15/59, p. 3. **CANAL COMMERCE** – Arrived, December 15.

Boats M. O. Shea, J. J. Watson, Eugene and A. Rench, coal to T. J. Mehaffey.

Boats Ambition and Wm. R. Chaplin, coal to American Coal Co.

Boat D. W. McClary, coal to Borden Mining Co.

Boats Juniata and Minnie Slack, coal to Frostburg Coal Co.

AG, Sat. 12/17/59, p. 3. **CANAL COMMERCE** – Arrived, December 16.

Boat W. B. Colston, Lion and Reindeer, coal to T. J. Mehaffey.

Boat D. W. McClary, coal to Borden Mining Co.

Boat R. H. Powers, coal to Frostburg Coal Co.

C&T, Thu. 12/22/59, p. 3.

### Report of Coal Transportation

During the week ending Saturday, December 17th, 1859, *Shipped over the Cumberland and Pennsylvania Railroad for same period.*

	R. R.	Canal	Week	Year
American C. C.				82,071.14
C. E. Detmold				29,199.01
Frostburg C. C.	133.18	112.11	246.09	46,579.16
Borden M. Co.	489.17		489.17	87,709.03
Swanton Co.				4,561.07
Piedmont Co.				731.05
Alleghany M. C.				108.04
Potomac Co.	37.11		37.11	178.17
	<u>661.06</u>	<u>112.11</u>	<u>773.17</u>	<u>251,119.07</u>

AG, Sat. 12/31/59, p. 3. **Chesapeake and Ohio Canal** – The annual report of the business on the Chesapeake and Ohio Canal, shows that the total of arrivals of boats at the collector's office in Georgetown during the year 1859 was 3,118. The coal brought

down in the same period was 300,546 tons; of flour 120,880 barrels; wheat 217,758 bushels; corn 200,247 bushels; mill offal 38,376 bushels; oats 24,242 bushels; hay 252 tons; wood 3,594 cords; tan bark 604 cords; and limestone 10,600 perches. The revenue from tolls collected at Georgetown was \$122,932, to which should be added fifty percent, for the tolls collected at Cumberland and intermediate points, giving an approximate total of \$184,000 for the whole revenue of the year. Of this total amount, nearly \$160,000 are due to the coal trade alone. These receipts are about \$11,000 more than those of last year, and are in excess of any year previous to that, by the sum of \$29,000. This is principally due to the increased trade in coal. The quantity of flour and grain are also in excess of last year.

The above exhibit of the trade of the Chesapeake and Ohio Canal for the year past, must certainly be satisfactory to the friends and well-wishers of that work, as well as to all who feel an interest in the development of the great mineral and agricultural resources of Western Maryland and Northwestern Virginia.

Notwithstanding a series of disastrous freshets, which almost seemed to point out the canal as a special victim to the wrath of the powers of Nature, and the repetition of breaks that looked as if the incaution of man had stepped in as an auxiliary force to complete its destruction, the canal has come out with the smile of hope and prosperity upon its future.

In 1857 there were transported on the canal for shipment at tide-water at Georgetown and Alexandria, 123,527 tons of Cumberland coal, and now, in 1859, with not a few unfavorable circumstances to contend with, the transportation has increased to two-and-a-half times that amount, that is to say, to above 300,000 tons. This augmentation may be accounted

for partly by the gradually increasing extent to which coal is used in the manufactories and shipping of the world, partly by the largely improved opportunities and conveniences of shipment at tide-water, especially at Georgetown, but principally to the much greater cheapness of transportation of coal by water as compared with carriage of the same by railroad. A few figures will more distinctly show this. The cost of carrying a ton of coal from Cumberland to Baltimore is \$2.25, whilst a ton of the same coal is transported to Georgetown by canal for \$1.56, and to Alexandria for \$1.62½. If the cost of shipment at all these places be taken as equal, the advantage of the transportation by water is so decided as to ensure not only a present, but a permanent superiority.

For the purposes of generating steam and manufacturing, the coal of Western Maryland stands unrivalled by any in the country, and is fully equal, if not superior, to the best English. Some of the principal European steam lines, as the Cunard and the Galway, as well as other ocean steamers, are now supplied with this coal on their return voyages instead of having their supplies sent over as formerly. In respect to the shipment of Cumberland coal, it may be observed that, owing to the soft and friable nature of the article, the fewer handlings to which it is subjected the better. Hence lighterages and transshipment should be avoided if possible, as well for the sake of the coal as the direct saving of expense. This leads to the suggestion that, as a matter of public economy, the Government would do well to bring its steam frigates and large steamers for coaling purposes immediately to the highest practicable point of coal shipment. — *Nat. Int.*

(The proper place, undoubtedly, on every account for *coaling* U. S. vessels, both on the score of safety and economy, is Alexandria. — Ed.)